

 **Metro** | *Agenda*

Meeting: Metro Council Work Session  
Date: Tuesday, July 19, 2011  
Time: 2 p.m.  
Place: Council Chambers

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**CALL TO ORDER AND ROLL CALL**

- |                |                                                                                                                    |                                  |
|----------------|--------------------------------------------------------------------------------------------------------------------|----------------------------------|
| <b>2 PM</b>    | <b>1. ADMINISTRATIVE/ CHIEF OPERATING OFFICER COMMUNICATIONS</b>                                                   |                                  |
| <b>2:15 PM</b> | <b>2. GLENDOVEER FACILITY ASSESSMENT AND BUSINESS PLAN: INVESTMENT SCENARIOS - <u>INFORMATION / DISCUSSION</u></b> | <b>Harlan Neill</b>              |
| <b>3:15 PM</b> | <b>3. SW CORRIDOR PLAN STEERING COMMITTEE APPOINTMENT - <u>INFORMATION</u></b>                                     | <b>Mendoza Wilkinson Gertler</b> |
| <b>3:45 PM</b> | <b>4. COUNCIL BRIEFINGS/COMMUNICATION</b>                                                                          |                                  |

**ADJOURN**

Agenda Item Number 2.0

**GLENDOVEER FACILITY ASSESSMENT  
AND BUSINESS PLAN: INVESTMENT  
SCENARIOS**

Metro Council Work Session  
Tuesday, July 19, 2011  
Metro Council Chambers

## **METRO COUNCIL**

### **Work Session Worksheet**

Presentation Date: Tuesday June 19, 2011 Time: 2:15 p.m. Length: 1 hour

Presentation Title: Glendoveer Facility Assessment and Business Plan: Investment scenarios

Service, Office, or Center: Parks & Environmental Services and Sustainability Center

Presenters (include phone number/extension and alternative contact information):

Corie Harlan, x. 1764; Lydia Neill, x. 1830

### **ISSUE & BACKGROUND**

Built in 1924, the Glendoveer Golf Course property, located at corner of NE 148th Avenue and NE Glisan Street in East Portland, contains 242 acres of land zoned for parks and open space. The site includes two 18-hole golf courses, two parking lots, four covered tennis courts, the Ringside restaurant, driving range, pro shop, and a public soft surface fitness trail. Glendoveer was acquired by Metro from Multnomah County in 1996 as part of a transfer of assets that included the Expo Center and Regional Parks and Cemeteries. Since 1996, Glendoveer has generated an average of \$840,000 annually for Metro's general fund. The current operator, Glisan Street Recreation (GSR) has managed the facilities and property for over 40 years and the existing contract expires December 31, 2012.

The Glendoveer Facility Assessment and Business Plan project will provide investment and operation recommendations for the Glendoveer Golf Course facility in preparation for the development and awarding of a new contract to operate the facility in 2013. This project will ultimately result in the development of a new, fiscally-sound operating contract and create an investment strategy for Glendoveer that achieves the triple-bottom line benefits of a more efficient, sustainable, profitable operation that better represents the Metro brand and is more responsive to community needs.

In June, Metro staff provided the Metro Council with a project update and sought Council direction on development of possible investment scenarios.

As a follow up to June's work session, staff will present Council with more detailed investment scenarios, ROI analysis and refined cost estimates. Metro staff will seek Council direction on a recommendation for a preferred investment strategy at Glendoveer.

### **OPTIONS AVAILABLE**

During this work session, Metro staff will seek direction on a recommendation for a preferred investment strategy at Glendoveer. Metro Council will have the options of providing direction on an investment strategy or advising additional study and evaluation prior to making a decision. Once a decision on a preferred investment strategy is made, it will kick off Phase II of the project and guide the development of an RFP for a new operation contract. Metro staff will check in with Metro Council for direction and key decisions related to contract development, negotiation and award during Phase II.

### **IMPLICATIONS AND SUGGESTIONS**

To prevent a permanent erosion of revenue stream and maintain the existing assets at Glendoveer, some level of investment in the facility is needed. This project explores how to achieve the triple-bottom line benefits of increased environmental sustainability, profit and community enhancement via this investment. However different levels of investment result in varying levels and types of benefits, risks and costs. The key assumption for this project is that investments or changes to the property or business model will be revenue neutral. Ideally, they will increase revenue.

### **QUESTION(S) PRESENTED FOR CONSIDERATION**

What property improvements should be prioritized and pursued at Glendoveer?

What scale of investment is Metro willing to consider?

**LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION** \_\_ Yes  No  
**DRAFT IS ATTACHED** \_\_\_ Yes  No

Agenda Item Number 3.0

**SW CORRIDOR PLAN STEERING  
COMMITTEE APPOINTMENT**

Metro Council Work Session  
Tuesday, July 19, 2011  
Metro Council Chambers

## METRO COUNCIL

### Work Session Worksheet

Presentation Date: 7/19/11 Time: 3:15 pm Length: 30 minutes

Presentation Title: SW Corridor Plan Steering Committee Appointment (Legislation No. 11-4278 preview)

Service, Office, or Center:

Planning & Development Services

Presenters (include phone number/extension and alternative contact information):

Tony Mendoza (x1726), Malu Wilkinson (X1680), Elissa Gertler (x1752)

**ISSUE & BACKGROUND** The Southwest Corridor Plan is intended to collaboratively integrate land use and transportation planning efforts to create an implementation strategy that includes investments, policy changes and partnerships. The Southwest Corridor Plan process is intended to result in the following products, which may be refined due to the iterative nature of the project and the inter-connectedness of the products. The Steering Committee may identify additional or complementary plans or planning processes through the course of the project.

1. *Southwest Corridor Plan* (Metro);
2. *Southwest Corridor Implementation Strategy* (Metro); and
3. Five individual plans:
  - a. *Southwest Transportation Plan* (Metro, ODOT)
  - b. *Southwest Corridor Transit Alternatives Analysis* (Metro)
  - c. *Barbur Concept Plan* (City of Portland)
  - d. *Tigard High Capacity Transit (HCT) Land Use Plan* (City of Tigard)
  - e. *Tualatin HCT Land Use Plan* (City of Tualatin)

The work will be guided by a Steering Committee that includes the agencies which will be engaged in implementing an implementation strategy for the Southwest Corridor. The process will be documented in a charter to be adopted by each jurisdiction (a draft of the charter is included with this staff report as Attachment A). Project partners include the cities of King City, Portland, Sherwood, Tigard, Tualatin, Multnomah County, Washington County, TriMet, ODOT and Metro.

Metro will work with local partners to define a set of land use and transportation investments and strategies that best achieve local and regional goals and develop an action plan for local and regional agreements to actualize the vision. Components of the strategy may include:

- Intergovernmental agreements that describe an investment plan that may address land use, transportation, habitat, parks, equity, housing choice, job growth, etc.
- Proposal for alternative mobility standards within the Southwest Corridor
- Transit Alternatives Analysis to be submitted to the Federal Transit Administration
- Recommended revisions to the Regional Transportation Plan, Regional Framework Plan, and/or the Urban Growth Management Functional Plan, local Transportation System Plans (TSPs) and Comprehensive Plans
- Recommended priorities and investments in the Oregon Department of Transportation (ODOT) Facility Plan and TriMet Transit Investment Plan
- National Environmental Policy Analysis (NEPA) alternatives for transit investments

Local partners, agency partners, and Metro will implement the actions and investments described in the SW Corridor Implementation Strategy.

The composition of the Steering Committee as described in Exhibit B ensures that members are in a position to work with their representative organizations to move forward on the actions, agreements and partnerships to be developed through this process and described in the Southwest Corridor Implementation Strategy. The Southwest Corridor Plan effort recognizes the mutual benefit from sharing information, views and aligning resources to produce an integrated implementation strategy for transportation, land use and other associated investments to support great communities within the corridor. The makeup of the proposed Steering Committee and supporting groups has been defined through a collaborative process with active engagement from all project partners.

**OPTIONS AVAILABLE**

1. Agree to appoint Southwest Corridor Steering Committee
2. Direct staff to reconsider Southwest Corridor Steering Committee appointments

**IMPLICATIONS AND SUGGESTIONS**

Appoint Southwest Corridor Steering Committee as defined in legislation no. 11-4278

**QUESTION(S) PRESENTED FOR CONSIDERATION**

Not applicable

**LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION  Yes  No**

**DRAFT IS ATTACHED  Yes  No**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CREATING AND ) RESOLUTION NO. 11-4278  
APPOINTING MEMBERS OF THE SW )  
CORRIDOR PLAN STEERING COMMITTEE ) Introduced by Councilor XX

WHEREAS, the Metro Council has made a commitment to Making a Great Place through its work with local leaders and residents throughout the region to create prosperous and sustainable communities for present and future generations; and

WHEREAS, the adopted long-range blueprint for the future, the 2040 Growth Concept, reflects that commitment and guides the region’s land use and transportation development in alignment with it; and

WHEREAS, the Metropolitan Policy Advisory Committee and Metro Council have adopted the following Six Desired Outcomes to guide its efforts in the region:

- Vibrant communities - People live, work and play in vibrant communities where their everyday needs are easily accessible.
- Economic prosperity - Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.
- Safe and reliable transportation - People have safe and reliable transportation choices that enhance their quality of life.
- Leadership on climate change - The region is a leader in minimizing contributions to global warming.
- Clean air and water - Current and future generations enjoy clean air, clean water, and healthy ecosystems.
- Equity - The benefits and burdens of growth and change are distributed equitably.

