



Metro | Agenda

Meeting: Metro Council Work Session
Date: Tuesday, June 11, 2013
Time: 2 p.m.
Place: Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | |
|----------------|--|---|
| 2 PM | 1. ADMINISTRATIVE/ COUNCIL AGENDA FOR JUNE 13, 2013/ CHIEF OPERATING OFFICER COMMUNICATION | |
| 2:15 PM | 2. FINAL ACTIONS NEEDED FOR FY 2013-14 BUDGET ADOPTION ON JUNE 20 – <u>INFORMATION / DISCUSSION</u> | Tim Collier, Metro |
| 3:15 PM | 3. BREAK | |
| 3:20 PM | 4. SOUTHWEST CORRIDOR PLAN PROJECT UPDATE – <u>INFORMATION / DISCUSSION</u> | Malu Wilkinson, Metro
Matt Bihn, Metro |
| 4:05 PM | 5. COUNCIL LIAISON UPDATES – <u>DISCUSSION</u> | |
| 4:20 PM | 6. COUNCIL BRIEFINGS/COMMUNICATION | |

ADJOURN

Metro's nondiscrimination notice

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Agenda Item No. 2.0

**FINAL ACTIONS NEEDED FOR FY 2013-
14 BUDGET ADOPTION ON JUNE 20**

Metro Council Work Session
Tuesday, June 11, 2013
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: June 11, 2013 Time: 2:15 pm Length: 60 minutes

Presentation Title: Final Actions Needed for FY 2013-14 Budget Adoption on June 20

Service, Office, or Center: Finance and Regulatory Services

Presenters (include phone number/extension and alternative contact information):
Tim Collier X1913 with Finance Team members

ISSUE & BACKGROUND

A number of actions will be taken as part of the FY 2013-14 budget adoption process:

- June 11 Work session discussion of actions needed for adoption
- June 13 Reading of Budget Ordinance and Public Hearing
- June 13 Consider and vote on FY 2013-14 proposed Budget Amendments
 - Direction to Staff to prepare final budget ordinance reflecting amendments.
- June 20 Resolution approving Capital Improvement Plan, Financial Policies including Capital Asset Policies and approving MTOCA projects
- June 20 Second reading, Public Hearing and action on FY 2013-14 budget ordinance (now Version A) as amended June 13
 - Any substantive change to this ordinance will require an additional reading, public hearing and action prior to June 30.
- July 15 (revised) tax levy certified to assessors' offices

The purpose of the June 11 work session is to present the issues Council will be deciding as part of the adoption process. The order below is chosen merely to allow staff to be excused as quickly as the topic is concluded.

Materials for the work session, if not already attached, will be distributed not later than Monday, June 10.

Financial Policies

Annually the Council reviews the financial policies prior to the adoption of the budget, and the policies are published as part of the budget document. The financial policies incorporate by reference the capital asset management policies. For efficiency, we will incorporate this in the CIP resolution.

No changes are proposed. Staff: Tim Collier (X1913)

5-year Capital Improvement Plan

The 5-year Capital Improvement Plan is an important part of the budget, although only the first year of the plan is appropriated. MERC projects are now included in the CIP. The CIP is approved by resolution, and changes to the 5-year plan, even changes that do not require a current-year budget amendment, must be approved by the Council by subsequent resolution. The five year total for this CIP is \$189 million. Two areas dominate the CIP, the Zoo Bond expenditures of \$25 million and the Natural Area Bond expenditures of \$21 million. A summary of the plan follows.

	Total Projects	Prior Years	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	Total
Finance and Regulatory Services	2	885,000	240,000	30,000	30,000	30,000	30,000	1,245,000
Information Services	4	614,545	897,918	408,475	285,913	340,063	432,301	2,979,215
Parks and Environmental Services	44	1,088,283	6,211,915	5,412,157	2,427,486	4,264,635	4,822,843	24,227,319
Sustainability Center	5	83,524,000	21,652,441	5,000,000	5,000,000	4,000,000	0	119,176,441
Visitor Venues- MERC	49	330,000	3,516,008	3,637,000	5,377,000	4,435,000	4,535,000	21,830,008
Visitor Venues- Oregon Zoo	31	20,944,719	31,942,857	21,358,804	16,929,383	13,080,988	13,156,739	117,413,488
Parks and Natural Areas Levy	27	0	1,565,000	3,860,000	3,250,000	1,065,000	750,000	10,490,000
TOTAL	162	107,386,547	66,026,139	39,706,436	33,299,782	27,215,686	23,726,883	297,361,472
FIVE YEAR TOTAL, FY 2013-14 THROUGH FY 2017-18			189,974,925					

B. This resolution also provides for the annual review and re-adoption of Metro's financial policies,

The capital asset management policies (CAMP) are included in the financial policies. No changes are proposed at this time. A cross-departmental task group is reviewing the agency's renewal and replacement definitions and procedures and may suggest changes in the future.

Staff: Ann Wawrukiewicz, Budget Analyst (x1566)

Proposed Amendments for FY 2013-14

A packet with all proposed amendments will be available prior to the work session.

The Budget Officer is recommending a number of department amendments, the majority of which are technical amendments to carry forward projects or activities that will not be concluded by June 30.

The proposals include a limited number of substantive amendments.

All final amendments to the budget must fall within the limitations of Oregon Budget Law, which states that adjustments to expenditures after approval of the budget are limited to no more than 10 percent of any particular fund's expenditures.

At the work session we will review the proposed amendments. Council will determine its readiness to proceed with the amendments on June 13 and how they will be considered (*en bloc* or individually).

Staff: Kathy Rutkowski, Budget Coordinator (x1630)
Ann Wawrukiewicz, Budget Analyst (x1566)



Metro | Memo

Date: June 4, 2013

To: Tom Hughes, Council President
Sam Chase, Councilor
Carlotta Collette, Councilor
Shirley Craddick, Councilor
Craig Dirksen, Councilor
Kathryn Harrington, Councilor
Bob Stacey, Councilor

From: Tim Collier, Interim Director of Finance and Regulatory Services

Cc: Martha Bennett, Chief Operating Officer
Scott Robinson, Deputy Chief Operating Officer
Senior Leadership Team
Finance Team
Council Policy Coordinators

Re: **Department Requested Amendments to FY 2013-14 Budget**

Attached are the department requests for amendments to the FY 2013-14 budget. There are 16 amendments that are generally technical in nature and propose recommended changes to the budget as a result of implementing business process improvements, updating projections, correcting errors, or carrying over funds from the previous fiscal year for approved but as yet uncompleted projects. The five-year Capital Improvement Plan will also be amended to reflect changes, if any, to capital or renewal & replacement projects greater than \$100,000.

In addition, there are 4 substantive amendments that request the approval of additional (portions of) FTE to the budget.

The amendments will be reviewed with Council at the work session on June 11, 2013, and will be considered for vote at the Council meeting on June 13, 2013, prior to adoption of the budget.

NOTE: At the work session we will not be presenting the amendments individually. We will ask if anyone wishes to discuss a specific amendment. When you review the packet prior to the meeting and have questions, please call or e-mail Ann Wawrukiewicz or Tim Collier. We will make sure we have an answer and/or available experts at the meeting.

