



MEETING AGENDA

TUALATIN PLANNING COMMISSION

June 20, 2013; 6:30 p.m.
JUANITA POHL CENTER
8513 SW TUALATIN ROAD
TUALATIN, OR 97062

1. **CALL TO ORDER & ROLL CALL**
Members: Mike Riley, Chair, Alan Aplin, Bill Beers, Jeff DeHaan, Nic Herriges, Cameron Grile, and Steve Klingerman

Staff: Aquilla Hurd-Ravich, Planning Manager; Ben Bryant, Management Analyst
2. **APPROVAL OF MINUTES**
 - A. Approval of April 18, 2013 Minutes.
4. **COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA)**
Limited to 3 minutes
5. **ACTION ITEMS**
6. **COMMUNICATION FROM CITY STAFF**
 - A. Southwest Corridor Transit Evaluation Results and Draft Recommendation
7. **FUTURE ACTION ITEMS**
8. **ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION**
9. **ADJOURNMENT**



STAFF REPORT

CITY OF TUALATIN

TO: Tualatin Planning Commissioners
FROM: Lynette Sanford, Office Coordinator
DATE: 06/20/2013
SUBJECT: Approval of April 18, 2013 Minutes.

ISSUE BEFORE TPC:

Attachments: [TPC Minutes 4.18.13](#)



City of Tualatin

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UNOFFICIAL

TUALATIN PLANNING COMMISSION -

MINUTES OF April 18, 2013

TPC MEMBERS PRESENT:

Alan Aplin
Jeff DeHaan (arrived after Agenda Item 3)
Cameron Grile
Bill Beers
Mike Riley

STAFF PRESENT:

Will Harper
Ben Bryant
Lynette Sanford

TPAC MEMBER ABSENT: Steve Klingerman, Nic Herriges

GUESTS: Grace Lucini, John Lucini, Joe Lipscomb

1. **CALL TO ORDER AND ROLL CALL:**

Chair Riley called the meeting to order at 6:33 pm. and reviewed the agenda. Roll call was taken.

2. **APPROVAL OF MINUTES:**

Mr. Riley asked for review and approval of the March 21, 2013 TPC minutes. MOTION by Beers SECONDED by Aplin to approve the March 21, 2013 minutes. MOTION PASSED 4-0

3. **COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA):**

4. **ACTION ITEMS:**

- A. Consideration to Amend the Tualatin Development Code (TDC) Chapter 12 – Water Service – Incorporating the January 2013 Water Master Plan. Amending TDC 12.010-12.040, Table 12-1 and Water System Master Plan Map 12-1. Plan Text Amendment 13-01. This is a legislative action by the City.**

Will Harper, Senior Planner, gave a briefing to the Planning Commission members regarding Plan Text Amendment (PTA-13-01) which would update the Tualatin Development Code (TDC) Chapter 12, to incorporate the January 2013 Water Master Plan accepted by Council on March 11, 2013.

Mr. Harper explained that PTA 13-01 would incorporate the information associated with this Water Master Plan into Chapter 12 of the TDC which deals with water systems and service. The last time a Water Master Plan was incorporated in the TDC was 2003. The

These minutes are not verbatim. The meeting was recorded, and copies of the recording are retained for a period of one year from the date of the meeting and are available upon request.

change in 2003 was fairly significant which dealt with supply and demand, system operation, sources of water, and ways to conserve. This plan amendment updates the 2003 plan regarding supply and demand, fire supply pressure zones, reservoirs, and future needs. It also looks at the demand in the next 20 years and includes future residential demand in the in the Basalt Creek Area.

Mr. Harper went on to discuss Attachment A, which shows the language that would be removed including the capital improvement summary. There was also an update to Map 12-1 which details the major supply lines and the locations of reservoirs. An analysis and findings report was attached as well as a complete copy of the Water Master Plan. Mr. Harper asked the Planning Commission members to consider the application and staff report and make a recommendation to City Council to approve the amendment proposed in PTA-13-01.

Mr. Riley asked if MSA (Murray, Smith & Associates) were the consultants who completed the engineering work and projections. Mr. Harper replied that MSA did complete the work – CH2M Hill completed the 2003 version. The Engineering Operations staff has also been instrumental in the preparation of the plan.

Mr. DeHaan had several questions with the Water Master Plan regarding threats to our water supply and emergency planning, the notation of 9000 feet of asbestos concrete pipe, which would cost millions to replace, and an apparent inconsistency between the approximate and official population estimates. Mr. Harper responded that while the number of residential water accounts is known, it is difficult to have an exact number of people served by the water supply. Mr. Aplin noted that Murray Smith & Associates is one of the larger businesses and he has a high level of confidence in their work.

Grace Lucini - 23677 SW Boones Ferry Rd, Tualatin, OR

Ms. Lucini spoke to the group and distributed a handout. She lives in unincorporated Washington County, outside the city limits of Tualatin. She noted in the Water Master Plan, there is a 12 inch water main that will be constructed near or beneath her house. Ms. Lucini noted the area they're trying to serve is Basalt Creek, which is south of Tualatin city limits. Their property is one of four that may be impacted.

Ms. Lucini continued that the cost associated with this water main is \$3,910,000. It's stated that this will happen somewhere between 2017 and 2021. She added that this estimate is based on the assumption that no rock excavation or excessive dewatering is included, no property or easement acquisitions costs are included, or specialty construction costs. Ms. Lucini continued that the Basalt Creek area is comprised of large significant basalt rock formations and has been identified by Metro as having the highest valued riparian and wetland area. She believes the Water Master Plan Text Amendment should include a requirement for an Environmental Impact Statement covering the Basalt Creek Area consistent with Statewide Goal 5 and include a requirement for a slope evaluation.

Mr. Aplin commented that before construction begins, an Environmental Impact

Statement will be completed. It's part of the entire process. Ben Bryant, Management Analyst, confirmed Mr. Aplin's assumption that more environmental analysis will be completed prior to construction. He continued that in the Water Master Plan, it is assumed that there would be growth in the Basalt Creek area. The concept planning phase is dependent on what the property owners want to see and will further refine what we assume is needed. Mr. Grile stated that the project costs are preliminary and as the projects move forward, they will get refined. Just because a project is noted in the plan, it doesn't mean it will be constructed. Discussion followed regarding annexation, unincorporated areas, and future development.

The question was brought up if a water main can be placed beneath a property. Mr. Harper replied that usually they are placed in a street or an easement where there is no development. Ms. Lucini noted that the lots in this area are long and narrow and she's concerned the water main will go underneath part of her residence. Mr. Harper stated that the Water Master Plan doesn't build anything; it anticipates things including industrial and residential areas. It doesn't make decisions about alignments, doesn't set up a capital improvement program, and it's ultimately going to have to be revised when the Basalt Creek plan is revised. Mr. Riley noted that the Planning Commission does not make the decisions, only recommendations to Council. He noted that they would pass along her concerns to City Council, and at this point, recommend adoption of this plan. This will go to City Council on May 13.

MOTION by Aplin SECONDED by Grile to recommend approval of the amendment proposed in PTA-13-01. MOTION PASSED 5-0.

5. COMMUNICATION FROM CITY STAFF

A. Southwest Corridor Update

Ben Bryant, Management Analyst, gave an update on the Southwest Corridor Plan, which included a PowerPoint presentation. Mr. Bryant explained that the SW Corridor Plan is a land use and transportation plan that looks at all potential modes of transportation including light rail transit, commuter rail, bus rapid transit, local bus, and streetcar.

Mr. Bryant stated that the plan started with the need for high capacity transit. Tualatin residents have recognized that a lot of places within the SW corridor are lacking bus service. Trimet has committed to conduct a southwest enhancement study to look at local service, re-route the service to be more efficient, or to add local service. The Chamber has also put in a request to expand their local shuttle service. In addition, there is a need for high-capacity transit. Mr. Bryant further described what Bus Rapid Transit was – a cross between local bus and light rail.

Mr. Bryant stated that the Metro team utilized the information gathered in local land use and transportation plans to develop potential high capacity transit routes. Two of the

alignments travel to or through Tualatin. He further discussed the creation of different routes in regards to the housing density for the years 2010-2035 and the employment density from 2010-2035. The five potential alignments that came out of the high capacity transit studies were:

- Light rail to Tigard
- Bus rapid transit to Tigard
- Bus rapid transit to Tualatin
- Bus rapid transit to Sherwood
- Bus rapid transit hub and spoke

Mr. Beers noted that he was surprised that only one of these options included light rail. Mr. Bryant replied that this is due to light rail being very expensive to build on the capital side; however federal government would pick up 50% of the cost. Light rail is also less expensive to operate since the major cost is the salaries for the driver. A lot more people can ride a light rail train than a bus (over 200 compared to 40). Mr. Beers commented that he was hoping for a commuter rail from downtown to Tualatin. Mr. DeHaan noted he liked the alignments.

Mr. Bryant continued discussing the upcoming schedule. He plans to return to the Planning Commission meeting on May 16th. At that time, all the alignments will have evaluation results. There will be an Economic Summit on May 21st and a Community Forum/Open House on May 23rd. The Transportation Task Force will be meeting on June 6th to review evaluation results of the transit route options and provide a recommendation. Mr. DeHaan added that there are many traffic problems in the City of Tualatin and would like to go on the record of saying he's in favor of high capacity transit and it should go west to Sherwood. Mr. Grile asked if park and rides were on the plan. Mr. Bryant responded that they are not at this time.