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the 2040 Growth Concept and emphasizes outcomes, system completeness and measurable performance in order to realize adopted land use plans, and hold the region accountable for making progress toward regional and State goals to reduce vehicle miles traveled and greenhouse gas emissions; and

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

WHEREAS, the Southwest Corridor Refinement Plan was adopted by Metro Council Resolution No. 10-4119 (“For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020 and Proceeding with the Next Two Corridor Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle”) as one of the next regional priorities for Corridor Refinement Plans on February 25, 2010; and

WHEREAS, the 2035 Regional Transportation Plan and its components were adopted as the state and federally-recognized metropolitan transportation plan by Ordinance No. 10-1241B (“For the Purpose



of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; and To Amend the Urban Growth Management Functional Plan”); and

WHEREAS, the establishment of a Steering Committee will contribute valuable guidance toward completion and adoption of the Southwest Corridor Plan, which will include an implementation strategy for the plan area; and

WHEREAS, Steering Committee membership should include elected officials and representatives of project partner agencies; and

WHEREAS, the Metro Councilor from District X will serve as the Steering Committee Chair; and

WHEREAS, it is expected that the Steering Committee will be needed for approximately 24 months; now therefore

BE IT RESOLVED that the Metro Council, in order to fulfill adopted goals through development of a transportation system that furthers said goals:

1. Hereby establishes the Southwest Corridor Plan Steering Committee to fulfill the charge set forth in Exhibit A.
2. Hereby appoints the represented positions listed in Exhibit B, attached and incorporated into this resolution, to be members of the Southwest Corridor Plan Steering Committee.
3. Directs the Southwest Corridor Plan Steering Committee to meet at project milestones, with administrative and technical support from Metro staff, and to submit recommendations to the Council at project milestones.
4. Appoints Steering Committee members for a one-year term, which shall be automatically renewed for an additional term unless explicitly terminated, but not to exceed three years.

ADOPTED by the Metro Council this 4<sup>th</sup> day of August, 2011.

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Tom Hughes, Council President

Approved as to Form:

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Alison Kean Campbell, Metro Attorney

## **EXHIBIT A TO RESOLUTION NO. 11-4278**

### **Southwest Corridor Plan Steering Committee Charge**

The Steering Committee makes decisions on project milestones and recommends action on the Southwest Corridor Plan and Implementation Strategy to the adopting bodies. This committee, to be chaired by Metro, will be made up of elected officials from each jurisdiction with a decision-making role in developing the components of the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy. The Metro Council has established the Steering Committee and criteria for membership. Each jurisdiction will appoint an individual who meets the criteria, and fill vacancies with individuals who also meet the criteria. The group is anticipated to meet quarterly, or as needed, from September 2011 through the development of the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy.

The Southwest Corridor Plan Steering Committee is charged with working toward the successful creation of the Southwest Corridor Plan and Implementation Strategy. The Steering Committee members are specifically tasked with the following responsibilities.

- Follow decision-making protocols as established by the committee.
- Provide information to and from constituents and the Southwest Corridor Implementation Partners regarding the process, substance, and implementation of the Southwest Corridor Plan.
- Receive input from, and provide guidance to, the Project Management Group and the Project Team Leaders at project milestones, which input may include:
  - Definition of project goals;
  - A problem statement based on desired outcomes for the plan area;
  - A methodology for assessing the effectiveness of strategies in meeting the plan goals and objectives;
  - A wide range of alternative strategies for testing;
  - Prioritized strategies;
  - Identified commitments to support the strategies; and
  - An Implementation Strategy for the Southwest Corridor.
- Recommend a Plan and Implementation Strategy (including phasing and funding for physical improvements, and commitments and timeframe for implementing land use and related policy changes) for the plan area to the project participants, as appropriate.
- Provide leadership, foster the creation of partnerships, and encourage local actions to implement the plan.

**EXHIBIT B TO RESOLUTION NO. 11-4278**

**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 and King City

Multnomah County Commissioner

Washington County Commissioner

ODOT, Region 1 Manager

TriMet, General Manager

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 11-4278, FOR THE PURPOSE OF CREATING AND APPOINTING MEMBERS OF THE SOUTHWEST CORRIDOR PLAN STEERING COMMITTEE

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Date: July XX, 2011

Prepared by: Malu Wilkinson

## BACKGROUND

The Southwest Corridor Plan is intended to collaboratively integrate land use and transportation planning efforts to create an implementation strategy that includes investments, policy changes and partnerships. The Southwest Corridor Plan process is intended to result in the following products, which may be refined due to the iterative nature of the project and the inter-connectedness of the products. The Steering Committee may identify additional or complementary plans or planning processes through the course of the project.

1. *Southwest Corridor Plan* (Metro);
2. *Southwest Corridor Implementation Strategy* (Metro); and
3. Five individual plans:
  - a. *Southwest Transportation Plan* (Metro, ODOT)
  - b. *Southwest Corridor Transit Alternatives Analysis* (Metro)
  - c. *Barbur Concept Plan* (City of Portland)
  - d. *Tigard High Capacity Transit (HCT) Land Use Plan* (City of Tigard)
  - e. *Tualatin HCT Land Use Plan* (City of Tualatin)

The work will be guided by a Steering Committee that includes the agencies which will be engaged in implementing an implementation strategy for the Southwest Corridor. The process will be documented in a charter to be adopted by each jurisdiction (a draft of the charter is included with this staff report as Attachment A). Project partners include the cities of King City, Portland, Sherwood, Tigard, Tualatin, Multnomah County, Washington County, TriMet, ODOT and Metro.

Metro will work with local partners to define a set of land use and transportation investments and strategies that best achieve local and regional goals and develop an action plan for local and regional agreements to actualize the vision. Components of the strategy may include:

- Intergovernmental agreements that describe an investment plan that may address land use, transportation, habitat, parks, equity, housing choice, job growth, etc.
- Proposal for alternative mobility standards within the Southwest Corridor
- Transit Alternatives Analysis to be submitted to the Federal Transit Administration
- Recommended revisions to the Regional Transportation Plan, Regional Framework Plan, and/or the Urban Growth Management Functional Plan, local Transportation System Plans (TSPs) and Comprehensive Plans
- Recommended priorities and investments in the Oregon Department of Transportation (ODOT) Facility Plan and TriMet Transit Investment Plan
- National Environmental Policy Analysis (NEPA) alternatives for transit investments

Local partners, agency partners, and Metro will implement the actions and investments described in the SW Corridor Implementation Strategy.

The composition of the Steering Committee as described in Exhibit B ensures that members are in a position to work with their representative organizations to move forward on the actions, agreements and partnerships to be developed through this process and described in the Southwest Corridor Implementation Strategy. The Southwest Corridor Plan effort recognizes the mutual benefit from sharing information, views and aligning resources to produce an integrated implementation strategy for transportation, land use and other associated investments to support great communities within the corridor. The makeup of the proposed Steering Committee and supporting groups has been defined through a collaborative process with active engagement from all project partners.

## **ANALYSIS/INFORMATION**

1. **Known Opposition** No known opposition exists.
2. **Legal Antecedents** The creation and appointment of members to the Southwest Corridor Plan Steering Committee is consistent with Metro Code 2.19.030 (Membership of the Advisory Committees) and 2.19.040 (Advisory Committee Purpose and Authority Resolution), as well as Resolution No. 10-4119 that established the Southwest Corridor Plan as a priority mobility corridor refinement plan in the 2010-2013 Regional Transportation Plan cycle.
3. **Anticipated Effects** The Southwest Corridor Plan Steering Committee will contribute valuable guidance toward completion and adoption of the Southwest Corridor Plan. The Steering Committee will meet throughout the project's life at key milestones and may offer recommendations to Metro Council.
4. **Budget Impacts** Costs associated with convening and supporting the Southwest Corridor Plan Steering Committee are accounted for in the project's scope of work and budget.

## **RECOMMENDED ACTION**

Metro staff recommends the adoption of Resolution No. 11-4278.

# **Attachment A to Staff Report for Resolution 11-4278**

## **Southwest Corridor Plan Charter**

*May 26, 2011 Draft*

### **Table of Contents**

- A) Desired outcomes**
- B) Goals**
- C) Products**
- D) Steering Committee Charge**
- E) Timeline and milestones**
- F) Roles and responsibilities**
- G) Signed agreement**

**Appendix 1: Decision-making structure and process**

**Appendix 2: Geographic Area**

**Appendix 3: Six Outcomes**

**DRAFT**

This charter establishes the Southwest Corridor Plan steering committee, which will review major milestones for the component plans and recommend an implementation strategy for the Southwest Corridor. (The Southwest Corridor Plan Area is shown in Appendix 2.) The signatories to this charter will 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. This work will benefit from partnerships and collaboration to make the most of simultaneous planning projects to help achieve local, regional, state and federal goals. Involved jurisdictions and agencies will use the forum created by this charter to discuss individual work efforts and determine how local, regional, and state actions fit into a cohesive strategy.

The purpose of this Charter is to set forth those undertakings expected of each Southwest Corridor Plan partner. By signing this Charter and adopting it by resolution, the participants agree to work together in good faith toward achieving the goals, creating the plans, and implementing the strategies created by this process.<sup>1</sup>

#### **A) Desired outcomes**

The charter signatories agree that the six desired 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. These six desired outcomes are:

- Vibrant communities;
- Economic prosperity;
- Safe and reliable transportation;
- Leadership on climate change;
- Clean air and water; and
- Equity.