At the conclusion of the Tuesday work session, we will ask if the Council is prepared to consider the department amendments in a block on June 13th, or if there are any amendments that the Council wishes to be considered separately. You will also have an additional opportunity to remove specific amendments from the block consideration at the June 13th meeting.

A summary table of contents of the amendments is included with this memo.

**FY 2013-14 Budget
Requested Department Amendments**

#	ORG	Type	Purpose
1	COUNCIL	Substantive	Increase Program Analyst Position by 0.1 FTE and carry forward under spending from FY 2012-13.
2	COUNCIL	Substantive	Extend Limited Duration 0.75 FTE Analyst Position through Sept 30, 2013, to aid in key transition period; carry forward contract funding.
3	PARKS LEVY	Substantive	Add 0.2 FTE Planner position to the Parks Levy Fund to implement access portion of Levy workplan.
4	ZOO	Substantive	Increase Education Coordinator position at the zoo by 0.25 FTE.
5	FRS	Technical	Carryover over Streetcar LID payments due to delay in billing; reauthorize Interfund Loan.
6	Various	Technical	Carry forward contract funding for various projects in Support Services departments.
7	MERC	Technical	Implement a variety of carry forwards and small additions in the MERC operating budget.
8	MERC	Technical	Provide funding for contracted project management on an as-needed basis.
9	MERC	Technical	Reclassify OCC Reserve from an unappropriated to an appropriated renewal & replacement reserve.
10	MERC	Technical	Implement various MERC Capital carry forwards and small budget additions.
11	PES	Technical	Carry forward funding that will support erosion mitigation construction at Oxbow Park.
12	PES	Technical	Carry forward funding for the fire suppression sprinkler system at the Metro Regional Center.
13	PES/SUST	Technical	Implement several adjustments required to implement the final Solid Waste rates for FY2013-14.
14	SUST	Technical	Carry forward funding for Intertwine signage, the Tualatin River boat launch and a project at the Borland facility.
15	SUST	Technical	Carry forward funding for various projects in the Resource Conservation and Recycling program.
16	ZOO	Technical	Carry forward/adjust funding for several items in the zoo operating budget.
17	CAPITAL	Technical	Carry forward funding for the Cart Barn at Glendoveer and a project at Canemah Bluff ; implement two CIP adjustments.
18	CAPITAL	Technical	Carry forward special sustainability funding for Renewal and Replacement projects.
19	R&R	Technical	Carry forward or adjust timing of Renewal and Replacement projects.
20	SW CAPITAL	Technical	Carry forward and adjust timing of several Solid Waste Renewal and Replacement projects; add Solid Waste Capital project.

<i>For FP Use Only</i>	
Org Unit	#
COUNCIL	1

AMENDMENT TO FY 2013-14 BUDGET

CENTER/SERVICE: COO Office- Equity Program

DATE: 5/31/2013

PREPARED BY : Nuin-Tara Key

<i>Amendment to:</i>	<i>Purpose:</i>	<i>Status:</i>	
Proposed Budget	☐	Operating	☒
Approved Budget	☒	Capital Project	☐
		Ongoing	☐
		One-time	☒

PROPOSED AMENDMENT: *Equity Program: Carry Forward Funding and Increase Analyst position by 0.1 FTE.*

The Equity Strategy program is requesting a budget amendment in support of the addition of 0.1 FTE (limited duration) to the FY 2013-14 budget. The 0.1 FTE increase will be used to increase the current 0.4 FTE Policy Analyst position to a 0.5 FTE position. The existing program budget can cover the cost of the FTE increase (\$9,030), so the requested addition will be budget neutral. No additional funding is being requested as part of the budget amendment.

This budget amendment will support the implementation of the Equity Strategy work program. First, after completing the work plan for FY 2013-14 (Equity Baseline), staff identified a slightly increased level of staff support to successfully implement the work plan. Second, to fill the needs of the FY 2013-14 work plan, the position will need to be filled through a recruitment process, which will be more successful if recruiting for a 0.5 FTE position.

The Policy Analyst position will be support implementation of the Equity Strategy by managing the following:

- Contract management and coordination support to ensure Equity Baseline indicator development effort builds on existing indicator efforts (internal and external).
- Coordination and research assistance in the development of the Equity Baseline feasibility assessment report.
- Policy research support to ensure that proposed Equity Baseline indicators demonstrate the structural nature of the equity issues most relevant to each of the region's six desired outcomes, aside from equity.

In addition, this amendment proposes to carry forward under spending from the FY 2012-13 Equity program budget into FY 2013-14.

BUDGET DETAIL:

Fund:	010
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Line Item Title	Account	Fund	Dept	Prog	Class	Proj	Amount
<i>Resources:</i>							
Fund Balance	340000	010	99999				\$145,700
<i>Total Resources</i>							\$145,700
<i>Requirements:</i>							
Salary- Part Time Exempt	502000	010	00120	00600		07510	\$6,000
Fringe- Taxes	511000	010	00120	00600		07510	\$500
Fringe- PERS	512000	010	00120	00600		07510	\$1,200
Fringe- Health Insurance	513000	010	00120	00600		07510	\$1,330
Personal Services- DRC	TBD	140	TBD	TBD			\$22,800
Contracted Professional Services	524000	010	00120	00600		07510	\$113,870
<i>Total Requirements</i>							\$145,700

PROGRAM/STAFFING IMPACTS:

This amendment will increase the program FTE by 0.1 FTE (Limited Duration during FY 2013-14).

<i>For FP Use Only</i>	
Org Unit	#
COUNCIL	2

AMENDMENT TO FY 2013-14 BUDGET

CENTER/SERVICE: Council Office- Community Investment Initiative

DATE: 5/31/2013

PREPARED BY : Andy Cotugno

<i>Amendment to:</i>	<i>Purpose:</i>	<i>Status:</i>
Proposed Budget ☐	Operating ☒	Ongoing ☐
Approved Budget ☒	Capital Project ☐	One-time ☒

PROPOSED AMENDMENT: *Extend Limited Duration Analyst to 9/30/2013 and Carry Forward Contract Funds*

The FY 2012-13 Metro budget included a limited duration position to assist with development of recommendations of the Community Investment Initiative Leadership Council. That three year effort is coming to a close at the end of the fiscal year with recommendations relating to their four strategic initiatives: creation of a Regional Infrastructure Enterprise, development of an assessment tool to advance "Development Ready Communities," development of tool to aid in school facility planning and increased investment in transportation. The approved budget for FY 2013-14 deleted this limited duration position in recognition that the effort to develop their recommendations has now been completed.

This budget amendment proposes to extend the limited duration position at the rate of 30 hours per week from July 1 through September 30, 2013. This will provide the capacity to ensure transition and implementation of several key recommendations:

- Development of a memorandum of understanding with the Urban Land Institute (ULI) and assistance with integrating the Development Ready Communities assessment tool and process into the emerging ULI Thriving Cities Alliance.
- Transition of the CII recommendations for a Performance and Equity Measurement system to its long term location of responsibility. Aspects of the outcome tracking system will rest with the CII Leadership Council, the proposed Regional Infrastructure Enterprise, Metro's Equity work program and the Greater Portland Pulse.
- Assistance to the CII Leadership Council in developing their strategic direction for the coming year or more.

