

## IMPACT STATEMENT

**Legislation title:** \*Authorize an Intergovernmental Agreement with Metro to develop a Preferred Alternative Package, Locally Preferred Alternative and Draft Environmental Impact Statement for the Southwest Corridor Plan and fund the City of Portland share of the local partner agency contribution. (Ordinance)

**Contact name:** Denver Igarta, PBOT Policy, Planning and Projects

**Contact phone:** (503) 823-1088

**Presenter name:** Malu Wilkinson, Principal Regional Planner, Metro

### **Purpose of proposed legislation and background information:**

The City of Portland and Metro are entering an IGA for the next phase of the Southwest Corridor planning process to document services to be performed and obligations of each Party in developing a locally-driven Preferred Package of transportation solutions.

The next phase will narrow HCT options, identify a preferred alternative (PA) and create a subset of road and active transportation projects to be studied jointly in a Draft Environmental Impact Statement (DEIS) under the National Environmental Policy Act (NEPA).

- City Council adopted the Barbur Concept Plan (Res. No. 37014) on April 24, 2013.
- City Council unanimously endorsed the Shared Investment Strategy as Non-Binding City Policy (Res. No. 37038) on October 9, 2013.
- The City of Portland FY 2014-15 Adopted Budget set aside a one-time General Fund supported special appropriation for the first year of the Southwest Corridor Draft Environmental Impact Statement, providing \$500,000 for the City's match contribution and \$150,000 for City staff.
- Project partners will work together to develop the following components in order to address needs and aspirations of corridor residents and businesses and develop a recommended PA Package:
  - Prioritized list of key multimodal (roadway, bicycle and pedestrian) projects from the shared investment strategy
  - Preferred High Capacity Transit options, including mode, alignment and terminus
  - Integrated Land Use and Development Strategies

### **Financial and budgetary impacts:**

Discuss the impacts of the legislation:

- The action does not amend the budget.
- The action does not change current staffing levels for FY 14-15.
- The action does not result in modified financial obligation beyond the special appropriation amount in the FY 2014-15 Adopted Budget.
- If not approved, the City of Portland would not be able to fulfill its contribution for the local share of this regional planning effort.
- The full commitment for this expense is in this year's budget.

**Community impacts and community involvement:**

Discuss the impacts of the legislation.

- The IGA documents work to be completed by Metro and Project Partners to narrow HCT options, identify a preferred alternative (PA) and create a subset of road and active transportation projects to be studied jointly in a Draft Environmental Impact Statement (DEIS).
- Planning work will build upon the work of previous phases including the development of the Barbur Concept Plan and the Southwest Corridor Plan and Shared Investment Strategy.
- Different communities of people: Metro will lead this phase of public involvement to gain meaningful input from a diverse range of corridor stakeholders, and integrate this into the decision making and deliberation process in a transparent manner. Metro and project partners will provide a clear and transparent manner to engage the public and to support the Southwest Corridor DEIS and decision-making process. The DEIS public involvement plan will include best practices for Environmental Justice and Title VI outreach.
- Geographic area: Adopted local land use visions, including the Barbur Concept Plan will be a basis for planning. Public involvement tools to engage Southwest Portland stakeholders and the broader public may include My Place community dialogues, HCT Project Workshops, local Design Dialogues to develop local multi-modal and streetscape plans, online engagement including map-based input tool and survey, presentations at local association meetings and community events, and youth and senior storytelling project.
- Businesses and Institutions: Outreach activities will aim to engage businesses along the corridor and major educational institutions, including the Oregon Health Sciences University National College of Natural Medicine and Portland Community College.
- City livability: Southwest Corridor was originally identified as a top priority in the 2009 Regional High Capacity Transit (HCT) Plan, which aims to extend high capacity transit to areas with significant anticipated growth in population and employment and to create compact, walkable station areas. SW Corridor will introduce a fast, reliable high capacity transit option connecting jobs and housing throughout the region while strengthening pedestrian and bicycle connectivity and access to key places in neighborhoods across the corridor.
- Contact Denver Igarta, PBOT Policy, Planning and Projects, for more information on planned public involvement at 503-823-1088 or [denver.igarta@portlandoregon.gov](mailto:denver.igarta@portlandoregon.gov)

**Budgetary Impact Worksheet**

**Does this action change appropriations?**

- ☐ **YES:** Please complete the information below.  
☒ **NO:** Skip this section

| Fund | Fund Center | Commitment Item | Functional Area | Funded Program | Grant | Sponsored Program | Amount |
|------|-------------|-----------------|-----------------|----------------|-------|-------------------|--------|
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## Southwest Neighborhoods, Inc.

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www.swni.org

February 4, 2015

Mayor Charlie Hales and Commissioners Fish, Fritz, Novick and Saltzman  
Portland City Council  
1221 SW Fourth Avenue  
Portland, OR 97204

Re: Southwest Corridor Intergovernmental Agreement with Metro  
Agenda Item #143 (former item #103) before Portland City Council on February 4, 2015

At the January 28, 2015 City Council meeting, Marianne Fitzgerald expressed personal concerns about the public involvement portion of the Intergovernmental Agreement for the Southwest Corridor Plan.