#### **B) Goal**

The goal of the Southwest Corridor Plan process is to create a framework intended to improve the land use and transportation conditions in the Southwest Corridor, which will in turn stimulate community and economic development, leverage private investments and make efficient use of available resources. The process should provide a transparent, objective and consensus-based framework, as agreed to and further defined by the steering committee, to help define, refine, evaluate, screen and select land use and transportation alternatives.

By working together, the charter participants will develop a Southwest Corridor Plan. In addition, they will simultaneously develop a Southwest Corridor Implementation Strategy that identifies and prioritizes needed projects to support local aspirations, and regional and state goals. The Southwest Corridor Implementation Strategy will create a framework for establishing agreements on local, regional and state actions that will support implementation. The structure will include a robust public engagement process that actively engages citizens in defining community visions and priorities for investment.

The Southwest Corridor Plan will identify policies and investments that are intended to:

- Improve access to regionally significant employment, educational and commercial centers;
- Improve mobility throughout the Southwest Corridor for all transportation modes;

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<sup>1</sup> This Charter constitutes a project-specific agreement required by the ODOT/MPO/Transit Operator Agreement (ODOT Agreement # 24682; Metro Contract # 928512), Appendix A, Section 4.

- Improve access to affordable living, considering the combined housing, transportation and utility costs;
- Improve watershed health and habitat function, and enhance the natural environment;
- Equitably distribute the benefits and burdens of growth;
- Improve the quality of the region's air, water and land resources;
- Support active lifestyles;
- Integrate health strategies; and
- Integrate trails and parks plans and improvements.

### C) Products

The Southwest Corridor Plan process is intended to result in the following products, which may be refined due to the iterative nature of the project and the inter-connectedness of the products. The Steering Committee may identify additional or complementary plans or planning processes through the course of the project.

4. *Southwest Corridor Plan* (Metro);
5. *Southwest Corridor Implementation Strategy* (Metro); and
6. Five individual plans:
  - a. *Southwest Transportation Plan* (Metro, ODOT)
  - b. *Southwest Corridor Transit Alternatives Analysis* (Metro)
  - c. *Barbur Concept Plan* (City of Portland)
  - d. *Tigard High Capacity Transit (HCT) Land Use Plan* (City of Tigard)
  - e. *Tualatin HCT Land Use Plan* (City of Tualatin)

#### **(1) Southwest Corridor Plan and (2) Implementation Strategy**

The *Southwest Corridor Plan* will summarize the results of the five individual plans listed above and identify areas for continued coordination, to be included in the *Implementation Strategy*. The project partners will work together to integrate different disciplines beyond land use and transportation, leveraging current efforts where possible, encompassing topics such as workforce housing, parks and green infrastructure, economic development, and impacts on public health.

The *Southwest Corridor Implementation Strategy* will include a summary of the future actions and agreements among the partner agencies and jurisdictions on a set of coordinated policies and investments to implement a shared vision. The *Implementation Strategy* becomes a guide for pursuing opportunities and investments throughout the Southwest Corridor.

The *Southwest Corridor Plan* and the *Implementation Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be adopted and implemented by the appropriate agencies and jurisdictions.

#### **(3a) Southwest Transportation Plan**

The Southwest Transportation Plan and the Southwest Corridor Transit Alternatives Analysis are complementary projects that have typically been done sequentially, and, in the context of the Southwest Corridor Plan, are now being done simultaneously. The two products will be iterative, consistent, and leverage analysis and public engagement. The Southwest Corridor Transit Alternatives Analysis, a subset of the Southwest Transportation Plan, will be led by Metro while the Southwest Transportation Plan will be co-led by ODOT and Metro. There will be two products, as described in this charter. Development of the Southwest Transportation Plan will include, as appropriate:



- Identification of local, regional, and state transportation needs;
- A process and criteria, including performance standards, to evaluate and compare alternatives that balance the identified needs;
- Decisions regarding need, mode, function, general location, general cross-sections, and performance standards for future management of transportation facilities within the corridor;
- Integration of the Southwest Corridor Transit Alternatives Analysis; and
- A list of prioritized transportation projects and strategies to meet and incorporate into the Regional Transportation Plan, local transportation plans, and a state highway facility plan. The list will contain short, medium, and long-term projects and strategies.

The Southwest Transportation Plan will result in the following products:

- Transportation plan for the Southwest Corridor, including amendments to the Regional Transportation Plan (adopted by Metro);
- An I-5, OR43 and 99W Highway Facility Plan, which may include alternative mobility standards to those currently adopted in the Oregon Highway Plan. This would be an amendment to the Oregon Highway Plan (adopted by the Oregon Transportation Commission); and
- Potential amendments to local Transportation System Plans and Comprehensive Plans, as appropriate. (The amendments would be adopted by City of Portland, City of Tigard, City of King City, City of Tualatin, City of Sherwood, and Washington County).

### **(3b) Southwest Corridor Transit Alternatives Analysis**

The Southwest Corridor Transit Alternatives Analysis (AA), a subset of the Southwest Transportation Plan, will evaluate the function, mode and potential alignment of a high capacity transit (HCT) improvement. The AA is the first step in the federal process to determine the most efficient public investment in transit for the Southwest Corridor. The analysis will be informed by the land use and transportation plans that make up the overall Southwest Corridor Plan. The Alternatives Analysis will result in a Narrowed Transit Solutions Report. At the end of this process, Metro and regional partners would determine whether to move further into project development. At that time, a choice would also be made whether to enter into the National Environmental Policy Act (NEPA) process of environmental impact statement, environmental assessment, or categorical exclusion.

### **(3c) Portland Barbur Concept Plan**

The Barbur Concept Plan is a collaborative effort involving the community, City of Portland, Metro, TriMet, and ODOT to create a long term vision for the Barbur Boulevard corridor. Beginning in summer of 2011, an 18-month public process will explore alternative future land use and transportation concepts for the corridor between Portland's Central City and the Tigard city limit. The concept plan will identify future transportation investments, stormwater solutions, and changes to City policy and zoning. Most importantly, the public process will inform regional decisions for future High Capacity Transit in the Southwest Corridor.

### **(3d) Tigard HCT Land Use Plan**

The Tigard HCT Land Use Plan will identify potential station communities and preferred development typologies as well as policy, investment and code changes necessary to support HCT in Tigard. Action to be taken by the city council will include acceptance of the land use plan for the potential station communities, including changes to the comprehensive plan, zone map, and coordinated amendments to the TSP. Future considerations will include:

- Amendments to the Tigard Comprehensive Plan, related text and Zoning Map
- Coordinated amendments to the Tigard TSP (with associated RTP amendments)
- Amendments to the Public Facilities Plan and Implementing Capital Improvement Plan

### **(3e) Tualatin HCT Land Use Plan**

The Tualatin HCT Land Use Plan may identify locally preferred station areas and development typologies as well as policy, investment and code changes necessary to support HCT in Tualatin. Action items to be adopted by the city council may include:

- Land Use Plan
- Comprehensive plan changes
- Local zoning changes
- Amendments to CIP and other investment strategies.

### **D) Southwest Corridor Plan Steering Committee Charge**

The Steering Committee makes decisions on project milestones and recommends action on the Southwest Corridor Plan and Implementation Strategy to the adopting bodies. This committee, to be chaired by Metro, will be made up of elected officials from each jurisdiction with a decision-making role in developing the components of the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy. The Metro Council will establish the Steering Committee and criteria for membership, and each jurisdiction will appoint an individual who meets the criteria. The group is anticipated to meet quarterly, or as needed, from September 2011 through the development of the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy.

The Southwest Corridor Plan Steering Committee is charged with working toward the successful creation of the Southwest Corridor Plan and Implementation Strategy. The Steering Committee members are specifically tasked with the following responsibilities.

- Follow decision-making protocols as established by the committee.
- Provide information to and from constituents and the Southwest Corridor Implementation Partners regarding the process, substance, and implementation of the Southwest Corridor Plan.
- Receive input from, and provide guidance to, the Project Management Group and the Project Team Leaders (described in Appendix 1) at project milestones, which may include:
  - Project goals;
  - A problem statement based on desired outcomes for the plan area;
  - A methodology for assessing the effectiveness of strategies in meeting the plan goals and objectives;
  - A wide range of alternative strategies for testing;
  - Prioritized strategies;
  - Identified commitments to support the strategies; and
  - An Implementation Strategy for the Southwest Corridor.
- Recommend a Plan and Implementation Strategy (including phasing and funding for physical improvements and commitments and timeframe for implementing land use and related policy changes) for the plan area to the project participants, as appropriate.
- Provide leadership, foster the creation of partnerships, and encourage local actions to implement the plan.

The Steering Committee will be convened by Metro and meet at project milestones. The decision-making process and expected relationships among project partners are described in Appendix 1.