Joe Lipscomb, 8720 SW Tualatin Rd, Tualatin, OR

Mr. Lipscomb updated the group on the Job Access Mobility Institute (JAMI) program. He is part of the team along with members of the Chamber of Commerce, City of Tualatin, Trimet, WorkSource Tualatin, Enterprise, and Ride Connection. This team's goal is to find sustainable and viable transportation options in the NW employment corridor.

Mr. Lipscomb stated that they surveyed 9 large employers, a 12.2% sampling of the total workforce. Employers include: HuntAir, Lam Research, Precision Wire Components, Leviton, LightSpeed, Pacific Natural Foods, McLane, Veris, and DPI NW Specialty Foods. Their primary concern is getting people to their jobs, since Tualatin is a major hub. The study came up with recommendations, which include changing and expanding bus service. They also discussed employers establishing van pools, car pools, and negotiated with Ride Connection to cover seniors and those with disabilities. All of the employers sited transit as a major obstacle to doing business in Tualatin in order to hire the best employees with the required skills needed. As of today, JAMI has applied for three grants and received one, which will be used to hire a consultant.

Mr. DeHaan asked Mr. Lipscomb if any of the employers surveyed would be willing to offer incentives to their employees to use public transportation. Mr. Lipscomb replied that none of the employers currently offer this, but may be willing to in the future. Mr. Harper asked Mr. Lipscomb where the JAMI team and the SW Concept team match up. Mr. Lipscomb responded that the SW Corridor needs to bring employees to the WES transit center and needs to be thought of as not a park and ride, but as a Beaverton Transit Center.

6. FUTURE ACTION ITEMS

7. ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION

Mr. Grile asked if we could add the documents distributed from Ms. Lucini and Mr. Lipscomb to the meeting minutes.

8. ADJOURNMENT

MOTION BY Beers SECONDED by Grile to adjourn the meeting at 8:55 pm. MOTION PASSED 5-0.

_____ Lynette Sanford, Office Coordinator



STAFF REPORT

CITY OF TUALATIN

TO: Tualatin Planning Commissioners

THROUGH: Aquilla Hurd-Ravich

FROM: Ben Bryant, Management Analyst

DATE: 06/20/2013

SUBJECT: Southwest Corridor Transit Evaluation Results and Draft Recommendation

ISSUE BEFORE TPC:

Provide input on the Southwest Corridor high capacity transit evaluation results and draft recommendation. Staff members will seek input on the destination, mode, and level of service for high capacity transit, as well as direction on the local service enhancement plan.

EXECUTIVE SUMMARY:

Background

At the last TPC meeting in April, Tualatin staff members provided a brief update on the Southwest Corridor Plan and the potential high capacity transit routes. The transit alignments were largely driven by the conceptual land use and transit planning efforts completed by the cities throughout the corridor (i.e. Linking Tualatin).

High Capacity Transit Evaluation

Since the last meeting, the Metro technical team has evaluated the different alignments and modes to identify the costs and benefits of each option. Specifically, the following was measured for each option:

- estimated capital costs
- estimated operating costs
- potential ridership
- travel time

The evaluation results for each of the high capacity transit alignments are listed in Attachment A.

Draft Recommendation

Given the evaluation results, Metro, in partnership with TriMet and the cities within the corridor, has developed a draft recommendation. The recommendation is split into two main sections. The first is a narrowing down of the number of high capacity transit options to move forward

through additional study and public outreach. Finally, the second section identifies numerous other transportation projects (road improvements, sidewalk connections, trail extensions, etc.) that will support a future high capacity transit line. Specifically the draft recommendation includes the following for each section:

1. *Transit*

Options To Remove From Study:

- High capacity transit to Sherwood will not be studied further given its high cost and minimal benefits
- The "Hub and Spoke" option will not be studied further given its high cost (the "Hub and Spoke" option included BRT to Tigard with spokes to other communities such as Beaverton, Sherwood, and Lake Oswego)

Options To Study More:

- TriMet will conduct a local bus service enhancement study in 2014 to identify short and long term bus improvements in recognition that local service is of paramount importance
- Bus-Rapid Transit to Tualatin, via Tigard
- Light-Rail to Tualatin, via Tigard

At this point in the process, an exact alignment has not been chosen. Throughout 2014, the City of Tualatin will work with the community and our regional partners to further study the merits of bringing high capacity transit to Tualatin. If it is determined that high capacity transit is feasible and beneficial, alignment options will be evaluated and discussed in the coming year.

2. *Other Projects*

The draft recommendation includes many projects identified during Tualatin's Transportation System Plan update that will support corridor-wide goals and a high capacity transit alignment. The most significant of these projects include:

- Tualatin-Sherwood Road Widening
- Boones Ferry Road Bridge Widening
- Cipole Road Widening
- Herman Road Improvements
- Tualatin River Greenway
- Nyberg Creek Greenway
- North/South I-5 Parallel Path
- Westside Trail

Discussion

Tualatin staff members will ask for your initial thoughts and feedback on the evaluation results and draft recommendation at the meeting.

Next Steps

Throughout June and July, City staff members will present the recommendation to the TPARK (June 18th), Planning Commission (June 20th), Transportation Task Force (June 25), and at an open house (Tigard - June 26). The input gathered at these meetings will be shared with the City Council in an effort to provide guidance to the SW Corridor Steering Committee in June and July.

Attachments: [Attachment A: Presentation](#)
[Attachment B: Draft Recommendation](#)



G R E A T P L A C E S

Corridor

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

Southwest Corridor Plan

TPC

June 20, 2013

Objectives



Accountability and partnership

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

An environment that supports the health of the community and ecosystems.

Access and mobility

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

High Capacity Transit Decision Timeline

October 2012	July 2013	mid-2014	early 2017
<p>Narrow from 10 alternatives concepts to five</p>	<ul style="list-style-type: none"> • Destination • Which modes to carry forward for further study • Policy direction on "level" of BRT for further study • Direction on Southwest (Transit) Service Enhancement Plan 	<p><i>Refinement</i></p> <ul style="list-style-type: none"> • Alignments <ul style="list-style-type: none"> • Naito or Barbur? • Surface or tunnel (if light rail)? • Direct connection to PCC? • Hall or 72nd? • Tualatin-Sherwood Road or Industrial Area? • Add a lane or convert a lane? • Potential station locations • Funding strategies 	<p><i>Draft Environmental Impact Statement</i></p> <ul style="list-style-type: none"> • Mode • Station locations • Transit system connections

Next 7 slides focus on the destination / terminus & mode

Draft Recommendation Transit

Options To Remove From Study:

- High capacity transit to Sherwood
- "Hub and Spoke" option

Options To Study More:

- TriMet local bus service enhancement study
- Bus-Rapid Transit to Tualatin, via Tigard*
- Light-Rail to Tualatin, via Tigard*

* Exact alignments to be determined through public process in 2014.

Findings:

Capital Cost

- \$1.7B-\$2.4B – Tigard
- \$2.4B-\$3.1B – Tualatin
- Upper range (w/ OHSU tunnel)

Annual Operating Cost

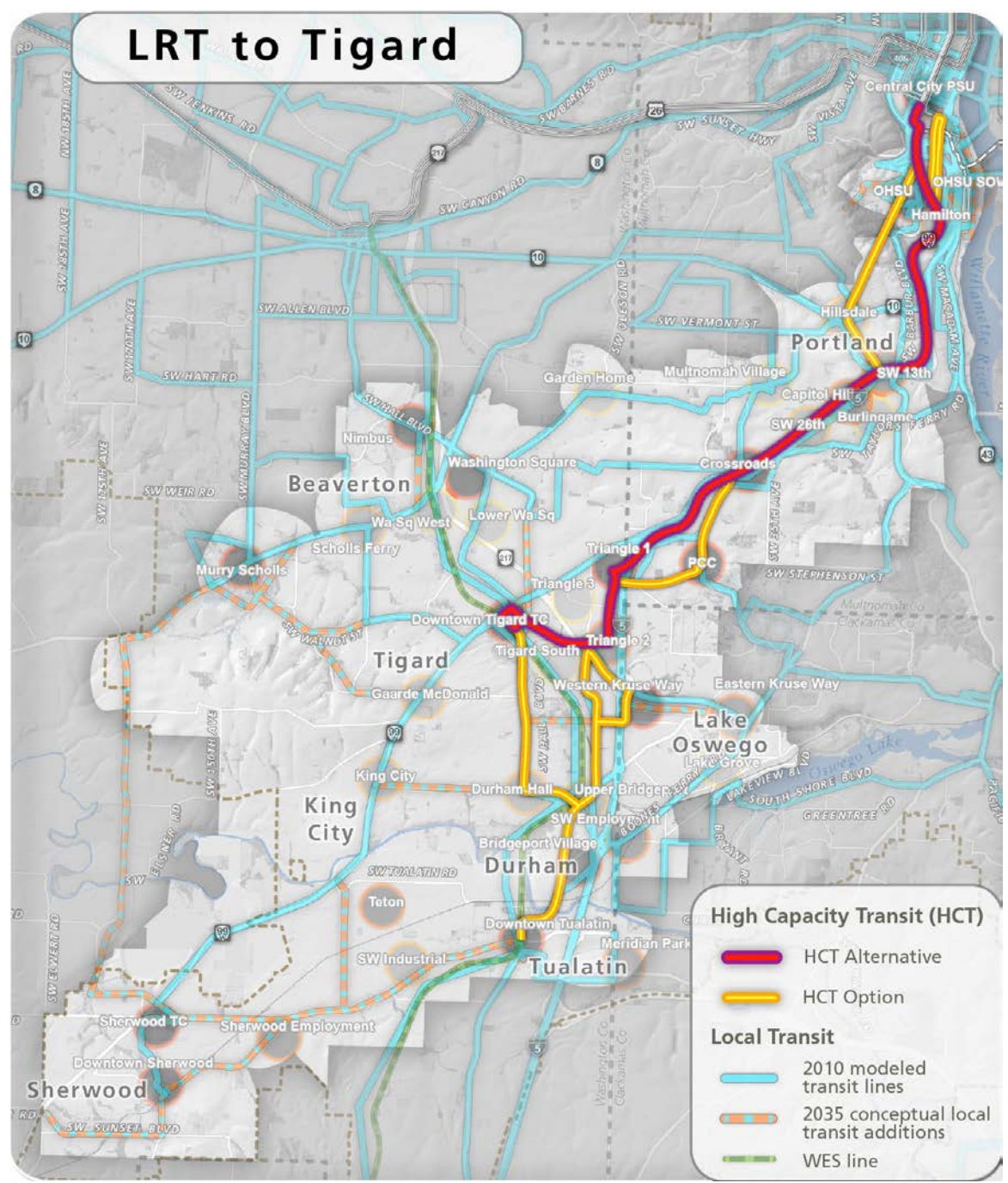
- \$4.9M – Tigard
- \$5.5-\$7.2 – Tualatin