In addition, this amendment proposes to carry forward under spending from the FY 2012-13 materials and services budget to provide technical analysis, political support and public opinion research for carrying out the Regional Infrastructure Enterprise business plan in FY 2013-14.

BUDGET DETAIL:

Fund:	010
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Line Item Title	Account	Fund	Dept	Prog	Class	Proj	Amount
<i>Resources:</i>							
Fund Balance	340000	010	99999				\$151,900
<i>Total Resources</i>							\$151,900
<i>Requirements:</i>							
Salary- Part Time Exempt	502000	010	00125	00600		07200	\$12,130
Fringe- Taxes	511000	010	00125	00600		07200	\$1,015
Fringe- PERS	512000	010	00125	00600		07200	\$2,256
Fringe- Health Insurance	513000	010	00125	00600		07200	\$2,274
Contracted Professional Services	524000	010	00125	00600		07200	\$134,225
<i>Total Requirements</i>							\$151,900

PROGRAM/STAFFING IMPACTS:

The approved budget includes 2.0 FTE in support of efforts to fund infrastructure, including support to the CII Leadership Council and support to the Metro Council in considering implementation of the recommendations. However, the lead staff person is in the process of transitioning to the zoo to manage the portfolio of bond measure projects. This will result in a transition period for the remainder of FY 2012-13 and a vacancy at the start of FY 2013-14. Extension of this limited duration position to September 30, 2013, will provide a resource that is knowledgeable about the CII Leadership Council recommendations to help bridge the period required for recruiting a replacement and getting that person up to speed.

OPTIONS FOR FUNDING THIS AMENDMENT

The overall funding commitment made by the Metro Council toward the 3-year CII effort is underspent, including taking into account the approved budget for FY 2013-14. The extension of the LD Analyst position (\$17,675) can be funded by the carryforward of underspending in personal services during FY 2012-13.

<i>For FP Use Only</i>	
Org Unit	#
PARKS LEVY	3

AMENDMENT TO FY 2013-14 BUDGET

CENTER/SERVICE: Parks and Natural Areas Levy

DATE: 5/31/2013

PREPARED BY : Brian Kennedy

<i>Amendment to:</i>	<i>Purpose:</i>	<i>Status:</i>	
Proposed Budget	Operating	Ongoing	
Approved Budget	Capital Project	One-time	
	Renewal & Replacement		

PROPOSED AMENDMENT: *Increase Parks Levy FTE by 0.2 FTE*

With the passage of the Parks and Natural Areas local option levy, staff has identified the need for a small increase in staffing to implement the access portion of the levy workplan. This increases one existing Senior Regional Planner from 0.8 FTE to 1.0 FTE for the duration of the levy. There is no increase in appropriation authority needed for this change. The remaining 0.8 FTE of the position will continue to be funded by the Natural Areas Bond program.

Fund: 165

<i>Line Item Title</i>	<i>Account</i>	<i>Fund</i>	<i>Dept</i>	<i>Prog</i>	<i>Class</i>	<i>Proj</i>	<i>Amount</i>
<i>Requirements:</i>							
Reg Employees-Part Time-Exempt	502000	165	03430	17000			17,969
Fringe – Payroll Taxes	511000	165	03430	17000			1,510
Fringe – Retirement PERS	512000	165	03430	17000			3,342
Fringe – Health & Welfare	513000	165	03430	17000			2,724
Fringe – Other Benefits	515000	165	03430	17000			70
Contracted Professional Services	524000	165	31100	12480			(25,615)
<i>Total Requirements</i>							-0-

PROGRAM/STAFFING IMPACTS:

This amendment will increase agency FTE by 0.2 but will not increase expenditures.

<i>For FP Use Only</i>	
Org Unit	#
ZOO	4

AMENDMENT TO FY 2013-14 BUDGET

CENTER/SERVICE: Oregon Zoo

DATE: 5/21/2013

PREPARED BY : Caleb Ford

<i>Amendment to:</i>	<i>Purpose:</i>	<i>Status:</i>
Proposed Budget ☒	Operating ☒	Ongoing ☒
Approved Budget ☐	Capital Project ☐	One-time ☐
	Renewal & Replacement ☐	

PROPOSED AMENDMENT:

This amendment proposes an additional 0.25 FTE of regular, part-time staff to perform duties previously handled by temporary employees.

BUDGET DETAIL:

Fund: 120

<i>Line Item Title</i>	<i>Account</i>	<i>Fund</i>	<i>Dept</i>	<i>Prog</i>	<i>Class</i>	<i>Proj</i>	<i>Amount</i>
<i>Requirements:</i>							
Reg Employees-Part Time-Exempt	502000	120	23100	23000			14,164
Fringe – Payroll Taxes	511000	120	23300	23000			1,084
Fringe – Retirement PERS	512000	120	23100	23000			1,785
Fringe – Health & Welfare	513000	120	23100	23000			3,405
Fringe – Other Benefits	515000	120	23100	23000			170
Temp Employees – Hourly	503000	120	23200	23260			(6,972)
Temp Employees – Hourly	503000	120	23200	23329			(12,037)
Fringe – Payroll Taxes	511000	120	23200	23260			(533)
Fringe – Payroll Taxes	511000	120	23200	23329			(921)
Fringe – Other Benefits	515000	120	23200	23260			(53)
Fringe – Other Benefits	515000	120	23200	23329			(92)
<i>Total Requirements</i>							-0-

PROGRAM/STAFFING IMPACTS:

The Oregon Zoo is proposing to increase the current 0.5 FTE School and Teachers Coordinator (Education Specialist III) position by 0.25 FTE in FY 2013-14 through cost savings realized through the elimination of 0.7 FTE of temporary education staff currently accounted for in the FY 2013-14 budget.

After submitting the original budget request, it was determined that two programs initially planned to be coordinated/taught by temporary staff (Farm school to work and summer teacher programs) would be more appropriately managed directly by the School and Teachers Coordinator position. This position needs to expand in order to give it capacity to manage these programs.

<i>For FP Use Only</i>	
Org Unit	#
Various	6

TECHNICAL AMENDMENT TO FY 2013-14 BUDGET

CENTER/SERVICE: Communications/Council/HR/Web Project

DATE: May 31, 2013

PREPARED BY : Ann Wawrukiewicz

Amendment to:

Purpose:

Status:

Proposed Budget

[illegible]

Operating

X

Ongoing

7

Approved Budget

X

Capital Project

X

One-time

	X
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Renewal & Replacement

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PROPOSED AMENDMENT:

This amendment includes combined contract/IGA carry forwards for the agency's Support Service departments.

Communications:

The FY 2012-13 budget included \$35,000 for TriMet to access Opt In services. Communications will carry forward \$13,700 of this amount for use in FY 2013-14. \$30,000 in additional contracts, including survey work for the SW Corridors project and development of the About Metro Toolkit, has been delayed and will be carried forward to FY 2013-14. (Total: \$43,700).