E) Anticipated timeline and key milestones

**Table 1: SW Corridor Plan Phases, Milestones, and Anticipated Timeline**

Phase	Milestone	Approximate date
Define problems, opportunities & constraints	1. Charter adopted by Southwest Corridor partners	Fall 2011
	2. Steering Committee defines goals <i>The goals will lay the foundation for determining the strategies to address land use and transportation needs.</i>	November 2011
Identify wide range of solutions and integrated strategies	3. Steering Committee approves an outcomes-based evaluation framework and criteria <i>The criteria may define how transportation and land use investment, strategies, and policies work together to achieve goals.</i>	January 2012
	4. Steering Committee identifies alternative strategies to support achieving local and regional goals <i>Alternative strategies include packages of transportation investments (including transit options), land use changes and other investments that can be evaluated against the criteria.</i>	May 2012
Narrow solutions and draft Southwest Corridor Plan and Implementation Strategy	5. Steering Committee prioritizes alternative strategies <i>Priority strategies may identify efficient use of public resources including local, regional, state and federal investments and policy changes to achieve goals.</i>	October 2012
	6. Steering Committee approves draft Southwest Corridor Plan and Implementation Strategy <i>The Southwest Corridor Plan will summarize each of the component plans and the Implementation Strategy will describe appropriate agreements and actions that need to be taken in the corridor.</i>	December 2012
Agree on action plan to implement the Southwest Corridor Plan and Implementation Strategy	7. Partners adopt Southwest Corridor Implementation Strategy and agree to implement components as appropriate	January – June 2013
	8. Metro Council/JPACT recommend alternative transportation investments for NEPA process	June 2013

## F) Roles & Responsibilities

Table 2 (on the following page) delineates the roles and responsibilities of the signing parties for each project included in the Southwest Corridor Plan area.

### Definitions:

**Convener:** Agency responsible for making sure the planning process is completed and implemented. The convener is expected to consult with the other parties to gain efficiencies and avoid conflicts and is responsible for leading a public process.

**Co-convener:** Two agencies in an agreement to work together to ensure the planning process is completed and implemented.

**Collaborate:** To work together to achieve a common goal or objective. Collaboration is often employed where multiple parties have authority or control over the outcome and may involve a shared project or policy outcome. Parties may share expertise, resources, etc., to accomplish the goal or complete the project.

**Coordinate:** To develop, plan, program and schedule projects in consultation with other parties such that conflicts among projects are avoided. Coordinated projects are usually those over which not all parties, other than the convener, have control or authority.

**Grant funder:** An agency providing grant funding for a project. Responsibilities include contract management.

**Grantee:** The recipient of a grant for a specific planning project.

**Owner:** The agency that formally selects and pursues implementation of projects, strategies or policies, and that maintains the final plan or product. There may be multiple owners in a planning process that is completed inter-jurisdictionally.

**Technical support:** May include a wide range of services such as data analysis, mapping, policy analysis, and public engagement support and coordination.

**IGA:** Intergovernmental Agreement

**MOU:** Memorandum of Understanding

**ODOT:** Oregon Department of Transportation

**RTP:** Regional Transportation Plan

**TIP:** Transportation Investment Plan

**TSP:** Transportation System Plan

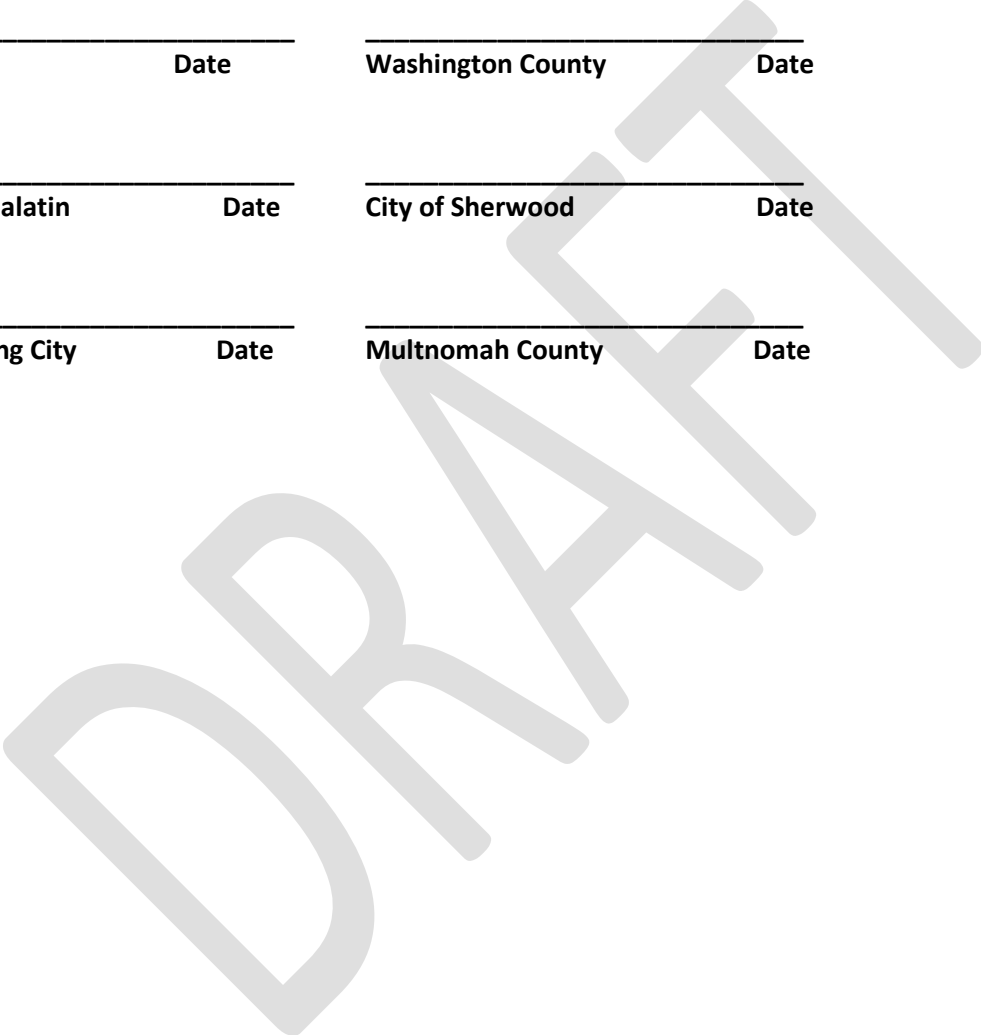
**Table 2: SW Corridor Plan Charter Signatories Roles and Responsibilities\***

Plan	Southwest Corridor Plan	Southwest Corridor Implementation Strategy	Component plans					
			Southwest Transportation Plan	Southwest Corridor Transit Alternatives Analysis	Portland Barbur Concept Plan	Tigard HCT Land Use Plan	Tualatin HCT Land Use Plan	
Charter signatory	<b>Metro</b>	Owner <b>Convener</b>	Owner <b>Convener</b>	Owner – RTP <b>Co-convener</b>	Owner <b>Convener</b>	Grant funder Technical support	Grantee Technical support	Grant funder Technical support
	<b>ODOT</b>	Owner	Owner	Owner – ODOT Facility Plan <b>Co-convener</b>	Collaborate	Collaborate Technical support	Grant funder Technical support	Collaborate Technical support
	<b>TriMet</b>	Owner	Owner	Owner – TIP	Collaborate	Collaborate	Collaborate	Collaborate
	<b>King City</b>	Owner	Owner	Owner – TSP	Collaborate Coordinate with land use analysis	Collaborate	Collaborate	Collaborate
	<b>Portland</b>	Owner	Owner	Owner – TSP	Collaborate Coordinate with land use analysis	Owner <b>Convener</b> Grantee	Collaborate	Collaborate
	<b>Sherwood</b>	Owner	Owner	Owner – TSP	Collaborate Coordinate with land use analysis	Collaborate	Collaborate	Collaborate
	<b>Tigard</b>	Owner	Owner	Owner – TSP	Collaborate Coordinate with land use analysis	Collaborate	Owner <b>Convener</b> Grantee	Collaborate
	<b>Tualatin</b>	Owner	Owner	Owner – TSP	Collaborate Coordinate with land use analysis	Collaborate	Collaborate	Owner <b>Convener</b> Grantee
	<b>Washington County</b>	Owner	Owner	Owner – TSP	Collaborate	Coordinate	Collaborate	Collaborate
	<b>Multnomah County</b>	Owner	Owner	Coordinate	Coordinate	Coordinate	Coordinate	Coordinate

\* This chart does not preclude other plans and processes from being included in the Southwest Corridor Plan and/or Implementation Strategy.

**G) Agreement**

<hr/> City of Portland	Date	<hr/> ODOT	Date
<hr/> City of Tigard	Date	<hr/> Metro	Date
<hr/> TriMet	Date	<hr/> Washington County	Date
<hr/> City of Tualatin	Date	<hr/> City of Sherwood	Date
<hr/> City of King City	Date	<hr/> Multnomah County	Date