Transit Ridership (2035)

- No-build: 12,400
- LRT-Tigard: 22,500
- LRT-Tualatin: 30,000

Travel Time (2035)

- No-build: 43 minutes
- LRT-Tigard: 34 minutes
- LRT-Tualatin: 49 minutes



Findings:

Capital Cost

40 – 80% LRT Costs
 Approx. \$670M – \$1.3B

Annual Operating Cost

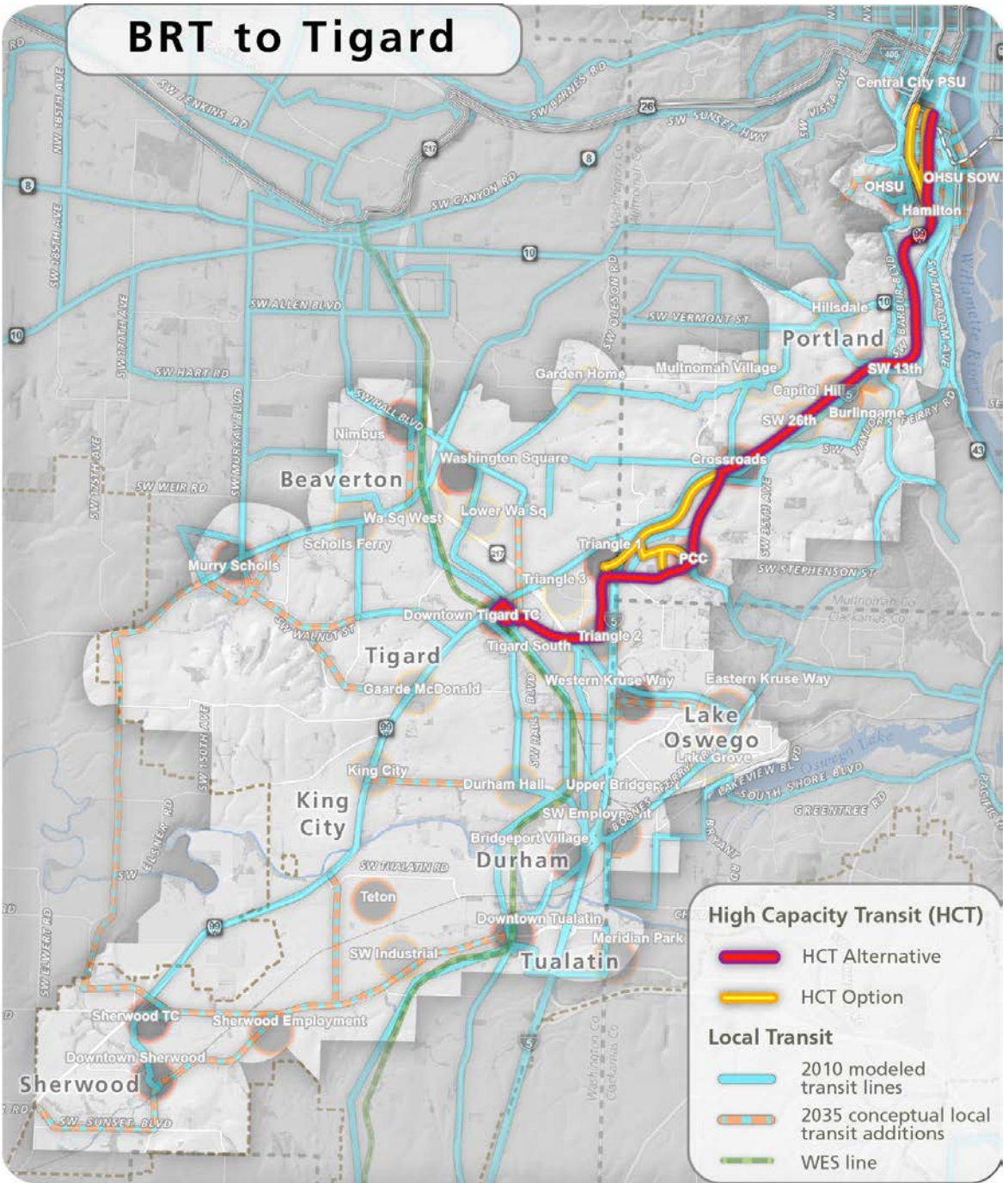
\$6.3M

Transit Ridership (2035)

No-build: 12,400
 BRT-Tigard: 20,100

Travel Time

No-build: 43 minutes
 BRT-Tigard: 37 minutes



Findings:

Capital Cost

\$970M - \$2.5B

Annual Operating Cost

\$7.5M

Transit Ridership (2035)

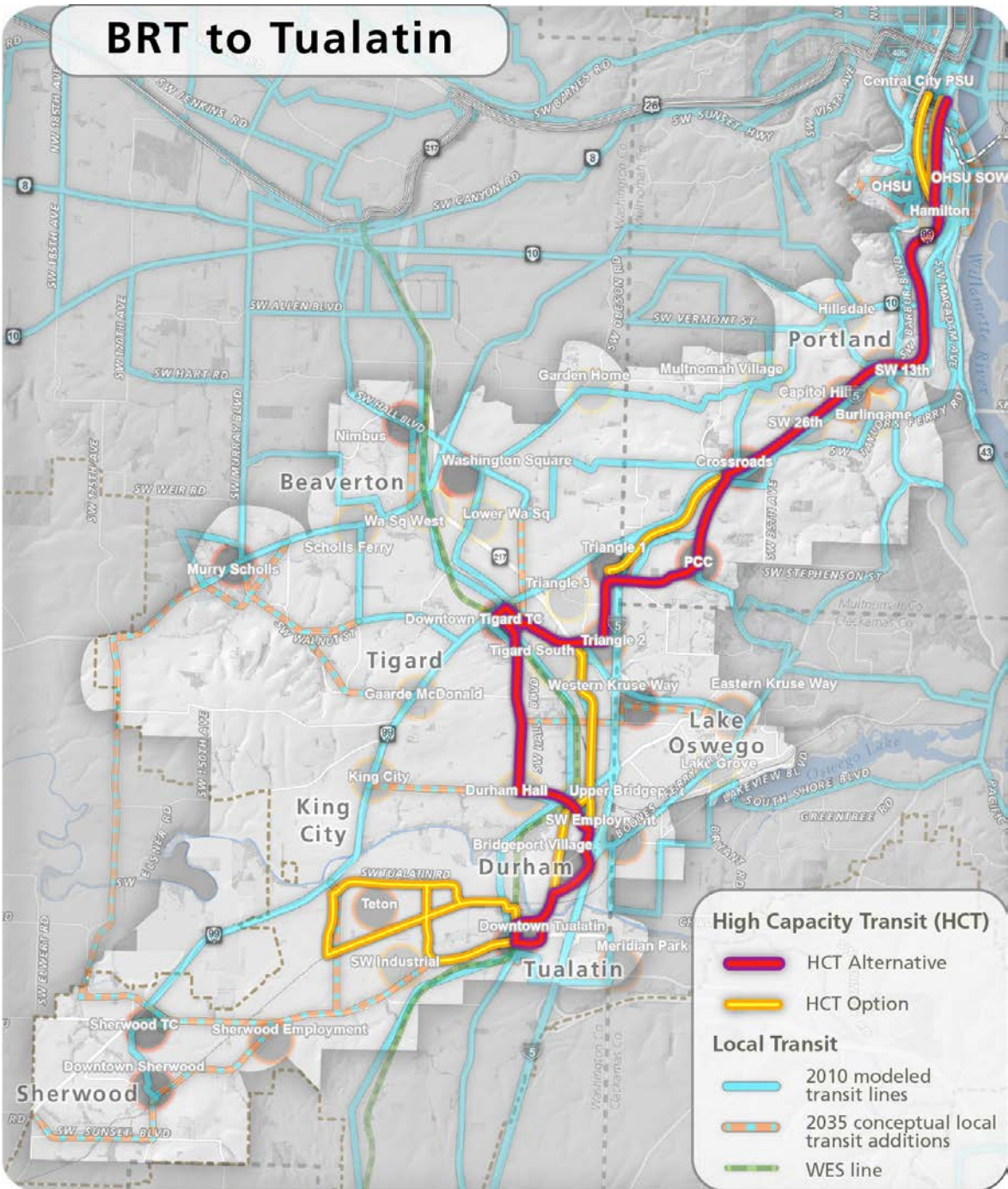
No Build: 15,800

BRT-Tualatin: 26,900

Travel Time

No-build: 65 minutes

BRT-Tualatin: 54 minutes



Findings:

Capital Cost

\$870M - \$2B

(assumes mostly mixed traffic between Tualatin and Sherwood)

Annual Operating Cost

\$10.1M

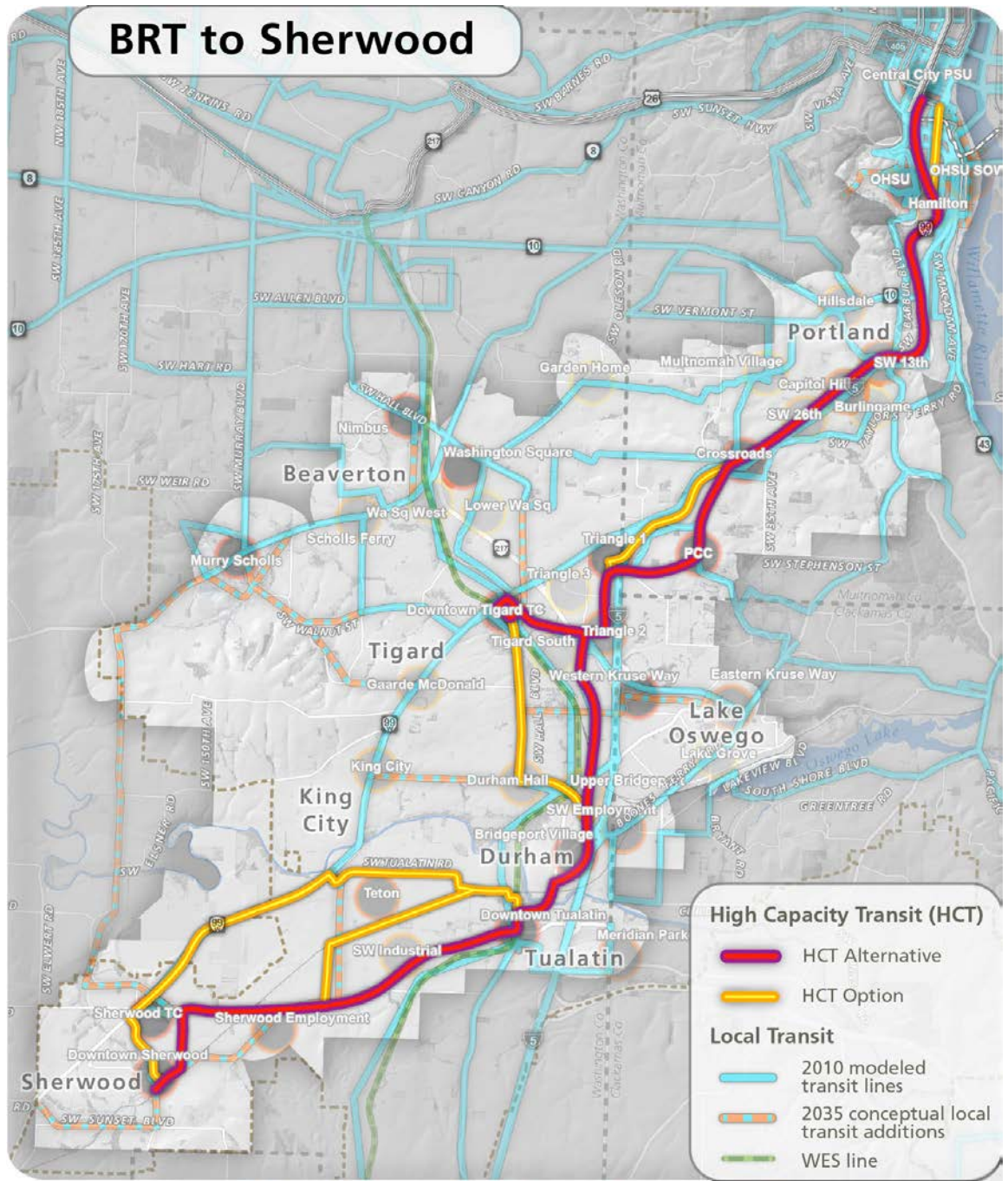
Transit Ridership (2035)

BRT-Sherwood: 28,900

Travel Time

No-build: 81 minutes

BRT-Tualatin: 66 minutes



Findings:

Capital Cost

Approx. \$600M – \$1.3B

Annual Operating Cost

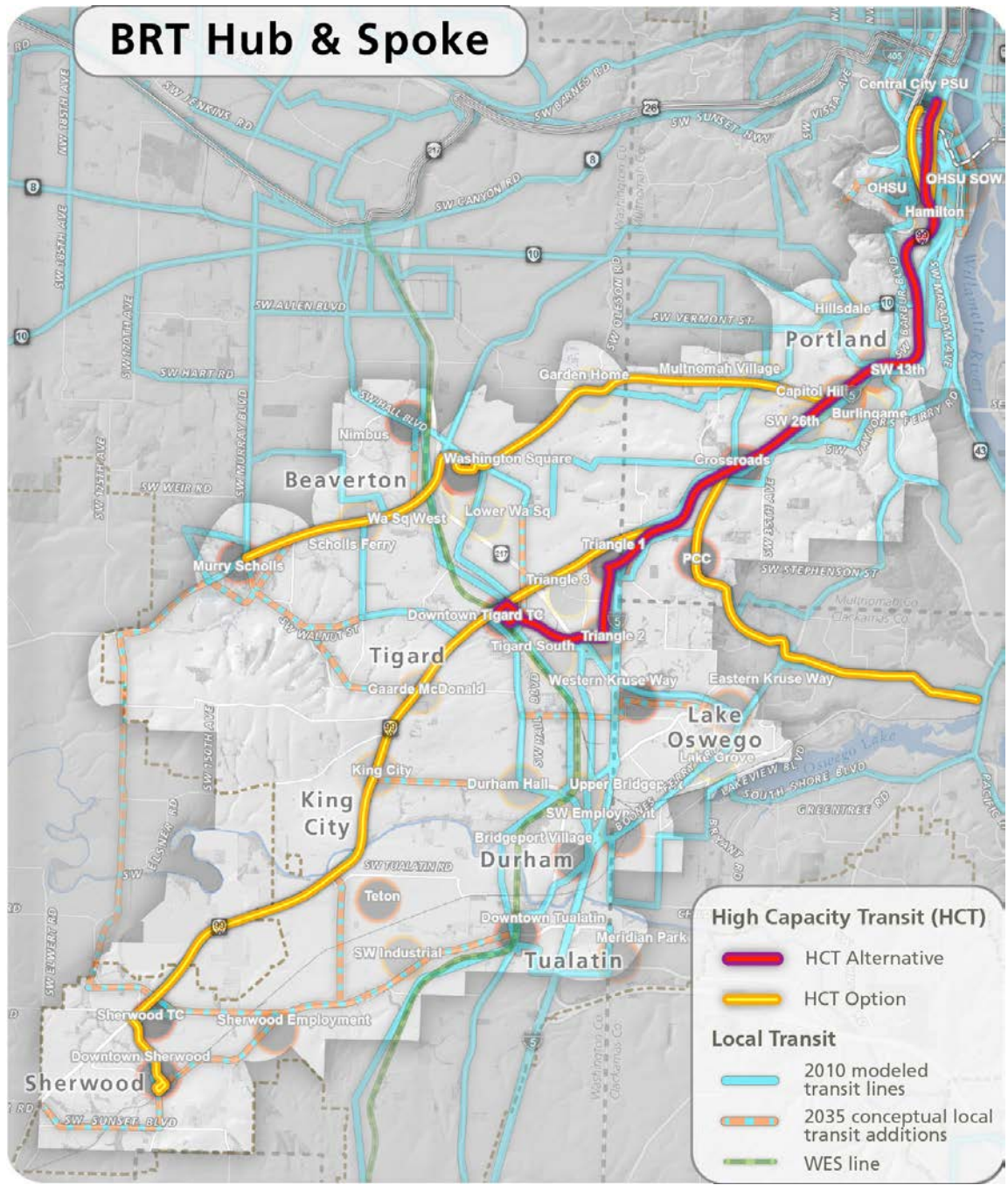
\$19.5M

Transit Ridership (2035)

No-build: 12,400

Hub: 10,000

Spokes: 13,100



Destination and Mode

Portland

Tigard

Tualatin

Sherwood

Capital Cost Magnitudes			
LRT	\$1.7B - \$2.4B	\$2.4B - \$3.1B	
BRT	\$670M - \$1.3B	\$970M - \$2.5B	\$870M - \$2B
Annual Operating Cost			
LRT	\$4.9M	\$5.5 - \$7.2*	Not Modeled
BRT	\$6.3M	\$7.5M	\$10.1M
Transit Ridership (2035)			
No-Build	12,400	15,800**	
LRT	22,500	30,000*	Not Modeled
BRT	20,100	26,900	28,900
Travel Times in Minutes (2035)			
	Portland-Tigard	Portland-Tualatin	Portland-Sherwood
No-Build	43 min	65 min	81 min
LRT	34 min	49 min*	Not Modeled
BRT	37 min	54 min	66 min

* These figures were not gathered from the Metro travel model, but projected using trends

** This figure does not include the 96 bus which has 2,000 daily riders. The 96 bus is proposed to remain with all HCT options.