Southwest Neighborhoods, Inc. (SWNI)'s Transportation Committee met on February 2<sup>nd</sup>, 2015 to discuss the IGA and what information must be made publicly available for more meaningful public engagement. It is especially important for engaged members of the public to access detailed technical materials well in advance of decision-making. On February 3<sup>rd</sup>, 2015, leaders of SWNI's Transportation Committee (Marianne and I) met with Metro and City staff and agreed that the following underlined language be added to the IGA Exhibit A, page 2, item #3:

3. Public Involvement. PA selection will include public involvement work that aims to gain meaningful input from a diverse range of corridor stakeholders, and integrate this into the decision-making and deliberation process in a transparent process. "Detailed technical information will be released to the public no less than 60 days prior to any expected decisions to be made by the SW Corridor Steering Committee on a given topic or milestone. Recommendations and reports based on the technical information will be released to the public no less than 30 days prior to any expected decisions to be made by the steering committee on a given topic or milestone." Public involvement tools may include My Place community dialogues, HCT Project workshops, local Design Dialogues to develop local multi-modal and streetscape plans, online engagement including map-based input tool and survey, presentations at local association meetings and community events, and youth and senior storytelling project.

During the February 3<sup>rd</sup> meeting with Metro, we discussed the types of detailed technical information that SWNI expects to receive well in advance of SW Corridor Steering Committee decisions (see attachment). At the meeting, Metro made verbal commitments to SWNI to make the information available to the public as soon as possible and well in advance of technical workshops scheduled for late March/early April 2015. We expect that Metro will honor their commitments made on February 3<sup>rd</sup>, 2015.

SWNI also requests that Commissioner Novick, the City of Portland's current representative on the SW Corridor Steering Committee, meet with SWNI leadership to discuss SWNI comments, concerns and recommendations a week prior to scheduled SW Corridor Steering Committee meetings, especially those at which decision-making is expected. We also ask Commissioner Novick and Metro to share information in the progress report scheduled for March 1, 2015 with the public (Terms of Agreement page 2, paragraph 4). Thank you for your consideration of these requests.

Sincerely,

Roger Averbeck  
Chair, SWNI Transportation Committee

### 1. Amend Intergovernmental Agreement

SWNI insists that Metro and the City of Portland amend the IGA and add a sentence to page 2, #3, public involvement (in-between the two sentences in that paragraph), as follows: "Detailed technical information will be released to the public no less than 60 days prior to any expected decisions to be made by the SW Corridor Steering Committee on a given topic or milestone."

### 2. Detailed Technical Information

SWNI requests the following documents and information be provided electronically, with printed copies when requested for the SWNI office. Community volunteers need time to review the documents, then consider and discuss the information at monthly neighborhood association and SWNI committee meetings to make vetted recommendations to the SWNI Board of Directors, SWC staff and decision makers. Metro is planning SWC Community Forums in May with decision milestones expected in July 2015. SWNI will need to review detailed documents and discuss comments by April to arrive at recommendations to meet this timeline.

Detailed technical information requests and rationale are as follows:

- a. *Modeling assumptions for each alignment, mode and potential station area:* Including population, housing and employment projections and any other assumptions built into the model (i.e. 15-minute headways).
- b. *Modeling results for each alignment, mode and potential station area:* Including construction costs, operating costs, ridership projections, land use opportunities, traffic impact analyses.
- c. *Ridership and boarding projections, broken down to key station areas and destinations, especially for OHSU and PCC Sylvania.* The information provided to Portland City Council on January 28, 2015 only gave an approximate total for the corridor.
- d. *Detailed Information regarding the need for right-of-way acquisition associated with each alignment and mode.*
- e. *List of supporting needed transportation, storm water and park projects associated with specific potential station areas and/or alignments.* When alignment choices are made, the community needs to understand which station areas and supporting projects will be removed from consideration.
- f. *Detailed comparison of issues and benefits of Barbur and I-5 alignments.* This set of constraints and opportunities is potentially the most controversial element of the SWC Plan in SW Portland.
- g. *Detailed traffic analysis projections for major intersections that include the following scenarios: no build; no build with TSP (1 – 10 years) projects; HCT with TSP (1 – 10 years); HCT with TSP (1 -10 and 11 – 20 year) investments.*
- h. *Detailed modeling/analysis comparing HCT with just upgrading the existing bus system (identifying both benefits and costs).*

SWNI requests at least one special technical meeting for interested people to discuss the technical details as a group prior to steering committee discussions; the first in March or early April 2015. Additional technical meetings should be scheduled when appropriate. Metro and project partner staff such as TriMet, ODOT, PBOT, and BPS should be available at these meetings to answer technical questions.

### 3. Schedule and Website Update

- a. *SWNI requests an updated SWC Plan schedule / timeline that include dates for Steering Committee meetings; public meetings and community forums.* The 1/20/2015 DRAFT SW Corridor Plan 2015-2016 schedule includes no actual dates, only timeframes by month. The online calendar is incomplete.
- b. *SWNI requests a more complete schedule that includes the DEIS and potential construction timeframe, and construction impacts associated with various options (i.e. tunnels).*
- c. *SWNI requests that the Metro SWC website be brought up to date.* A review of the website has no information (meeting summary or presentations) on the December 8<sup>th</sup>, 2014 SWC Steering Committee meeting.