Council Office:

The Council Office will carry forward \$20,000 of funding designated for Local Government outreach.

Human Resources:

Contracted Professional Services funding for the following HR projects will be carried forward due to project delays:

1. \$5,000 for training on framing policy messages.
2. \$4,520 to purchase e-learning courses on harassment.
3. \$9,600 for training in the area of conflict resolution.
4. \$11,175 for a wellness services contract that has been delayed.

Metro Web Project:

The Metro Web project was planned across two fiscal years; FY 2013-14 is the second. While the work is proceeding on schedule, spending on content and application development has ultimately occurred several months later than expected, and as a result \$73,800 in contracted professional services will be carried forward to FY 2013-14.

BUDGET DETAIL:

Fund:	010-General Fund
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Line Item Title	Account	Fund	Dept	Prog	Class	Proj	Amount
Resources:							
Beginning Fund Balance	340000	010	99999				\$167,795
Total Resources							\$167,795

Requirements:							
Contracted Professional Services – Communications	524000	010	00320	00600			\$43,700
Contracted Professional Services – Council	524000	010	00120	00600			\$20,000
Contracted Professional Services – HR	524000	010	00424	00600			\$19,120
Contracted Professional Services – HR	524000	010	00421	00600			\$11,175
Contracted Professional Services – Web Project	524000	010	99998	00600		65663	\$73,800
Total Requirements							\$167,795

<i>For FP Use Only</i>	
Org Unit	#
MERC	7

TECHNICAL AMENDMENT TO FY 2013-14 BUDGET

CENTER/SERVICE: MERC Operating Fund

DATE: May 28, 2013

PREPARED BY : Cynthia Hill

<i>Amendment to:</i>		<i>Purpose:</i>		<i>Status:</i>	
Proposed Budget	☐	Operating	☒	Ongoing	☐
Approved Budget	☒	Capital Project	☐	One-time	☒
		Renewal & Replacement	☐		☐

PROPOSED AMENDMENT: *Increase carry over for non capital projects and increase existing line items based on new information since the proposed budget was approved.*

Expo Center

Amount

- | | |
|---|--|
| <p>1) The Expo budget is very lean and was balanced in March by making reductions in all departments. After the budget was balanced the COO made global decisions that created a savings to the Expo budget of \$22,674. This amendment requests three additions to the budget using \$15,000 of the \$22,674.</p> <p style="margin-left: 40px;">a) Increase Taxes (non payroll) for potential rate increase from the Multnomah County Drainage District.</p> <p style="margin-left: 40px;">b) Increase Services Temporary Help based on new contract for event custodial services.</p> <p style="margin-left: 40px;">c) Increase Credit Card Expense as actual costs in the current year are trending higher than the proposed budget forecasted.</p> <p>2) Reduce carry over estimate for the Halls A, B and C project included in the approved budget.</p> <p>3) Increase carry over estimate for the Expo marketing project included in the approved budget.</p> <p>4) Request carry over from utility budget savings to cover truss repair in Hall B based on a current repair estimate from the Multnomah County bridge repair of \$33,000.</p> | <p>\$5,000</p> <p>5,000</p> <p>5,000</p> <p>(\$10,000)</p> <p>\$16,262</p> <p>\$35,000</p> |
|---|--|

Oregon Convention Center

- | | |
|---|------------------|
| <p>5) Carry over balance in the Metro Tourism Opportunity and Competiveness Account – contracted professional services including outside legal and other professional services.</p> | <p>\$140,000</p> |
|---|------------------|

Total	\$196,262
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BUDGET DETAIL:

Fund:	MERC Fund
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Line Item Title	Account	Fund	Dept	Prog	Class	Proj	Amount
<i>Resources:</i>							
Beginning Fund Balance – Expo	900000	556	56100	55990			\$41,262
Beginning Fund Balance – OCC	900000	555	55100	55990			140,000
Total Resources							\$181,262

Requirements:							
Taxes (non payroll)	531000	556	56100	55000			\$5,000
Services – Temporary Help	528300	556	56300	53000			5,000
Credit Card Expense	528210	556	56100	55000			5,000
Services Building	526010	556	56300	53800			35,000
Contracted Professional Services – legal	524020	550	55950	55000			90,000
Contracted Professional Services	524070	556	56100	55910		88165	16,262
Contracted Professional Services	524070	556	56100	55910		88166	-10,000
Contracted Professional Services	524070	550	55950	55000			50,000
Subtotal Materials & Services							196,262
Business Strategy Reserve - Expo							(15,000)
Total Requirements							\$181,262

<i>For FP Use Only</i>	
Org Unit	#
MERC	8

TECHNICAL AMENDMENT TO FY 2013-14 BUDGET

CENTER/SERVICE: MERC Administration – Capital Construction Management

DATE: May 15, 2013

PREPARED BY : Cynthia Hill

Amendment to:		Purpose:		Status:	
Proposed Budget		Operating	X	Ongoing	
Approved Budget	X	Capital Project		One-time	X
		Renewal & Replacement			

PROPOSED AMENDMENT: *Increase MERC Administration Capital Project Management Support.*

Due to the number of capital projects budget in the FY 2013-14 budget there is a need for additional project management support. This amendment requests \$50,000 for contracted professional services to support MERC Capital projects on an as needed basis.

Project management in the venues is generally provided by one individual, Josh Lipscomb, who works in the Metro Construction Project Management Office (cPMO). This amendment would allow the cPMO Manager to access contracted project management services when a project is in need of either additional project management resources or specialized expertise. Other resources outside of this amendment could be accessed as well, including other Metro project managers, procurement staff or similar, on an as needed basis.

The contracted project management services would be procured through an existing on-call contract with a professional project management company. This group has already assisted with projects throughout Metro including the MRC, Parks, and Visitor Venues, specifically the aviary project at the zoo.

The addition of these services will help ensure projects have the resources needed to be completed. The additional services for FY 2013-14 would be a one-time use of funds for project management in that specific fiscal year. For FY 2014-15, a longer term funding solution for project management will be explored. That discussion is expected to start in the fall.

BUDGET DETAIL:

Fund:	MERC Fund
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Line Item Title	Account	Fund	Dept	Prog	Class	Proj	Amount
Resources:							
Intra-Fund Clearing Transfer (Expo)	499300	556	59600	55940			(\$5,000)
Intra-Fund Clearing Transfer (OCC)	499300	550	59500	55940			(\$28,000)
Intra-Fund Clearing Transfer (PCPA)	499300	554	59800	55940			(\$17,000)
Intra-Fund Clearing Transfer (MERC Administration)	499300	558	59000	55940			\$50,000
Total Resources							\$0

Requirements:							
Contracted Professional Services	524070	558	55060	55000			\$50,000
New Capital/Business Strategy Reserve (Expo)	701003	556	56100	55990			(\$5,000)
New Capital/Business Strategy Reserve (OCC)	701003	550	55100	55990			(\$28,000)
New Capital/Business Strategy Reserve (PCPA)	701003	554	58100	55990			(\$17,000)
Total Requirements							\$0