High Capacity Transit Decision Timeline

October 2012	July 2013	mid-2014	early 2017
<p>Narrow from 10 alternatives concepts to five</p>	<ul style="list-style-type: none"> • Destination • Which modes to carry forward for further study • Policy direction on "level" of BRT for further study • Direction on Southwest (Transit) Service Enhancement Plan 	<p><i>Refinement</i></p> <ul style="list-style-type: none"> • Alignments <ul style="list-style-type: none"> • Naito or Barbur? • Surface or tunnel (if light rail)? • Direct connection to PCC? • Hall or 72nd? • Tualatin-Sherwood Road or Industrial Area? • Add a lane or convert a lane? • Potential station locations • Funding strategies 	<p><i>Draft Environmental Impact Statement</i></p> <ul style="list-style-type: none"> • Mode • Station locations • Transit system connections

Next 2 slides focus on the level of service & local service

If bus rapid transit is studied further, where on the spectrum should we focus?

Fully
mixed
traffic

Fully
exclusive
transitway

Mixed traffic

- Slower
- Lower ridership
- Less reliable
- Lower construction costs

Eligible for federal
New Starts funding
at 50% dedicated
right of way

Exclusive transitway

- Faster
- Higher ridership
- More reliable
- Higher construction costs

SW Service Enhancement Plan

- The SW Service Enhancement Plan will study the demand for transit service to connect people with jobs and educational opportunities
- Look at near-term and long-term enhancements
- Explore public-private partnerships

Key Findings

- Strong future transit demand in corridor
- HCT “trunkline” can improve local service
- All destinations need better transit service, some with HCT, others with local service

Draft Recommendation Transit

Options To Remove From Study:

- High capacity transit to Sherwood
- "Hub and Spoke" option

Options To Study More:

- TriMet local bus service enhancement study
- Bus-Rapid Transit to Tualatin, via Tigard*
- Light-Rail to Tualatin, via Tigard*

* Exact alignments to be determined through public process in 2014.

Draft Recommendation Roadway & Parks Projects

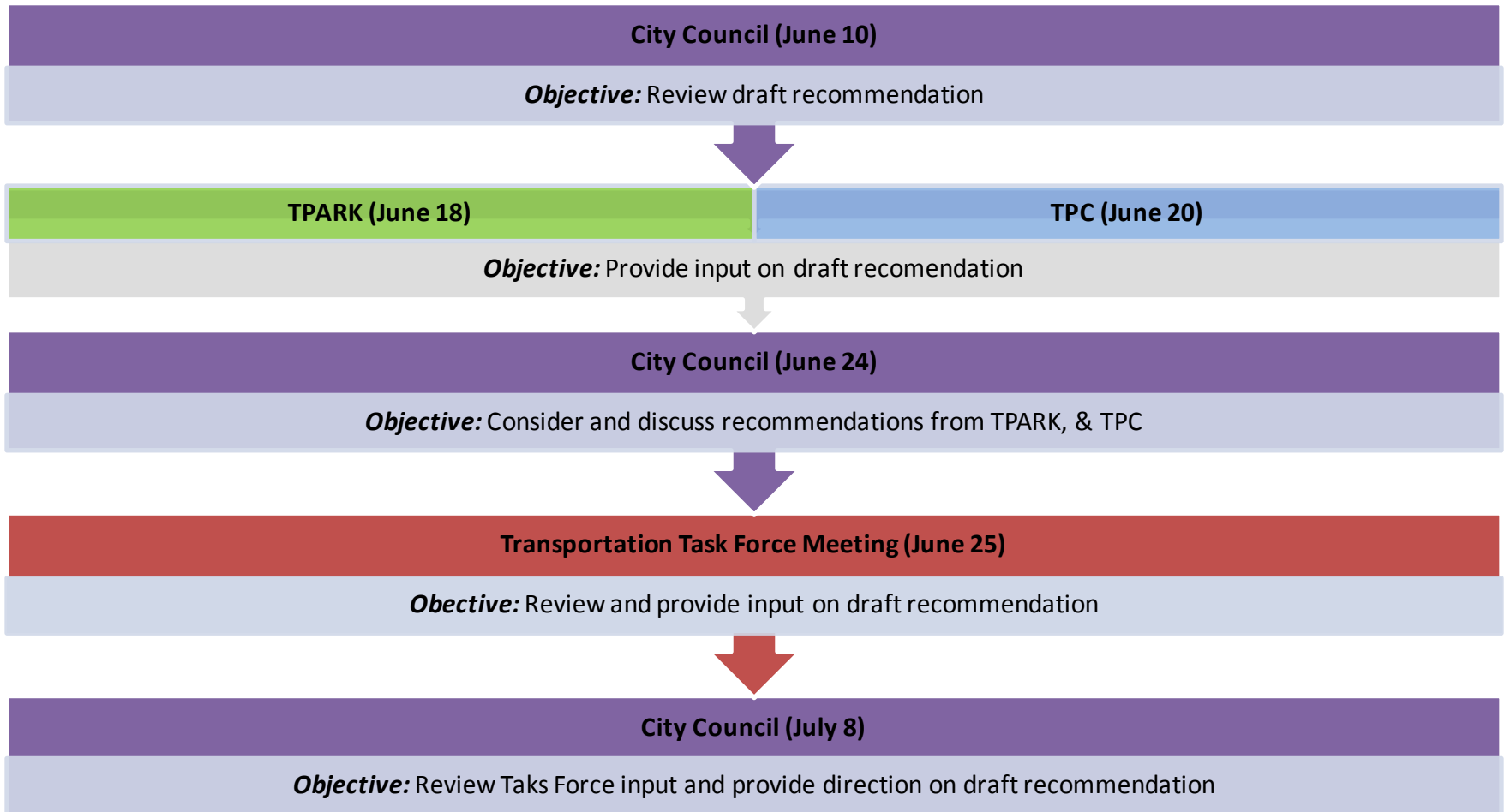
Roadway Projects

- Tualatin-Sherwood Road Widening
- Boones Ferry Road Bridge Widening
- Ciple Road Widening
- Herman Road Improvements

Parks/Trails Projects

- Tualatin River Greenway
- Nyberg Creek Greenway
- North/South I-5 Parallel Path
- Westside Trail

Next Steps



Draft PTL recommendation

Making investments in the Southwest Corridor

The Southwest Corridor Plan and Shared Investment Strategy 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:

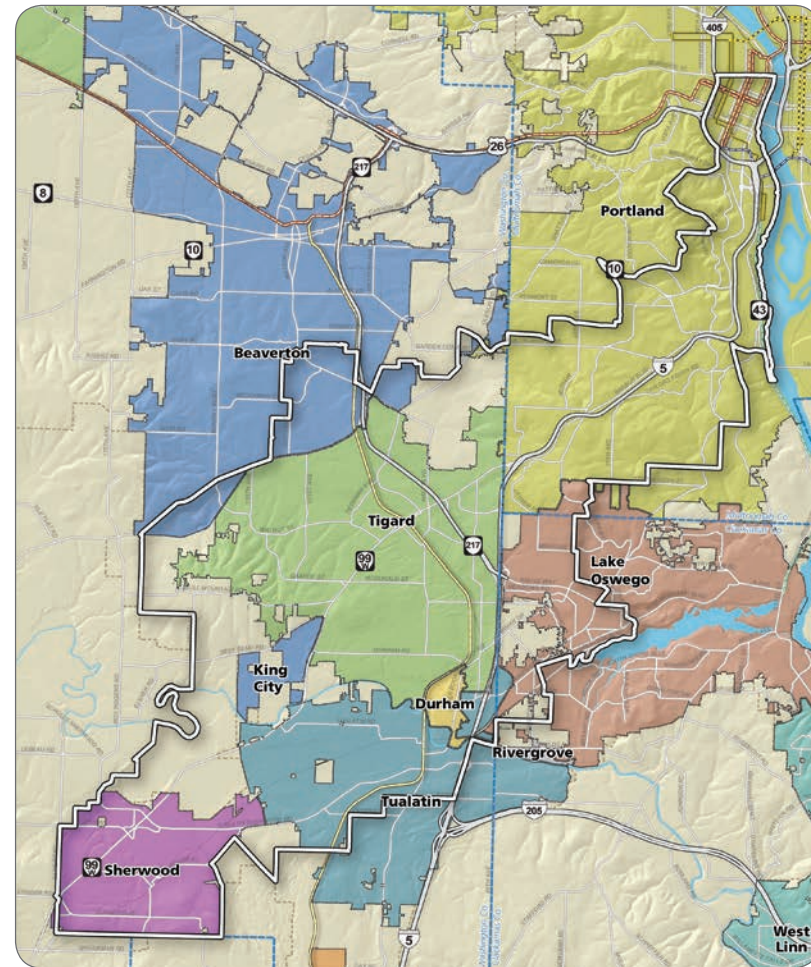
Accountability and partnership

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 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

Overview

This document presents a draft recommendation and action plan for the Southwest Corridor Plan Steering Committee to consider. This packet includes:

- a draft recommendation, to be revised and confirmed in July
- priority projects to be considered for the final investment package
- considerations for improvements to the regulatory environment to best leverage public investments.

The steering committee will be asked to issue its draft recommendation on July 8, 2013. Outstanding issues will be addressed and the final recommendation will be affirmed on July 22, 2013.