## Appendix 1: Decision-making structure & Process

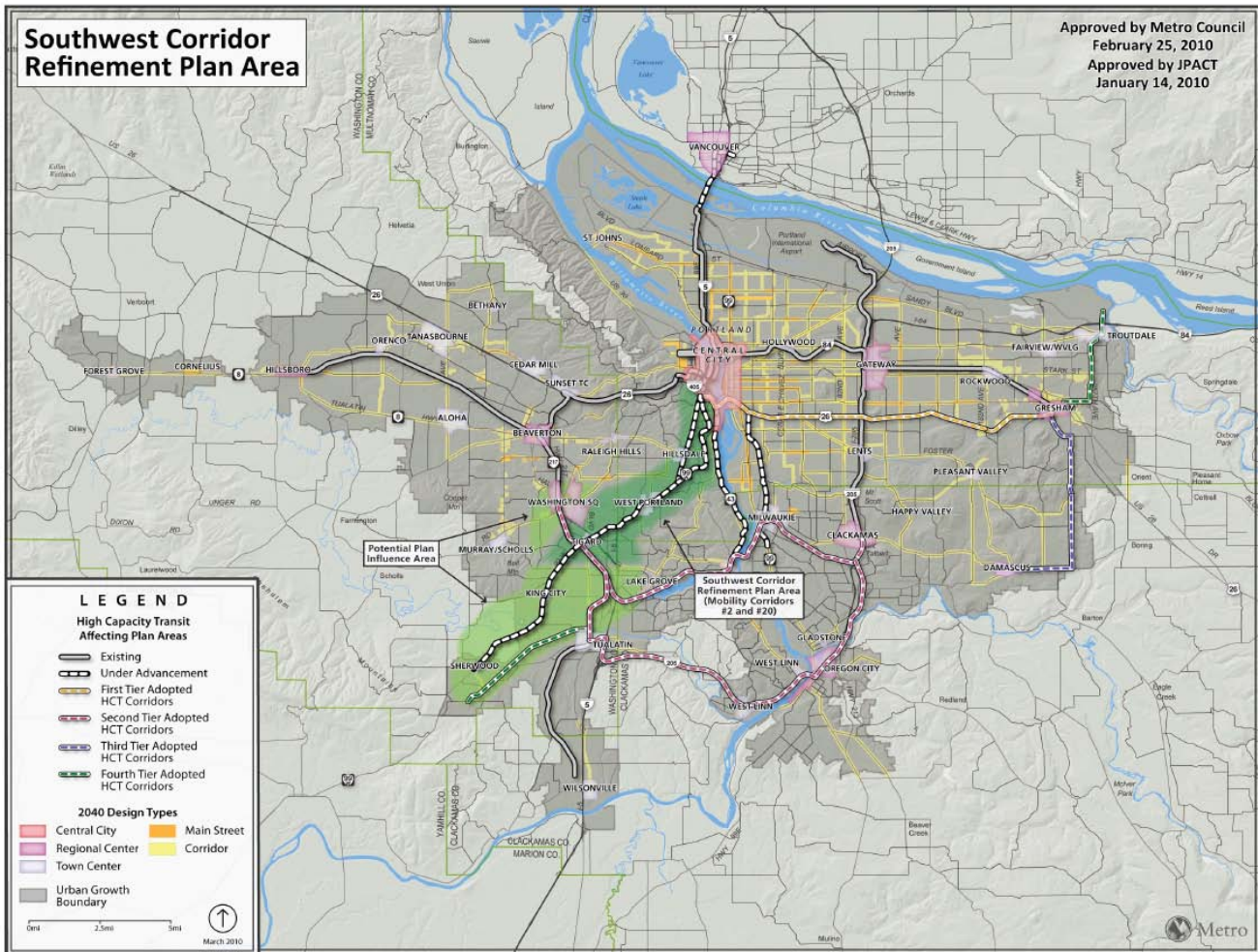
The text and chart below describe the decision process and expected relationships among the project partners. Three groups will support the Southwest Corridor Steering Committee in the development of the Southwest Corridor Plan and Implementation Strategy.

- **Southwest Corridor Project Management Group.** The PMG serves as a bridge between the Project Team Leaders (PTL) and the Steering Committee to help develop a coordinated set of agreements, investments and policy changes that together make up the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy. This group, convened by Metro and comprised of senior staff from each of the jurisdictions with a decision making role, serves to advise the Steering Committee.
- **Southwest Corridor Project Team Leaders.** The PTL is responsible for ensuring the component parts of the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy are completed in a coordinated fashion. This group, convened by Metro, is made up of technical staff from each of the jurisdictions that are working to develop components of the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy.
- **Southwest Corridor Implementation Partners.** The Implementation Partners will advise the Steering Committee at key milestones on strategy and the impact of potential decisions and alternatives on a wide range of interest groups. This group will meet approximately four times (or as needed), help to identify complementary strategies to be implemented by private and/or non-profit organizations, and provide a foundation for partnerships to implement strategies.

Chart 1 depicts the decision-making process, including which bodies decide on components of the Southwest Corridor Plan, as also described in Section (C) of the Charter.

INSERT CHART 1: Decision-making structure

## Appendix 2: Geographic Area





### **Appendix 3: Six Outcomes**

As adopted in the Regional Framework Plan by Metro Council Ordinance #10-1244B, the six characteristics that define a successful region are:

1. People live, work and play in vibrant communities where their everyday needs are easily accessible.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader in minimizing contributions to global warming.
5. Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.

DRAFT

Materials following this page were distributed at the meeting.



# Glendoveer Facility Assessment and Business Plan Project

Council work session

July 19, 2011

 Metro | *Making a great place*

## Work session agenda

- Project overview
- Key issues to consider
- Investment scenarios
- Next steps
- Council discussion



## Work session agenda

- Project overview
- Key issues to consider
- Investment scenarios
- Next steps
- Council discussion

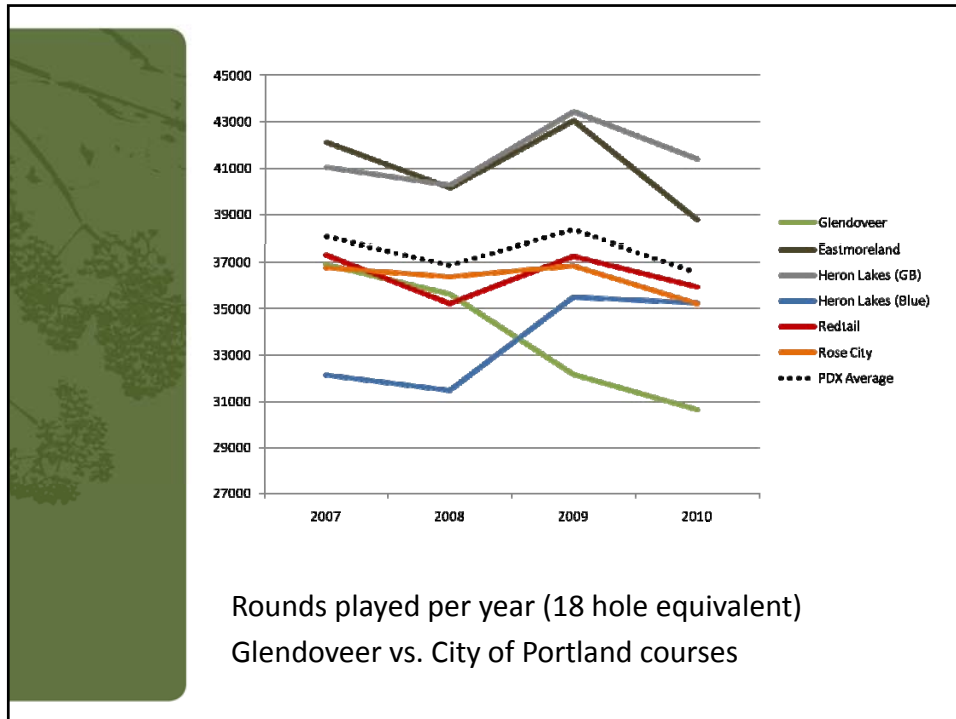




## What we've learned

- Public values
- Condition of assets
- Opportunity areas
- Current national and local golf markets





## Work session agenda

- Project overview
- Key issues to consider
- Investment scenarios
- Next steps
- Council discussion

## Key issues to consider

- Benefits and trade off's
- Past vs. future revenue
- Deferred maintenance
- Site issues
  - Irrigation system
  - Tennis center
  - Trail improvements



## Work session agenda

- Project overview
- Key issues to consider
- Investment scenarios
- Next steps
- Council discussion



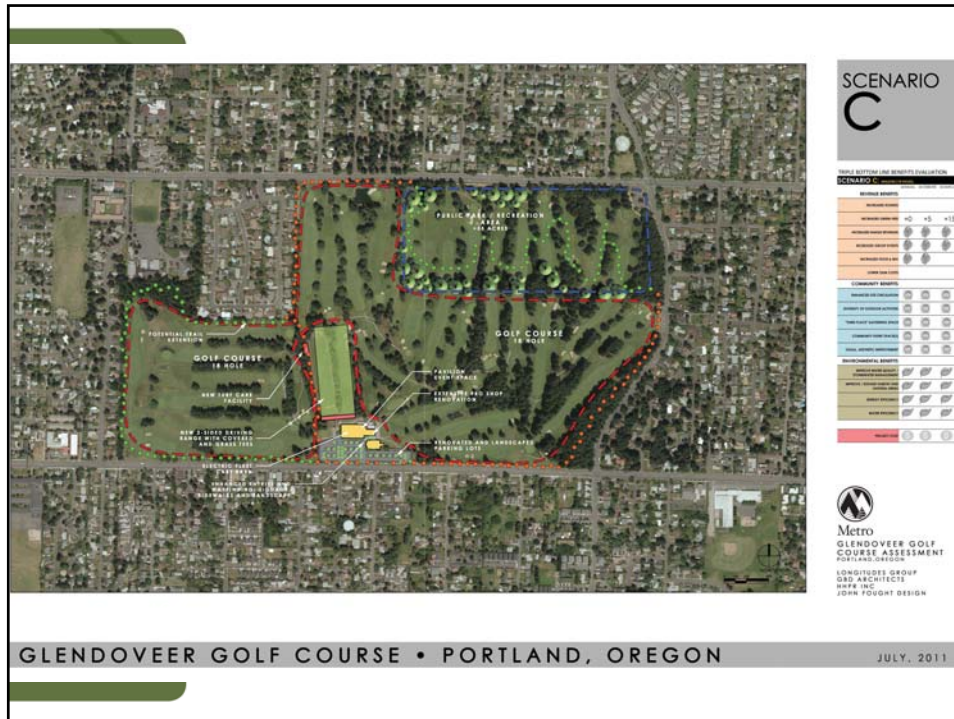








<b>Scenario B</b>	
<b>Goal</b>	Increase rounds and revenue by differentiating Glendoveer. Capitalize on competitive advantages and key opportunity areas
<b>Investment</b>	\$8.9 million
<b>Profit / Loss</b>	Loss Y1-3 / Profit Y4-15 -\$819,848 - \$565,222
<b>General fund impact after 5 years</b>	-\$4.3 million
<b>Key elements</b>	<ul style="list-style-type: none"> <li>• 27 holes – 18 and 9</li> <li>• New irrigation system</li> <li>• Address code and ADA issues</li> <li>• Repave parking lots / replace drywells</li> <li>• Repurpose tennis center to event space / electric fleet cart barn</li> <li>• Improve driving range</li> <li>• Remodel pro shop</li> <li>• Improve signage, sidewalks, landscaping</li> <li>• Possible trail extension</li> </ul>