<i>For FP Use Only</i>	
Org Unit	#
MERC	9

TECHNICAL AMENDMENT TO FY 2013-14 BUDGET

CENTER/SERVICE: MERC - Oregon Convention Center

DATE: May 28, 2013

PREPARED BY : Cynthia Hill

Amendment to:

Purpose:

Status:

Proposed Budget

11

Operating

11

Ongoing

11

Approved Budget

X

Capital Project

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One-time

	X
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Renewal & Replacement

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PROPOSED AMENDMENT: *Reclassify \$2,584,922 from an unappropriated to an appropriated renewal & replacement reserve.*

The Oregon Convention Center (OCC) currently has \$5,227,779 in the unappropriated Renewal & Replacement Reserve and \$1,415,078 available in the appropriated Business Strategy Reserve. This amendment will reclassify \$2,584,922 of the Renewal & Replacement Reserve to an appropriated Renewal & Replacement Contingency. The combination of the Business Strategy Reserve and the Renewal & Replacement Contingency will create \$4,000,000 in appropriated reserves available in the FY 2013-14 budget. This amount would be available through a future budget amendment to be approved by the MERC Commission and Metro Council for contribution to the construction cost of the Oregon Convention Center Hotel. OCC is experiencing a better than expected current year with increased revenues generated from five additional conventions scheduled since budget adoption and a large catering event in June. New revenue combined with salary savings from three key positions vacant during the current fiscal year will contribute to a greater than expected ending fund balance. Any additional funds available at year end would replenish the renewal and replacement reserve until the \$2,584,922 is repaid plus the annual contribution of \$875,000 when due. The next annual contribution will be in FY 2014-15 as the FY 2013-14 contributions are included in the current balance of \$5,227,779.

BUDGET DETAIL:

Fund:	MERC Fund
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Line Item Title	Account	Fund	Dept	Prog	Class	Proj	Amount
Resources:							
Total Resources							\$0
Requirements:							
Unappropriated Renewal and Replacement Reserve	805200	550	55100	55990			(\$2,584,922)
Appropriated Renewal & Replacement Contingency	706000	550	55100	55990			\$2,584,922
Total Requirements							\$0

<i>For FP Use Only</i>	
Org Unit	#
MERC	10

TECHNICAL AMENDMENT TO FY 2013-14 BUDGET

CENTER/SERVICE: MERC Capital Projects

DATE: May 15, 2013

PREPARED BY : Cynthia Hill

<i>Amendment to:</i>		<i>Purpose:</i>		<i>Status:</i>	
Proposed Budget	☐	Operating	☐	Ongoing	☐
Approved Budget	☒	Capital Project	☒	One-time	☒
		Renewal & Replacement	☒		☐

PROPOSED AMENDMENT: *Carry over capital projects and increase the OCC roof replacement project.*

- A) Six of the seven capital projects listed below will not be complete by June 30th. This amendment is requesting to carry over these projects into FY 2013-14.
- B) The FY 2013-14 approved budget for the OCC roof replacement project includes \$1,000,000 for construction and \$80,000 for consultant work associated with the construction. A Request for Bids (RFB) was issued to replace the roof on the Oregon Ballroom and the loading dock on the original building. Three bids were received and the costs are close to the approved construction budget of \$1,000,000. A project of this size requires some contingency funds be available. It is likely that additional insulation removal will be required, but the extent of that work is not known. This request will add an additional \$100,000 to the budget for this project from the OCC renewal and replacement reserve. The additional \$100,000 would be available to fund change orders if unanticipated work is required. This amendment also amends the Capital Improvement Plan.

<u>EXPO Center</u>		
1)	Electronic Reader Board (TLT Pooled Capital)	\$40,000
2)	Audio Visual Sign Towers (TLT Pooled Capital)	30,000
Subtotal Expo Center		\$70,000
<u>Oregon Convention Center</u>		
3)	Dragon Café Concession Upgrades (Aramark Capital Investment)	78,000
4)	CCTV Replacement (R & R)	248,005
5)	Roof Replacement Project (R & R) Increase Construction Budget \$100,000 available for unanticipated work if required.	100,000
Subtotal OCC		\$426,005
<u>Portland Center for Performing Arts</u>		
6)	Keller Orchestra Pit Handrails (R & R)	35,000
7)	Keller Carpet Stairwells (R & R)	50,000
Subtotal PCPA		\$85,000
Total		\$581,005

BUDGET DETAIL:

Fund:	MERC Fund
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Line Item Title	Account	Fund	Dept	Prog	Class	Proj	Amount
Resources:							
Beginning Fund Balance - Expo	900000	556	56100	55990			\$70,000
Beginning Fund Balance - OCC	900000	550	55100	55990			326,005
Beginning Fund Balance - PCPA	900000	554	58100	55990			85,000
Total Resources							\$481,005

Requirements:							
Equipment	574000	556	56999	55950			\$40,000
Equipment	574000	556	56999	55950			30,000
Building & Related	572000	550	55999	55950			78,000
Equipment	574000	550	55999	55950			248,005
Building & Related	572000	550	55999	55950			100,000
Building & Related	572000	554	58999	55950			35,000
Building & Related	572000	554	58999	55950			50,000
Total Capital							\$581,005
Unappropriated Renewal & Replacement Reserve	805200	550	55100	55990			(100,000)
Total Requirements							\$481,005

<i>For FP Use Only</i>	
Org Unit	#
PES	11

TECHNICAL AMENDMENT TO FY 2013-14 BUDGET

CENTER/SERVICE: Parks and Environmental Services

DATE: May 17, 2013

PREPARED BY : Maria Roberts

Amendment to:

Purpose:

Status:

Proposed Budget

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Operating

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Ongoing

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Approved Budget

X

Capital Project

X

One-time

X

Renewal & Replacement

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PROPOSED AMENDMENT: *Oxbow Park Project Carry Forward*

The FY 2012-13 budget contains a one-time \$100,000 appropriation for Oxbow Park to mitigate damage caused by erosion. This amount includes \$25,000 for geotechnical consulting and \$75,000 for construction improvements. Consulting and design are being completed during FY 2012-13. However, construction will not be initiated until FY 2013-14. This amendment recognizes \$75,000 construction funds carryover to FY 2013-14 in the General Fund and the transfer of these capital improvement funds to the Parks New Projects account of the General Asset Management Fund. In addition, a grant of \$73,250 was awarded from the State Parks and Recreation Department in the fall of 2012 to help fund improvements at Oxbow Park, primarily reconstruction of the campground and associated amenities lost due to flooding. A notice to proceed was issued from the State in late February 2013. This amendment includes a recognition of the grant as a revenue and the corresponding expenditures.