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 HCT Land Use Plan
- Linking Tualatin
- Southwest Transportation Plan
- Transit Alternatives Analysis.

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 all aimed at supporting development that is consistent with the communities' aspirations for key places in the corridor.



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Summary of the Southwest Corridor Plan Shared Investment Strategy recommendation

1. Investments in the public realm

A set of potential investments that 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.

Transit investments

- Enhanced local transit service to support the development of key places in the Southwest Corridor and connection to many places outside the corridor (page 6)
- A narrowed set of high capacity transit alternatives for further study to inform a future steering committee decision about what, if any, transit investments to consider under the National Environmental Policy Act (NEPA) (pages 6 and 7)

Roadway and active transportation investments

- A set of roadway and active transportation investments that are highly supportive of the narrowed set of high capacity transit alternatives (page 8)
- A set of roadway and active transportation investments that are highly supportive of the land use vision for key places in the Southwest Corridor, including existing centers and corridors as well as growing employment and industrial areas (page 8)

Parks and natural resource investments

- A set of projects including parks, trails and natural resource enhancements to support the quality of life in key places, address "green" needs in the corridor, and leverage transportation investments (page 9)

2. Regulatory environment and development catalyst investments

These include proposed policy changes and development incentives for consideration by project partners.

DISCUSSION DRAFT, June 5, 2013

Shared Investment Strategy

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



Regulations and policies

- Zoning changes
- Development requirements
- Policy coordination

Investments in the public realm

- High capacity transit
- Roadway expansions or improvements
- Bike and pedestrian facilities improvements
- Green (parks, natural areas and natural resources) improvements

Development incentives that catalyze private investment

- Public development grants such as through the transit-oriented development program

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 their downtowns, 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 contains important regional retail and employment destinations as well as many major trails and the nation's only urban national wildlife refuge.

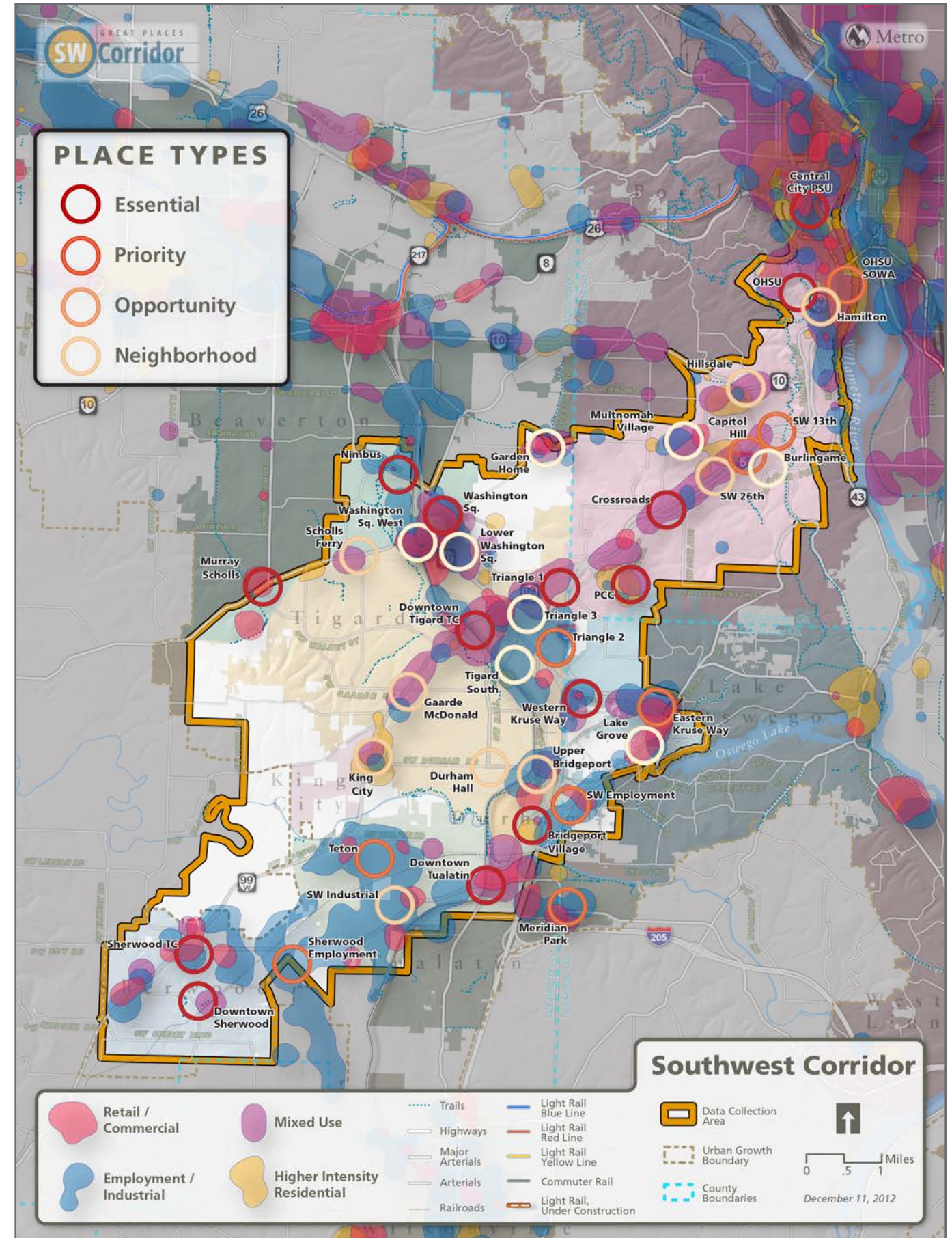
	Households	Jobs
2010	79,038	140,000
2035	111,928	259,182

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 create 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 three prominent shopping destinations in Washington Square, Bridgeport Village, and Six Corners. 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** Intended to include 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 going to be the primary generator for new development in the corridor. The majority of residential development that does occur will be found in the mixed-use areas.

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. 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 of the Southwest Corridor Plan was held September 2011 to February 2012 and 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 2012 to August 2012: How should the wide range of potential projects be narrowed?

The second public engagement stage of was held February 2012 to August 2012 and 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 in the online open house 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 was held August to December 2012 and aimed to set the framework for shared investment strategies based on potential projects that were identified in the previous stage.

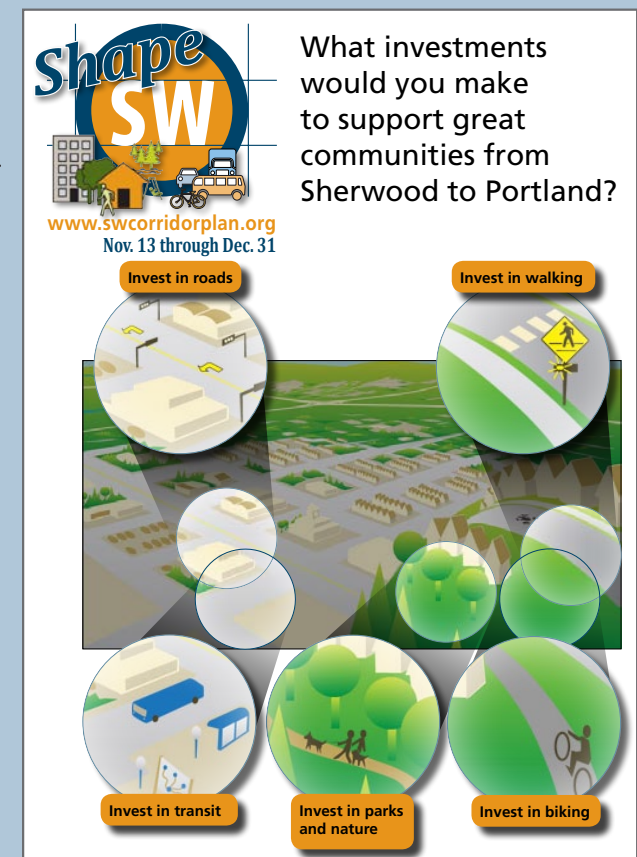
From Nov. 14, 2012 to Jan. 1, 2013, project partners hosted the online interactive Shape Southwest game and associated questionnaire. A paper version of the questionnaire was distributed in English, Spanish and Vietnamese to libraries and agencies serving environmental justice communities to engage residents 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 that will 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 will be open between May 23 and June 26. The public will be given an opportunity to review the Southwest Corridor Plan draft recommendation and give feedback in an additional online questionnaire from June 11 to 26. The draft recommendation will be the focus of the final community planning forum on June 26. Public input will be delivered to decision-makers in advance of the July 8 meeting.



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 us 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 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 green identity 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.

Target resources

Focusing on the 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 to about \$500 million. The list includes projects that would be highly supportive of a future high capacity transit investment, and a strategic list of projects that support the land use vision in the corridor.



The Southwest Corridor Plan 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 variety of elements that congregate in one location to meet a range of community needs. Investing in a road improvement might not create a great place – but combining it with a trail, a culvert replacement and bus stop improvements makes it more likely to help catalyze the market and attract private investment to build the community vision.

The narrowed lists of projects that are oriented towards specific places can serve as a tool for agencies to work with when making future investment decisions. Even more important is continued communication between agencies, both internal (e.g., city transportation, parks and environmental services departments) and external (e.g., city transportation and county transportation or TriMet).