GLENDOVEER GOLF COURSE • PORTLAND, OREGON

JULY, 2011

Scenario C	
<b>Goal</b>	Re-envision the Glendoveer property. Create a destination course and provide additional recreational opportunities
<b>Investment</b>	\$11.7 million
<b>Profit / Loss</b>	Loss Y1-3 / Profit Y4-15 -\$1,800,590 - -\$316,834
<b>General fund impact after 5 years</b>	-\$8.3 million
<b>Key elements</b>	<ul style="list-style-type: none"> <li>• 18 holes</li> <li>• New irrigation system</li> <li>• Address code and ADA issues</li> <li>• Vegetated stormwater management for both parking lots</li> <li>• Repurpose tennis center to event space / electric fleet cart barn</li> <li>• New driving range</li> <li>• Extensive pro shop renovation</li> <li>• Improve signage, sidewalks, landscaping</li> <li>• Possible trail extension</li> <li>• 55 acres of park/open space</li> </ul>

## “Bridge” investment needed

- \$1.6 million
- Goal: Provide multiple, immediate benefits
- Critical investments in 2011-2012



## Work session agenda

- Project overview
- Key issues to consider
- Investment scenarios
- Next steps
- Council discussion



## Next steps

- Community open house August 1
- Refine and vet critical investment list
- Begin Phase II – RFP development



## Work session agenda

- Project overview
- Key issues to consider
- Investment scenarios
- Next steps
- Council discussion

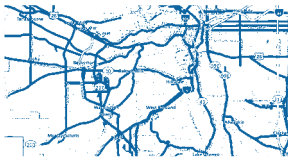


## **Council discussion**

What property and amenity improvements should be prioritized and pursued at Glendoveer?

What scale of investment is Metro willing to consider?





## SOUTHWEST CORRIDOR PLAN

### PROJECT PARTNERS

Cities of King City, Portland, Sherwood, Tigard and Tualatin

Multnomah and Washington counties

Oregon Department of Transportation

TriMet

Metro

# Supporting great communities in the Southwest corridor

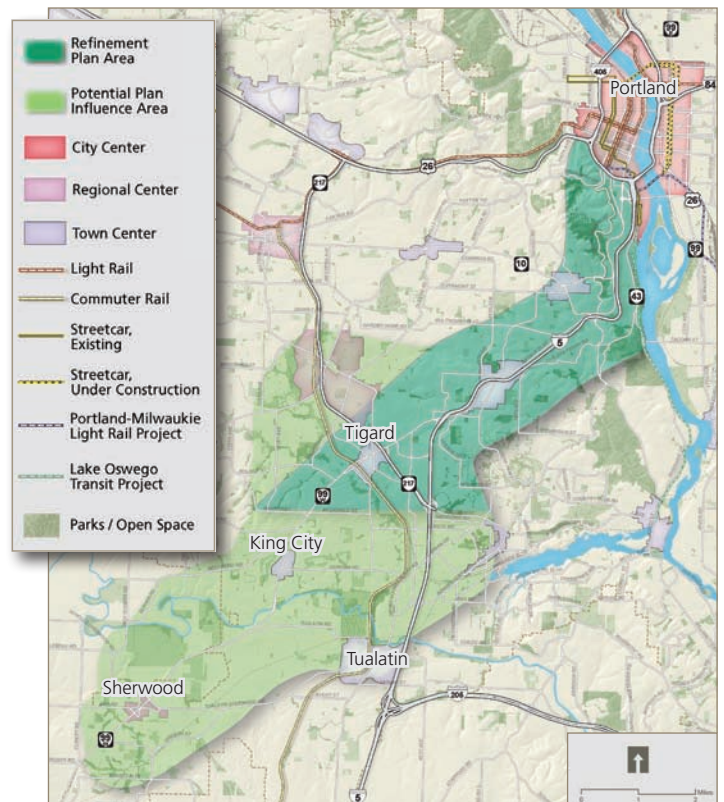
Metro and its regional partners are initiating a comprehensive land use and transportation planning study to identify and prioritize public investments in the corridor between downtown Portland and Sherwood. The Southwest Corridor Plan builds on 25 years of the region's experience in light rail and high capacity transit planning (bus or rail), that have shown that major public investments in transit bring the highest value and return on investment when done in coordination with local visions of growth and comprehensive road, bike and pedestrian improvements.

In the 2035 Regional Transportation Plan update, the Southwest corridor was prioritized as the next corridor the region would fully examine for a high capacity transit solution to existing and projected future congestion problems, limited access and transit demand. To initiate this major effort, regional partners have come together to align local, regional and state policies and investments to support the creation of great places along the corridor. The Southwest Corridor Plan looks to create a coordinated investment strategy to stimulate community and economic development and improve movement of people and goods in and through

the corridor while increasing access to parks, supporting active lifestyles and improving the quality of the region's air, water and habitat. As part of the process, the plan will include a transit alternatives analysis which will include one or more high capacity transit options.

The coordinated strategy allows Metro and its partners to measure the success of potential public investments and policy changes against some key elements of a successful region, things like economic prosperity, vibrant communities, safety, equity and clean air and water. Coordinating planning

Southwest Corridor Plan area





**EMPLOYMENT IN THE CORRIDOR**

2010: 163,000  
2035: 251,000

**EMPLOYMENT CENTERS**

Oregon Health & Science University – 13,600 employees  
Washington Square – 1,100 employees, with 14,400 in the regional center area



**EDUCATIONAL INSTITUTIONS**

Portland Community College, Sylvania – more than 26,000 students per year  
Portland State University – the state’s largest university with nearly 30,000 students per year (and more than 3,500 full-time employees)

efforts will result in increased efficiencies in decision-making while leveraging public funds to create the best result.

The plan calls for local and regional partners to analyze land use, economic development, employment and housing access, parks, habitat, pedestrian and bike facilities, local bus and high capacity transit potential, freight movement and auto capacity. Transportation and land use decisions that support jobs and housing and integrate parks, habitat and trails are fundamental to the process.

In order to determine the solutions that best meet future travel demand and support local land use goals, Metro and its partners will take a two-phased approach. Throughout the process, project partners will share information with the public, announce project milestones and offer opportunities to provide input.

**Phase I** includes planning broadly for land uses for employment, housing, parks and natural areas as well as the entire transportation network of autos, transit, freight, bikes and pedestrians. Transit alternatives, including high capacity transit such as light rail or bus rapid transit, will be considered during this phase.

Local and regional plans that make up this Phase I include:

- City of Portland Barbur Concept Plan
- City of Tigard High Capacity Transit Land Use Plan

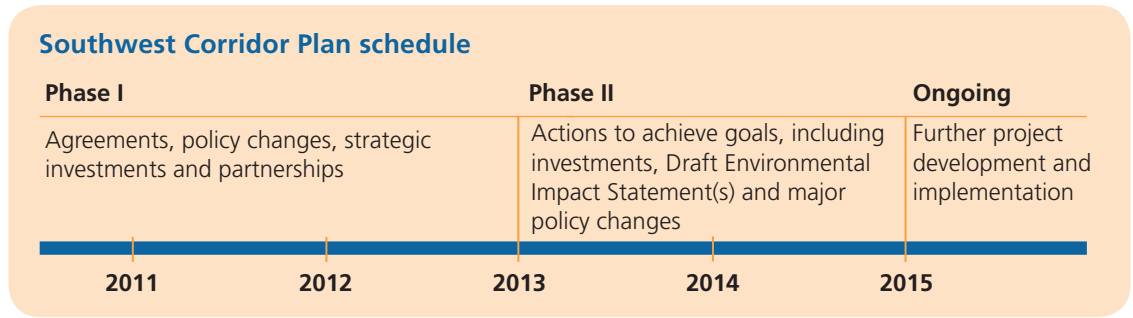
- City of Tualatin High Capacity Transit Land Use Plan
- Metro/ODOT Southwest Transportation Plan
- Southwest Corridor Transit Alternatives Analysis.

Phase I will conclude with decisions on which investments and policy changes to move forward into project development (like sidewalks, bike lanes and safety improvements or a strategy to link workforce housing investments to future transit investments) and which need further study (like a major transit investment, which may progress to a Draft Environmental Impact Statement).

**Phase II** implements strategies identified in Phase I and further studies transit improvements in the corridor that would be completed in concert with other kinds of transportation, land use and policy changes. Following this phase, project partners will implement community investments and policy changes.

**Transit alternatives**

There is still a lot of work ahead to determine the type of transit – whether improved bus, light rail, bus rapid transit, commuter rail or rapid streetcar – would best meet the needs of this corridor. Only after the project partners identify alternatives, study benefits and trade-offs, and gather input from residents in the corridor will decision-makers determine the final project or projects. These decisions would happen in 2015 to 2017, laying the foundation for project development and construction between 2017 and 2023.