BUDGET DETAIL:

Fund:	010- General Fund
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Line Item Title	Account	Fund	Dept	Prog	Class	Proj	Amount
Resources:							
Beginning Fund Balance – Project Carryover	340000	010					\$75,000
Total Resources							\$75,000

Requirements:							
Transfer of Resources	581000	010			8360		\$75,000
<i>Total Requirements</i>							\$75,000

Fund:	360- Parks New Projects Account
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Line Item Title	Account	Fund	Dept	Prog	Class	Proj	Amount
Resources:							
Transfer from General Fund	497000	360			8010		\$75,000
State Grants - Direct	411000	360	03311	12400		70213	\$73,250
Total Resources							\$148,250

Requirements:							
Improvements - Other than Buildings	571000	360	03311	12400	940	70213	\$148,250
Total Requirements							\$148,250

<i>For FP Use Only</i>	
Org Unit	#
SUST	14

TECHNICAL AMENDMENT TO FY 2013-14 BUDGET

CENTER/SERVICE: Sustainability Center

DATE: May 17, 2013

PREPARED BY : Maria Roberts

Amendment to:

Purpose:

Status:

Proposed Budget

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Operating

X

Ongoing

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Approved Budget

X

Capital Project

X

One-time

X

Renewal & Replacement

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PROPOSED AMENDMENT: *Sustainability Center project carry forwards.*

Tualatin River Boat Launch:

The FY 2012-13 contains a \$75,000 appropriation to proceed on planning, designing and permitting for a boat launch along the Tualatin River. At this point, the site is selected, the land use process has been initiated (application prepared but not submitted), and a grant application (for matching funds from Oregon State Parks & Recreation) has been submitted. Staff is working with an adjacent property owner to see if additional property can be secured. These activities will need to continue into next fiscal year and the funds will be carried forward to FY 2013-14.

Intertwine Signage:

In addition, the FY 2012-13 includes \$15,000 local match for a federally funded trail signage program grant. The grant was secured in FY 2012-13 but delays with ODOT contracting procedures have pushed back project initiation. These local match funds leverage federal money that will implement trail signage along three different segments of regional trail in three different jurisdictions using the new Intertwine signage manual.

Borland Carry forward:

\$25,500 requested for the fabrication and installation of the Borland Chemical Storage Shed will need to be carried over until next year. The contract for the fabrication of the building is in place, but there are delays with permitting from both Clackamas County and the State of Oregon. The earliest that the permitting issues will be resolved is next fiscal year.

BUDGET DETAIL:

Fund:	010-General Fund
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[illegible]

<i>For FP Use Only</i>	
Org Unit	#
ZOO	16

TECHNICAL AMENDMENT TO FY 2013-14 BUDGET

CENTER/SERVICE: Oregon Zoo

DATE: 5/21/2013

PREPARED BY : Caleb Ford

Amendment to:

Purpose:

Status:

Proposed Budget	X
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Operating	X
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Ongoing	X
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Approved Budget	
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Capital Project	
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One-time	
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Renewal & Replacement

PROPOSED AMENDMENT: *This amendment includes 3 technical changes at the zoo.*

Family Farm:

Due to an organization change at the zoo, costs of wages and benefits are being moved from Volunteer & Youth Programs to the Animal Care department code, which better describes the work the employees are performing.

Laboratory Costs:

This amendment aligns recurring budgeted expenses to appropriate department. Laboratory costs are being split between Animal Health and Conservation Research.

Parking Lot:

Portland Parks & Recreation will be assuming operational responsibilities for the parking lot at Washington Park, and will be reimbursing Metro for the costs of shuttle service to the overflow parking lot.

BUDGET DETAIL:

Line Item Title	Account	Fund	Dept	Prog	Class	Proj	Amount
Resources:							
Parking Lot:							
Intergovernmental Misc Revenue	414200	120	20000	21050			120,000
Total Resources							120,000
Requirements:							
Family Farm:							
Reg Empl-Full Time-Non-Exempt	501500	120	23200	23260			(105,491)
Reg Empl-Part Time-Non-Exempt	502500	120	23200	23260			(25,889)
Fringe – Payroll Taxes	511000	120	23200	23260			(11,073)
Fringe – Retirement PERS	512000	120	23200	23260			(584)
Fringe – Health & Welfare	513000	120	23200	23260			(24,435)
Fringe – Other Benefits	515000	120	23200	23260			(35,412)
Reg Empl-Full Time-Non-Exempt	501500	120	21400	23260			105,491
Reg Empl-Part Time-Non-Exempt	502500	120	21400	23260			25,889
Fringe – Payroll Taxes	511000	120	21400	23260			11,073
Fringe – Retirement PERS	512000	120	21400	23260			584
Fringe – Health & Welfare	513000	120	21400	23260			24,435
Fringe – Other Benefits	515000	120	21400	23260			35,412
Laboratory Costs:							
Operating Supplies	520500	120	21300	22000	6124		(8,000)
Operating Supplies	520500	120	21100	22000	6124		8,000
Operating Supplies	520500	120	21100	22000	616		(97,500)
Operating Supplies	520500	120	21300	22000	616		97,500
Parking Lot:							
Other Purchased Services	528000	120	20032	21050			120,000
Total Requirements							120,000

<i>For FP Use Only</i>	
Org Unit	#
CAPITAL	17

TECHNICAL AMENDMENT TO FY 2013-14 BUDGET

CENTER/SERVICE: PES/Parks Levy/Oregon Zoo

DATE: May 17, 2013

PREPARED BY : Maria Roberts

<i>Amendment to:</i>	<i>Purpose:</i>	<i>Status:</i>
Proposed Budget ☐	Operating ☐	Ongoing ☐
Approved Budget ☒	Capital Project ☒	One-time ☒
	Renewal & Replacement ☐	☐

PROPOSED AMENDMENT:

This amendment carries forward funding for two capital projects and amends the FY 2013-14 through FY 2017-18 Capital Improvement Plan (CIP). In addition, it makes two adjustments to the CIP that do not change the budget.

Glendoveer Cart Barn:

Construction of the Storage Cart Barn included in the FY 2012-13 CIP for electric carts at Glendoveer Golf and Tennis facility has been delayed due to land use permitting issues with the City of Portland. The project has been competitively bid and a contract will be awarded to SBS Construction. It is expected that construction will commence after July 1, 2013, and the remaining amount of \$261,000 will be carried forward to FY 2013-14.

Canemah Bluff Phase I:

This project has been delayed and the remaining funds will be carried forward to FY 2013-14 to complete construction document preparation, land use and development permitting, as well as construction of the proposed Canemah bluff overlook, signage and trail improvements.

BUDGET DETAIL:

Fund:	360- Parks New Project Account						
<i>Line Item Title</i>	<i>Account</i>	<i>Fund</i>	<i>Dept</i>	<i>Prog</i>	<i>Class</i>	<i>Proj</i>	<i>Amount</i>
<i>Resources:</i>							
Beginning Fund Balance	350000	360					\$336,000
<i>Total Resources</i>							\$336,000
<i>Requirements:</i>							
Improvements Other than Buildings	571000	360	03371	12416	940	GF104	\$261,000
Improvement Other than Buildings	571000	360	03220	18402	940	70494	\$75,000
<i>Total Requirements</i>							\$336,000

The following changes to the FY 2013-14 through FY 2017-18 Capital Improvement Plan (CIP) do not change budget appropriations:

Dept/Fund	Project	Prior Years	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	Total
Parks Levy	Sustainability Center Projects, TBD	0	750,000	750,000	750,000	750,000	750,000	3,750,000
Oregon Zoo	Commissary Modifications	200,000	100,000	0	0	0	0	300,000

<i>For FP Use Only</i>	
Org Unit	#
CAPITAL	18

TECHNICAL AMENDMENT TO FY 2013-14 BUDGET

CENTER/SERVICE: Finance and Regulatory Services

DATE: 4/26/13

PREPARED BY : Kathy Rutkowski

Amendment to:

Proposed Budget ☐
Approved Budget ☒

Purpose:

Operating ☐
Capital Project ☐
Renewal & Replacement ☒

Status:

Ongoing ☐
One-time ☒

PROPOSED AMENDMENT: *Carryover of sustainability R&R special funding*

Ordinance no. 13-1299 adopted by the Metro Council on April 11, 2013, moved from contingency to materials and services \$200,000 in special one-time funding for sustainability upgrades to facility and operations projects on the renewal and replacement list but where funding is not adequate to do a more sustainable option. The action allowed for the award of internal sustainability grants to the receiving departments. It has now been determined that the awards will not be made until early next fiscal year. This action requests the carryover and re-appropriation of the funding as provided for in the original ordinance action.