Add examples

Add photo or diagram from pro forma work

Action

The Southwest Corridor Plan and Shared Investment Strategy is an outcomes-oriented effort targeted towards implementing the projects that support the Corridor land use vision over the next 15 years. This includes exploring policy changes and development incentives as well as a strategic project list for transit, roadway, active transportation and parks and natural resources. The Southwest Corridor Evaluation results, project partner priorities, and public input provided the foundation for the Shared Investment Strategy.

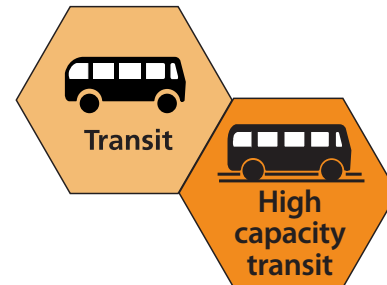
It is understood that many Southwest Corridor communities have transportation needs outside the boundaries of this plan, and will likely consider significant investments in other corridors during the time frame covered by the Southwest Corridor Plan. The Southwest Corridor Shared Investment Strategy 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 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 specific actions, responsibility, timeframe and potential resources that are critical to supporting the Southwest Corridor Land Use Vision.

Investments in the public realm

Transit

In July, the Steering Committee is being asked to give 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: modes (bus rapid transit and/or light rail) for further study, percentage of bus rapid transit dedicated transitway, and the destination of a potential high capacity transit investment. Additionally, the steering committee will identify the key questions to be answered during a refinement phase as the project partners define a project for analysis under the National Environmental Policy Act (NEPA).

The following is the staff recommendation for further study for a Southwest Corridor transit investment.

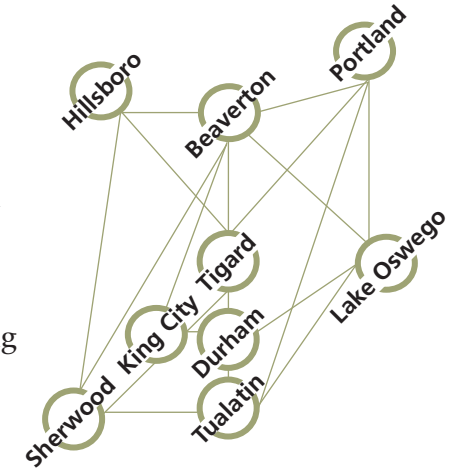


Local service/Southwest Corridor service enhancement

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.

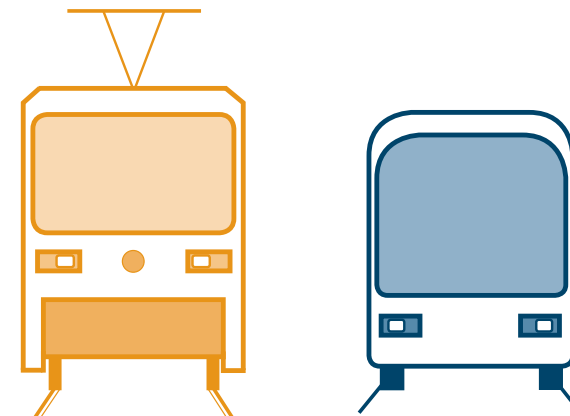
This recommendation directs TriMet to implement Southwest Service Enhancement Plan to provide the following:

- transit service that connects key Southwest Corridor locations quickly and reliably to one another and to a potential high capacity transit line
 - These include but are not limited to: Beaverton, Washington Square, Lake Oswego, King City, Durham, Tualatin industrial areas, and downtown Sherwood.
 - This includes improved local transit circulation from the Southwest Corridor throughout Washington County, including connections to northern Washington County.
- improved local transit connections to Westside Express Service
- 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
- identification of improvements cities and counties can make for better transit access (e.g., sidewalks and safe pedestrian crossings).



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 support for the Southwest Corridor Land Use Vision.



Bus rapid transit: Exclusive transitway or mixed traffic?

Bus rapid transit is a highly flexible and versatile transit mode. This also means that it can be difficult to clearly define and that every bus rapid transit project is constantly under pressure to cut costs by reducing how “congestion-proof” it is.

Running buses in mixed traffic is less expensive – it is also slower and has more delay with less certainty about arrival times and travel times. Bus rapid transit in mixed traffic can still be a significant improvement compared to local buses without transit priority treatments, but it cannot attract as many riders and therefore cannot support the development of a corridor as much as bus rapid transit in exclusive lanes.

Because bus rapid transit is so flexible, every intersection or congestion point raises the same question during design: Should this section be “congestion-proof,” or is that too problematic and should we put it in mixed traffic – or some middle ground with transit priority but not exclusive transit?

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 are in the United States. There is only one silver standard project in the United States: Cleveland’s HealthLine.

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

Percentage of bus rapid transit in dedicated transitway

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 “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.

Funding

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



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 connections for the rest of the transit system.

October 2012	July 2013	mid-2014	early 2017
Narrow from 10 alternatives concepts to five	<ul style="list-style-type: none"> • Direction on Southwest (Transit) Service Enhancement Plan • Policy direction on “level” of BRT for further study • Which modes to carry forward for further study • Destination 	<p><i>Refinement</i></p> <ul style="list-style-type: none"> • Alignments <ul style="list-style-type: none"> • Naito or Barbur? • Surface or tunnel (if light rail)? • Direct connection to PCC? • Hall or 72nd? • Add a lane or convert a lane? • Potential station locations • Funding strategies 	<p><i>Draft Environmental Impact Statement</i></p> <ul style="list-style-type: none"> • Mode • Station locations • Transit system connections

The October 2012 decision removed streetcar to Sherwood, high capacity transit connection between Tigard and Sherwood on Highway 99W, and the idea of adding or converting an Interstate 5 lane for high occupancy vehicle or high occupancy transit lane from further consideration and tabled consideration of WES improvements for another time and process.

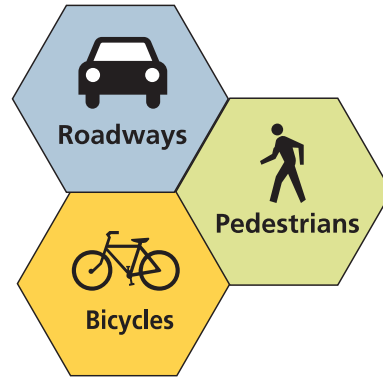
This recommendation would remove the option of the “hub and spoke without transfer” and bus rapid transit between Tualatin and Sherwood from consideration and would provide that a bus rapid transit alignment would require at least 50 percent dedicated right of way.

a regional payroll tax. Any high capacity transit project would likely seek competitive federal funding through the Federal Transit Administration (FTA) which has contributed more than half the total funding for MAX projects to date. High capacity transit will require a corridor-wide funding strategy that secures and leverages new resources, possibly including a competitive grant from the Federal Transit Administration to fund a high capacity transit investment. An FTA grant would most likely require a 50 percent match which can include local, regional, state and other non-FTA federal funds.

DISCUSSION DRAFT, June 5, 2013

Roadway and active transportation

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 HCT 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. While this group of projects has been identified as highly supportive of a potential high capacity transit investment, not all of them can necessarily be included in an eventual high capacity transit funding package (for example, about \$35-40 million was included as part of the Portland-Milwaukie Light Rail Project). This will be a future decision based on priority judgments by project partners during refinement and efforts to best match Federal Transit Administration funding requirements. Those projects that are not included will be available for further project development by project sponsors.

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.

As stated earlier, 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 the project lists and narrowing criteria.

Roadway projects supportive of land use goals and high capacity transit, by specific development type

Lake Oswego – Land use

- 5004 Boones Ferry Road Boulevard improvements (turn lanes with bike/ped. - Madrona to Kruse Way)

Portland – High capacity transit

- 1004 South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)
- 4002 Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements
- 5005 Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements
- 5007 Barbur Signals (add signalized intersections)
- 5009 Capitol Hwy Improvements (replace roadway and add sidewalks)
- 5057 SW 53rd and Pomona (improves safety of ped/bike users)

Portland – Land use

- 1019 Barbur Road Diet - Capitol to Hamilton (reduce northbound lanes from three to two with multi-modal improvements)
- 1028 Barbur/Terwilliger Intersection Ped./Bike Improvements
- 5006 Barbur Lane Diet: Terwilliger to Capitol
- 5008 Barbur/ Capitol Hwy./ Huber/ Taylors Ferry Intersection Safety Improvements
- 5013 Naito/South Portland Improvements (left turn pockets with bike/ped; remove tunnel, ramps and viaduct)
- 5059 SW Portland/ Crossroads Multimodal Project (roadway realignments and modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp)

Tigard – High capacity transit

- 1077 Ash Avenue railroad crossing (new roadway)
- 1078 Atlanta Street Extension (new roadway)
- 1098 Hall Boulevard Widening, Bonita Road to Durham
- 1100 Hall/Hunziker/Scoffins Intersection Realignment
- 1107 Hwy. 217 Over-crossing - Hunziker Hampton Connection
- 5024 68th Avenue (widen to 3 lanes)
- 5035 Hall Boulevard Widening, Highway 99W to Fanno Creek
- 5036 Hall Boulevard Widening, McDonald Street to Fanno Creek including creek bridge

Tigard – Land use

- 1129 Highway 99W access management in Tigard
- 5037 Hall Boulevard Widening, Oleson to 99W

Tualatin – High capacity transit

- 1134 Boones Ferry Road (reconstruct/widen from Martinazzi to Lower Boones Ferry)