## Southwest corridor challenges

The plan will examine ways that coordinated land use and transportation solutions can most efficiently address some of the major challenges of the corridor.

### Limited accessibility to major destinations

The 15-mile long Southwest corridor connects an estimated 163,000 jobs and includes some of the largest commercial, employment, educational and residential centers in the region, yet access to these key destinations is constrained by lack of capacity on the existing roadway system. Additionally, the corridor lacks a balance of housing choices needed to serve the variety of needs – from students living alone to growing families to retirees – so that employees can live near work, students can live near school, and families and neighbors can stay in areas they enjoy.

**Lack of transportation options** The corridor lacks 140 miles of sidewalks.\* Difficult topography and lack of bicycle and pedestrian facilities impede access to transit and the options of biking or walking to meet everyday needs and hamper opportunities for the physical activity needed for a healthy lifestyle for kids and adults. Because of the limited pedestrian, bike and transit options, movement within and between communities in the corridor essentially requires an automobile.



**Traffic congestion** Congestion impedes workforce travel and the flow of goods needed for sustained economic competitiveness and prosperity. With over 25 miles of congested roadway, the corridor is one of the most congested in the region. The current travel time from

the central city to Sherwood during the two-hour evening peak is 42 minutes by auto and 52 minutes on transit. By 2035, the same trip is forecast to take 53 minutes by auto and 69 minutes on transit.\*



### Limited options for roadway expansion

The roadway system primarily supports north/south access with three major highways connecting the Willamette Valley to the state's largest housing and employment center in Portland. The hilly topography and suburban-style development have led to a roadway system that is winding and discontinuous, limiting opportunities to expand roadways or meet travel needs simply through adding local bus service to the current system.

### Air pollution and oil consumption

Residents and businesses in the region are responsible for an estimated 31 million metric tons of greenhouse gas emissions annually, 25 percent of which come from transportation sources. The region could reduce CO<sub>2</sub> emissions from automobile trips by 7,500 metric tons and avoid 16.7 million vehicle miles travelled annually, just within Portland, by increasing transit usage in the Southwest corridor.\*\*

### Environmental considerations

Transportation is a major contributor to a variety of environmental problems, including noise, air pollution, water quality and habitat destruction. Exhaust from cars and trucks pollutes the air, and stormwater runoff from roads pollutes streams and rivers. The corridor contains some of the most difficult stormwater runoff issues in the region.



### POPULATION IN THE CORRIDOR

2010: 140,000

2035: 206,000

### POPULATION IN 2040 GROWTH CONCEPT CENTERS (2010)

Portland Central City: 90,100

Hillsdale Town Center: 2,900

West Portland Town Center: 5,300

Tigard Town Center: 3,900

Washington Square Regional Center: 16,800

Tualatin Town Center: 5,400

Sherwood Town Center: 800





## About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

[www.oregonmetro.gov/connect](http://www.oregonmetro.gov/connect)

### Metro Council President

Tom Hughes

### Metro Councilors

Shirley Craddick, District 1  
Carlotta Collette, District 2  
Carl Hosticka, District 3  
Kathryn Harrington, District 4  
Rex Burkholder, District 5  
Barbara Roberts, District 6

### Auditor

Suzanne Flynn



Help shape the future of the region by joining Opt In, Metro's online opinion panel. [www.oregonmetro.gov/optin](http://www.oregonmetro.gov/optin)

# 2035

REGIONAL TRANSPORTATION PLAN

10108 0111

Printed on recycled-content paper.

## The Southwest Corridor Plan – a regional priority

The Southwest Corridor Plan continues a decades-long tradition of planning for future growth in a way that makes the most of public resources while preserving farmlands and access to nature.

**Protecting farms and forestland** In the 1970s, farmers of the Willamette Valley fought for the implementation of Senate Bill 100, which mandated the protection of agricultural lands, forestlands and natural areas. Senate Bill 100 is considered the foundation for Oregon state land use planning. Metro implements that vision through a focus on efficient land use within the urban growth boundary and planning for transit, innovative roadway projects, and bicycle and pedestrian facilities.

**Choosing high capacity transit over new freeways and highways** In 1974, elected leaders in the Portland metropolitan area rejected an urban freeway project after public outcry over its expected cost and the destruction of neighborhoods required for its construction. The region set aside plans for 54 new highway projects in favor of modest roadway projects and a network of transitways.

Since that time, the region has relied on transit planning and a less obtrusive roadway system to provide options for residents to get to jobs, homes and recreation. Because of the choices the region has made in the past, it is better equipped to deal with some of the challenges it faces now and those it will face in the future.

**Creating accessible communities** The 2040 Growth Concept, the region's 50-year land use plan adopted in 1995, identifies centers for walkable urban development. This focused growth protects existing neighborhoods and natural areas within the urban growth boundary as well as farms and forestlands outside of the boundary.

The plan calls for high capacity transit service to support the identified centers, facilitating travel between housing and employment.

**Planning for multimodal transportation needs** The 2035 Regional Transportation Plan, updated in 2010, works to implement the 2040 Growth Concept by setting policies and priorities that emphasize the mutual advantages in land use decision-making and transportation investment. These policies direct future projects to be developed as multimodal transportation – road, bike, pedestrian, transit and freight – and land use planning efforts with multi-agency collaboration and public participation.

This collaborative attention to the big picture unites local and regional projects into one integrated and efficient effort. This effort will make the most of what we have by using previous public investments as building blocks to enhance neighborhoods and mobility.

**Prioritizing regional investments** Following completion of the High Capacity Transit System Plan, a part of the 2035 Regional Transportation Plan update, the Southwest corridor was selected as the highest regional priority for further study for high capacity transit. The potential investment in the Southwest corridor best meets the livability and community needs, supports the economy, provides environmental benefits and has the highest potential for implementation based on local support, costs and efficiencies of operation.

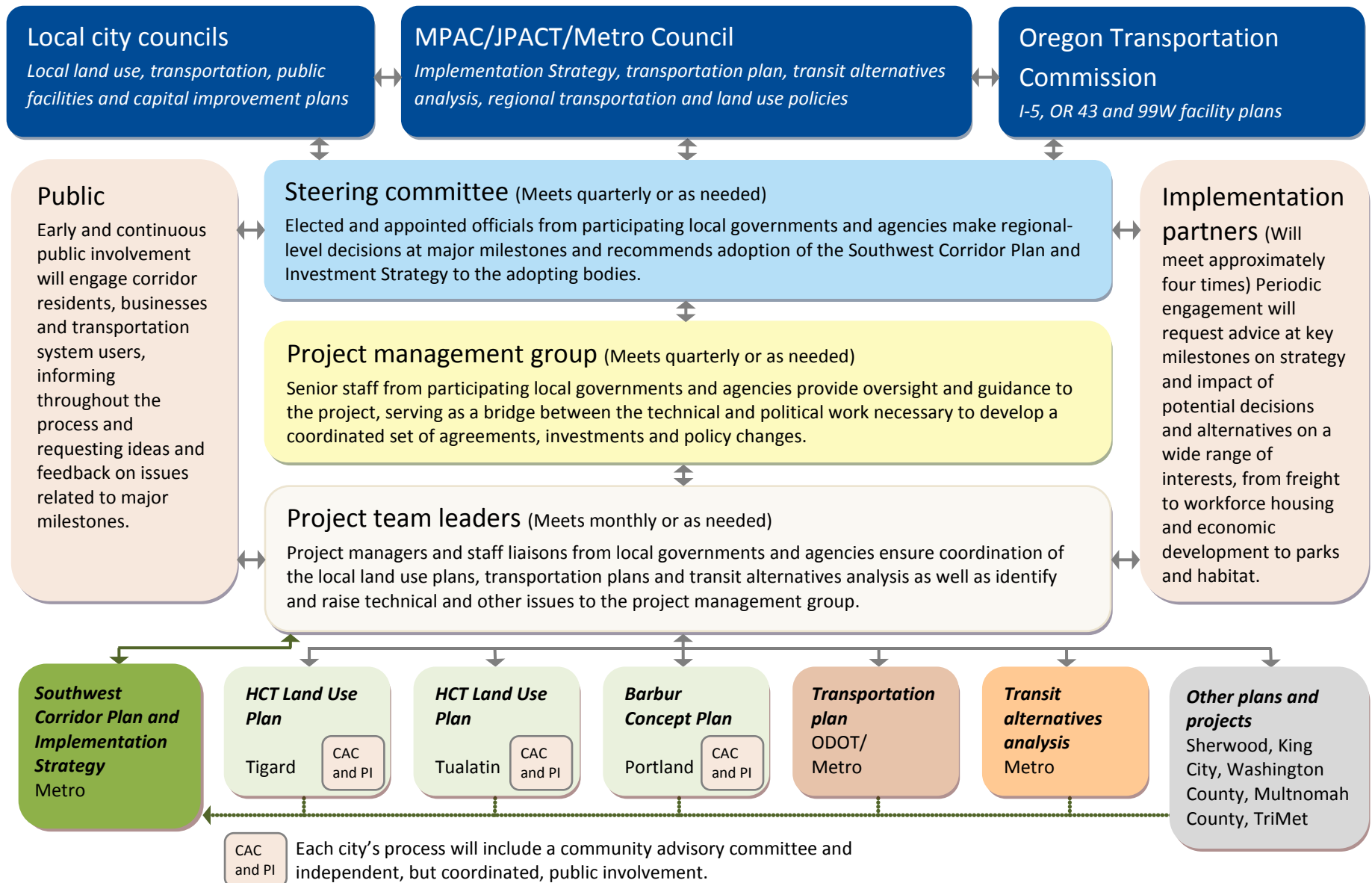
In addition to prioritizing the Southwest corridor for potential high capacity transit investment, the Metro Council also has selected the corridor as one of its two highest priorities for investment strategies that integrate transportation, land use and other plans and policies to enhance movement in and through the corridor and stimulate community and economic development.