BUDGET DETAIL:

Fund:	General Asset Management Fund – General Capital Account
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<i>Line Item Title</i>	<i>Account</i>	<i>Fund</i>	<i>Dept</i>	<i>Prog</i>	<i>Class</i>	<i>Proj</i>	<i>Amount</i>
<i>Resources:</i>							
Beginning Fund Balance	350000	612	99999	00600			\$200,000
<i>Requirements:</i>							
Intra-Metro Grants	544600	612	99999	00600			\$200,000

TECHNICAL AMENDMENT TO FY 2013-14 BUDGET

CENTER/SERVICE: Information Services/PES/Zoo

DATE: 5/31/2013

DRAFTED BY : Ann Wawrukiewicz

Amendment to:

Purpose:

Status:

Proposed Budget

☐
☒

Operating

☐
☐

Ongoing

☐
☐

Approved Budget

Capital Project

One-time

Renewal & Replacement

☒
☒
PROPOSED AMENDMENT: *Renewal and Replacement Carry Forwards and Replacement Schedule Changes*

Several renewal and replacement projects have been delayed and will be carried forward to FY 2013-14, while several pieces of equipment required replacement ahead of schedule during FY 2012-13 and were moved forward from their original replacement year. Finally, a number of Parks projects originally slated for replacement using Renewal and Replacement funding in FY 2013-14 will now be replaced via the voter-approved Parks and Natural Areas Levy. Projects are listed below. This action also amends the FY 2013-14 through FY 2017-18 Capital Improvement Plan.

	Fund	Line Items		
		Acct #	Account Title	Amount
Resources	611- R&R Fund	340000	Beginning Fund Balance	203,221
Requirements	611-R&R Fund	526100	Capital Maintenance- CIP	203,000
	611-R&R Fund	526200	Capital Maintenance- non-CIP	119,000
	611-R&R Fund	571000	Improvements Other than Buildings	(255,036)
	611-R&R Fund	572000	Buildings and Related	(79,515)
	611-R&R Fund	574000	Equipment and Vehicles	6,112
	611-R&R Fund	575000	Office Furniture and Equipment	209,660
			Total Requirements	203,221

Project changes:

Project Name	Org Unit	Account	Project ID	2013-14
Peoplesoft Server Upgrades	IS	575000	01521	84,660
Peoplesoft Upgrades	IS	575000	65612	125,000
Power Unit, MRC Garage	PES-MRC	547000		(9,000)
Parks Signage	PES	571000	70376	25,000
Main Entry Booth and Pay Station- Blue Lake	PES	571000		(30,933)
Shelters- Blue Lake	PES	572000		(79,515)
Outdoor Playsets- Blue Lake	PES	571000		(69,662)
Well Pump- Blue Lake	PES	574000		(5,743)
Fencing- Blue Lake	PES	571000		(26,119)
Glendoveer Signage and Parking Lot- Glendoveer	PES	571000		(76,000)
Cart Yard- Glendoveer	PES	571000		(12,000)
Irrigation Controller- Glendoveer	PES	574000		(20,000)
Roof and Gutters (West Pump House, Glendoveer)	PES	526200		(4,000)
Outdoor Playsets- Oxbow	PES	571000		(22,397)
Fencing- Oxbow	PES	571000		(8,550)
Trail- Chinook	PES	571000		(34,375)
Cascade Crest Gift Shop Roof AC Unit	Zoo	574000	ZR56	10,404
Aviary Chiller Controls AFCCH2	Zoo	574000	ZR04	15,000
Steller Cove Ozone System	Zoo	574000	ZRW047	100,000
Steller Cove Chiller Slide Valve Servicing	Zoo	574000	ZRW046	14,000
Felines Roof	Zoo	526200	ZRW038	58,000
Hoofstock Roof	Zoo	526200	ZRW039	65,000
Africafe Roof	Zoo	526100	ZRW001	203,000
1985 Tractor (John Deere)	Zoo	574000		(40,000)
1998 Kubota Tractor R520	Zoo	574000		(58,549)
Total Change to FY 13-14 Budget				203,221

<i>For FP Use Only</i>	
Org Unit	#
CAPITAL	20

TECHNICAL AMENDMENT TO FY 2013-14 BUDGET

CENTER/SERVICE: PES/FRS

DATE: May 31, 2013

PREPARED BY : Maria Roberts/Bob McMillan

Amendment to:

Purpose:

Status:

Proposed Budget

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Operating

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Ongoing

1

Approved Budget

X

Capital Project

X

One-time

	X
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Renewal & Replacement

X

PROPOSED AMENDMENT:

This amendment makes adjustments to several Solid Waste Renewal and Replacement and Capital projects. It also changes the FY 13-14 to FY17-18 Capital Improvement Plan.

The changes are as follows:

Renewal and Replacement Projects

Carry forward Solid Waste Enforcement Vehicle project (\$30,000).

Add \$25,000 to the Metro Central Phone Replacement project.

Add \$25,000 to the Metro South Phone Replacement project.

Carry forward \$45,000 for Metro South Bays Ventilation project. Move that \$45,000 plus additional \$60,000 budgeted in FY 2013-14 for Metro South Bays Ventilation project (total \$105,000) to FY 2015-16.

Add \$10,000 to Ticket Automation Box Replacement project.

Capital Projects

Add \$150,000 for Solid Waste System Model project.