Tualatin – Land use

- 1154 Tualatin-Sherwood Rd. (Langer Parkway to Teton Ave.) - Widening to 5 lanes with ped./bike (Tualatin and Sherwood)
- 5047 Cipole Rd. (widen to 3 lanes with ped./bike)
- 5048 Herman (multi-modal improvements, Teton to Tualatin Rd.)
- 5049 Herman (multi-modal improvements, Cipole to 124th)

Sherwood – Land use

- 1062 Arrow Street (Herman Road) - Build 3 lanes with sidewalks and bike lanes
- 1068 Town Center Signal & Intersection Improvements (Downtown Sherwood)
- 1154 Tualatin-Sherwood Rd. (Langer Parkway to Teton Ave.) - Widening to 5 lanes with ped./bike (Sherwood and Tualatin)
- 5020 Oregon-Tonquin Intersection & Street Improvements

Key

- Retail/commercial
- Mixed use
- Employment/industrial
- Higher intensity residential

Parks and natural resource projects

Parks, trails, natural areas and street trees provide the “green” element of communities that is consistently prioritized by corridor residents as part of what draws them to live, work and play in the Southwest Corridor. Project partners originally identified nearly 450 projects in the corridor, this recommendation includes a narrowed list of “green” projects - parks, trails, natural areas, stormwater facilities, green streets and natural resource enhancements like wildlife corridors and improved culverts for fish passage. The projects on the list were identified as supporting the Southwest Corridor Land Use Vision, the potential high capacity transit investment, and important water resource and regional trail connections. Project partners are currently reviewing this refined list and will identify any recommended changes by the July 8 steering committee meeting.



As the high capacity transit alternative is refined, the next step in sorting and prioritizing “green” projects in the Southwest Corridor may be for partners to examine the likely funding sources and develop a collective strategy for grant writing and the strategic use of other available or new funds. A refined project list could be developed based on this shared funding strategy.

Importantly, the project list does not include the numerous impacts and mitigation projects that would be required as a result of a new transit corridor, road and street construction and redevelopment. As land use and transportation projects are implemented, Southwest Corridor partners will work to identify relationships to or impacts on nearby or adjacent “green” projects. This strategy recommends prioritizing those projects that offer multiple benefits and a higher return on investment for the public’s resources, regardless of the source of those funds.

Attachment B includes the narrowed list of projects and the parks and natural areas narrowing methodology.

Documents that support this action and provide key information for further phases

Charter Dec. 12, 2011
(<http://rim.oregonmetro.gov/webdrawer/rec/232209/view>)

Vision, goals and objectives May 14, 2012
(<http://rim.oregonmetro.gov/webdrawer/rec/248086/view>)

Existing conditions summary report April 18, 2012
(<http://rim.oregonmetro.gov/webdrawer/rec/248092/view>)

Opportunity and housing report January 2012
(<http://rim.oregonmetro.gov/webdrawer/rec/248099/view>)

Health assessment January 2012
(<http://rim.oregonmetro.gov/webdrawer/rec/248096/view>)

Project lists and development process

Project bundles Feb. 5, 2013
(http://library.oregonmetro.gov/files/sw_corridor_atlas_transportation_021213_small.pdf)

Evaluation report

Evaluation documents for future project phases

Southwest corridor economic development conditions, stakeholder perspectives and investment alternatives Jan. 24, 2013
(<http://rim.oregonmetro.gov/webdrawer/rec/252707/view>)

Development case studies

Public involvement report

Alternatives Analysis (for submittal to FTA)

Development strategy (regulatory environment and catalyst investments)

The public sector plays a key role in the implementation of the community land use vision. There are two major tools the public sector controls that can help set the stage for development consistent with community goals. Those tools are the regulatory framework and the administration of financial incentives which together can help catalyze development to create market value and stimulate private investment.

The regulatory framework is the area in which the public sector has the most control over development outcomes. This includes development (zoning) codes and policies that relate to land development. A goal should be to make development consistent with the community vision the easiest thing to do. This can be accomplished by creating a regulatory framework that is predictable and efficient, creating certainty in the private market. It also provides the community with certainty that future development in their community will be in the desired locations with a form consistent with the vision. To successfully implement a land use vision that goes beyond the existing development form requires both public support and market potential. The public sector has the ability to control the policies and code requirements that have a direct effect on the bottom line and create a regulatory environment that supports investment in their community.

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. In particular, development forms that are mixed-use or multi-story are more costly and may require rents that are above current market demand. These higher costs can be offset through creative financing strategies and tools, helping to create value in the market and eventually enable private investments to be made without public support. By aligning the regulatory framework, strategic incentives to catalyze development and prioritizing capital investments in the public realm the public sector has a tremendous opportunity to create successful places that reflect the land use vision.

New Starts competitive advantage

By setting the right regulatory and financial environment the public sector can catalyze the market and ideally make our region more competitive for federal capital construction dollars that are associated with the Federal Transit Administration's New Starts program. These guidelines provide a series of actions that local governments can take to leverage a transit investment, including plans, policies, and financial incentives along the proposed corridor that support the adjacent land use and ideally bring more transit riders to the system. These actions should support the following outcomes:

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



At this phase of the Southwest Corridor Plan the focus is on identifying potential policy changes or incentives that help the region compete nationally for limited dollars. Many of these strategies are already in place in some cities in the corridor, and our region is recognized nationally for progressive land use policies. This may raise the bar for our region in terms of what we need to implement as the project partners move through a NEPA process.

Regulatory framework

The Southwest Corridor Land Use Vision expresses the collective aspirations of the communities in the corridor, much of which is focused on creating transit ready communities that can leverage an investment in high capacity transit. High capacity transit has the potential to have a catalytic effect on adjacent land uses especially if transit supportive regulations and policies are in place well in advance of the high capacity transit investment. These policies are an opportunity to support the land use vision now and to help 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. A number of these tools may specifically be identified in FTA guidance for the New Starts program. The policies that are recommended for further action by local partners include:

Zoning code changes

- Examining density maximums and building height
- Non-compliant use provision
- Stepbacks

Parking requirements and parking management

- Trip generation reductions
- Responsive parking ratios
- Shared parking
- Unbundling parking

Design

- Layered landscapes and active open space
- Ground floor active use provisions
- Street design, streetscapes and green streets

Financial incentives

There are a number of financial tools available to the public sector that can be used to help stimulate investment in strategic locations. These tools can help bridge the financial gap between what is financially feasible now and what is desired by the community. In many cases the vision that the community has 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 implementing the community vision. Regulatory tools and policies that support the vision help send this message, but direct financial incentives in key catalytic projects provide a “proof of concept”. Strategic investments in such projects can ultimately lead to increased value in the market and eventually allow for private investment without public support over time.

Current market conditions are not supportive of many development forms that are envisioned for the Southwest Corridor. In particular this is true in areas that aspire to a higher level of amenity than what exists today. The tools below are recommended for consideration by public sector partners in areas of change throughout the Southwest Corridor to help leverage investment and new development.

- Vertical Housing Program
- Brownfield Remediation Funds
- System Development Charges Strategies
- Urban Renewal
- Grant programs (e.g., Metro’s Transit-Oriented Development Program)
- Affordable housing incentives

Corridor-wide policy

The Southwest Corridor refinement process should include a scope element to work in partnership with the Southwest Corridor cities, Washington County and ODOT to develop a coordinated set of multi-modal performance measures that reflect state, regional and local goals. The multi-modal 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 scope of the alternative performance measures development would likely include Interstate 5 and Highway 99W within the Southwest Corridor, and Tualatin-Sherwood Road in the Tualatin and Sherwood Town Center areas, although the boundaries of application could vary from these limits. The intended work product would develop a set of multi-modal performance measures and associated evaluation process. This product could subsequently be considered for adoption by jurisdictions throughout the region, including Metro and the Oregon Transportation Commission.

Strategic Investment Strategy action chart

July action	Responsibility for implementation					Target date for next steps (if applicable)
	Who implements		When	Funding for work	Notes	
	Lead	Partners				
Decision to refine HCT alternatives for further study: 1. Level of BRT 2. Modes for further study 3. Destination	Metro/TriMet	Cities, counties, ODOT	8/2013 – 6/2014	MTIP – Metro	Early 2014 SC agreement: 1. Refined HCT project 2. Collaborative funding plan for DEIS 3. Preliminary funding strategy for HCT project	Mid 2014: Begin Draft Environmental Impact Statement (DEIS) on HCT 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 w/ some Metro staff support	Vision for future transit service throughout the area, including connections to HCT. Long-term enhancements will be guided by TriMet's financial capacity and by local jurisdiction access improvements	2015: 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 HCT alternative	
Policies and incentives to address regulatory framework and catalyst investments	Cities	Metro	Timing depends on jurisdiction and direct connection to HCT	Cities	Milestones for specific cities will be tied to progress on HCT project with an aim to address FTA guidelines and help the region compete for federal transit funds	Spring 2014: Define specific policy considerations for project partners to pursue in coordination with DEIS and development of a Locally Preferred Alternative
Roadway/AT projects highly supportive of HCT	Metro/TriMet	ODOT, cities, counties	8/2013 – 6/2014	Metro	During refinement some projects will be determined to fit with HCT project as refined	Mid 2014: Partners will define which projects are packaged with the HCT alternative for NEPA
Roadway/AT 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 as early opportunities; 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 HCT	Project sponsor and Metro will look at projects that could be part of HCT alternative	Project partners will take responsibility to implement their projects and work collaboratively to seek grant opportunities and other funding	Mid 2014: Identify projects that may be part of HCT alternative for NEPA