[www.swcorridorplan.org](http://www.swcorridorplan.org)

**Decision-making structure**

**with summary of plans and agreements adopted by local governments, Metro and the Oregon Transportation Commission**

The Southwest Corridor Plan will develop a coordinated set of component plans and an implementation strategy that identifies and prioritizes needed projects to support local aspirations consistent with regional and state goals and stimulate community and economic development, leveraging private investments and making efficient use of available resources. It will include changes to local, regional and state policies to support the strategy.



**Phases and milestones**

**PROJECT PARTNERS**

Cities of King City, Portland, Sherwood, Tigard and Tualatin  
 Washington and Multnomah counties  
 Oregon Department of Transportation  
 TriMet  
 Metro

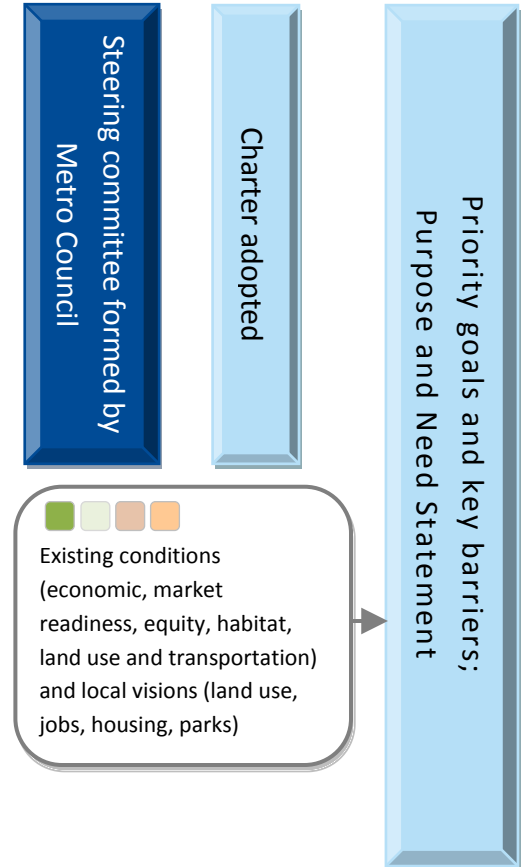
**Community and regional investments**  
 Metro coordinates and leads analysis work

**Local land use plans**  
 Cities lead; Metro coordinates, collaborates and assists

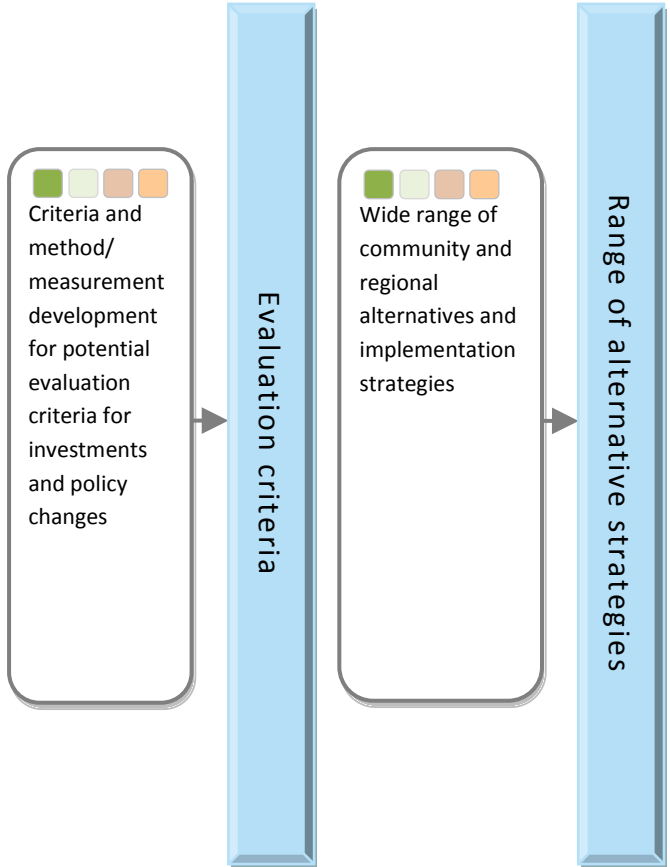
**Transportation plan**  
 Metro/ODOT co-lead and coordinate with cities

**Transit alternatives and NEPA process**  
 Metro leads

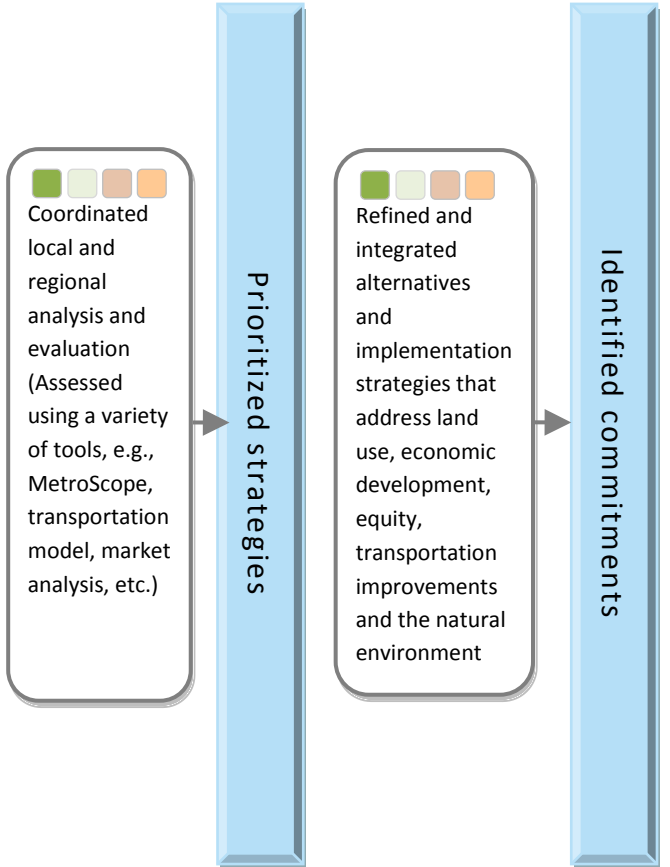
**2011: April – December**  
**Define problems, opportunities and constraints**  
*Steering committee defines goals that will lay the foundation for determining the strategies to address land use and transportation needs.*



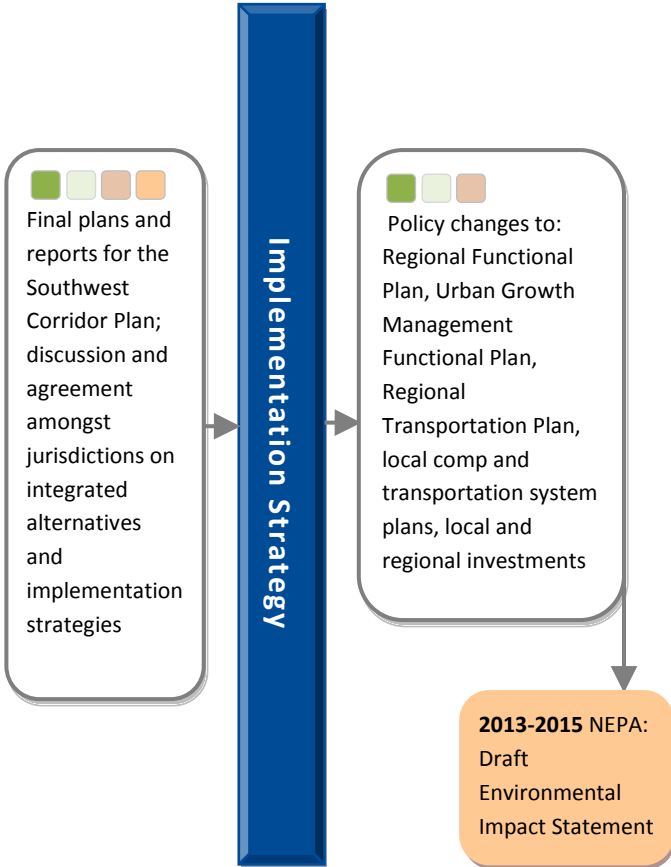
**2012: January – June**  
**Identify wide range of solutions and integrated strategies**  
*Steering committee approves an outcomes-based evaluation framework and criteria and identifies alternative strategies to support achieving local and regional goals.*



**2012: July – December**  
**Narrow solutions and draft Southwest Corridor Plan and Implementation Strategy**  
*Steering committee prioritizes alternative strategies and approves draft Southwest Corridor Plan and Implementation Strategy.*



**2013 and beyond**  
**Agree on action plan to implement the Southwest Corridor Plan and Implementation Strategy**  
*Partners adopt Southwest Corridor Implementation Strategy and agree to implement components as appropriate; Metro Council/JPACT recommend alternative transportation investments for NEPA process.*



**Project milestones**

- Project partner decisions (Dark blue bar)
- Steering committee decisions (Light blue bar)