BUDGET DETAIL:

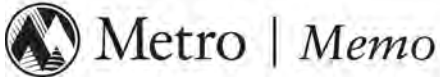
Fund:	534- Solid Waste Renewal and Replacement
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Line Item Title	Account	Fund	Dept	Prog	Class	Proj	Amount
Resources:							
Beginning Fund Balance	340000	534	34100				\$135,000
Total Resources							\$135,000

<i>Requirements:</i>							
Vehicles	574500	534	34100	36610		76856	\$30,000
Equipment- MCS Phone	574000	534	34100	36005		76888	\$25,000
Equipment- MSS Phone	574000	534	34100	36005		76868	\$25,000
Equipment- Ventilation	574000	534	34100	36005		76836	(\$60,000)
Equipment- Ticket Automation	574000	534	34100	36005		76838	\$10,000
Ending Fund Balance- Ventilation moved to FY 15-16		534	34100	36005		76836	\$105,000
<i>Total Requirements</i>							<i>\$135,000</i>

Fund:	536- Solid Waste General Account
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Line Item Title	Account	Fund	Dept	Prog	Class	Proj	Amount
Requirements:							
Intangible Assets	579000	536	34100	36005		65770	\$150,000
Ending Fund Balance		536					(\$150,000)
Total Requirements							\$0



Date: June 4, 2013

To: Tom Hughes, Council President
Sam Chase, Councilor
Carlotta Collette, Councilor
Shirley Craddick, Councilor
Craig Dirksen, Councilor
Kathryn Harrington, Councilor
Bob Stacey, Councilor

From: Tim Collier, Interim Director of Finance and Regulatory Services

Cc: Martha Bennett, Chief Operating Officer
Scott Robinson, Deputy Chief Operating Officer
Senior Leadership Team
Finance Team
Council Policy Coordinators

Re: **Councilor and COO Amendments to FY 2013-14 Budget**

Attached are two submitted amendments to the FY 2013-14 budget. The first is the request from Councilors Harrington and Stacey regarding the Active Transportation program.

The second contains the Chief Operating Officer's proposed restorations to the General Fund from Fund Balance. This amendment was initially presented at the Council work session on May 21, 2013.

The amendments will be reviewed with Council at the work session on June 11, 2013, and will be considered for vote at the Council meeting on June 13, 2013, prior to adoption of the budget.

Short Title

Follow-Through on Regional Active Transportation Plan Strategies

Concise Description

For the last two years, the Metro Council has supported the development of the region's first ever Active Transportation Plan (ATP). This plan recommends pedestrian and bicycle network visions, policies, and projects that will help the region achieve its six desired outcomes.

Development of the ATP was identified as a recommended follow up activity in the 2035 RTP. While our region has a few major network pathways, our regional system project list is lacking in sufficient network paths/corridors, lacking as in non-existent. Our region needs to define and build a true regional system that serves the majority of potential users. We aren't talking about just gaps in current pathways, but rather significant routes that are not yet reflected in plans and project lists. The ATP will promote the region's ability to compete more effectively for limited funding and coordinate projects for seamless connection.

Addressing the situation is not just a matter of waiting for the local TSPs to catch up with community needs. As the ATP has been developing an amazing array of support requests have materialized. Many of our local communities seem to be hungry to address this – but need help, assistance that Metro has the expertise to provide. Updates to local Transportation System Plans (TSPs), Local Capital Improvement Plans, the next Regional Transportation Plan (RTP) and the Regional Transportation Functional Plan (RTFP) provide opportunities to include policies and best practices for implementation. Current regional and local transportation plans have clear visions and goals for balanced transportation systems which include bicycling, walking and taking transit; however, it seems that they don't have all of the policies, tools and corridor definitions needed to realize those visions and goals. Best practices for implementable plans include prioritized project lists, concept level designs, funding plans and performance targets. Specific guidelines for some of the pedestrian and bicycle requirements in the RTFP would support performance measurement and consistent implementation across the region.

- We know that reaching city and regional community ambitions for vibrant communities is dependent upon more people walking, bicycling and accessing transit.
- We know reaching the regional clean air goals is dependent upon more people walking, bicycling and accessing transit.
- We know that our regional economic development goals are dependent upon a workforce that can afford their combined household and transportation costs. Enabling more people to walk, bicycle and access transit helps reach local and regional economic goals.

Ambitions and results will only be realized with effective follow-up over the next two years with our regional partners, both at the staff level and the elected level. This budget amendment provides funding for Fiscal Years 2013-2014 and 2014-2015 for 1 Full Time Employee (FTE) and Materials and Services (M&S) to support implementation of the ATP.

Objective

A. Incorporation of the ATP policies and projects into the Regional Transportation Plan and the Regional Transportation Functional Plan during the 2014 update and into other regional projects – “Adopt regionally”

Implementation activities already included in the draft 2014 RTP work scope:

1. Local jurisdictions can add recommended projects into the Regional Transportation Plan financially constrained or state project list.
2. Adopt updated pedestrian, bicycle and integrated active transportation maps, concepts, functional classes and design guidelines into the Regional Transportation Plan.
3. Incorporate language and policy changes into the Regional Transportation Plan.
4. Use regional pedestrian and bicycle networks in Climate Smart Communities Scenario C.
5. Integrate regional bicycle and pedestrian parkway projects and design guidelines into SW Corridor plan and utilize project priorities for Powell-Division Transit Project and Community Investment Initiative.
6. Local jurisdictions update TSPs with ATP recommendations.

Implementation activities proposed for Year 1 if additional resources become available:

1. *Support local jurisdiction staff to add ATP recommended projects to the RTP as well as local transportation system plans and local capital improvement plans.*
2. *Communicate with Metro policy advisory committees, local elected officials, decision makers and other stakeholder groups and interested parties on the proposed changes and recommendations in the ATP, and importance of implementing the ATP and benefits of active transportation.*
3. *Adopt proposed policy/required action changes to the Regional Transportation Functional Plan.*

Implementation activities proposed for Year 2 if additional resources become available:

1. *Refine existing system performance measures and targets (such as a complete networks policy) to meet active transportation goals and new federal performance measure requirements. Develop a sustainable data management tool for periodic reporting on progress toward these targets.*
2. *Work on proposal for RTP project prioritization and submittal criteria, setting modal investment targets based on projects contribution to meeting the RTP non-SOV modal targets.*

B. Communicate, advocate, participate and facilitate the implementation of the ATP with regional partners and through local plans, project lists and activities – “Adopt locally”

Implementation activities already included in the draft 2014 RTP work scope:

(No activities included in current work plan- proposed budget)

Implementation activities proposed for Year 1 if additional resources become available:

- 1. Convene partners and stakeholders periodically to build support and maintain momentum.*
- 2. Coordinate and develop partnership with ODOT Active Transportation Program.*
- 3. Remain a participating partner in developing the Oregon Active Transportation Summit.*
- 4. Participate in development of ODOT Bicycle and Pedestrian Plan.*
- 5. Participate in local pedestrian and bicycle advisory committees.*
- 6. Participate in local TSP updates and local capital improvement plan updates to include ATP recommendations.*
- 7. Participate in the refinement of the TriMet Transportation Improvement Program and transit access study implementation.*

Implementation activities proposed for Year 2 if additional resources become available:

- 1. Continue implementation activities from Year 1.*
- 2. Support an ongoing regional active transportation forum, with SAC focusing on development of pipeline projects at the local level,; advancement of best practices, and building of local staff understanding and expertise about the ATP and active transportation, in general*

C. Support best practices for implementing a regional active transportation network that is available for all ages and abilities and helps achieve desired regional outcomes – “Better results on the ground”

Implementation activities already included in the draft 2014 RTP work scope:

(No activities included in current work plan)

Implementation activities proposed for Year 1 if additional resources become available:

- 1. Work with partners on update of ORS 366.514 Oregon’s walking and bicycling bill to require roadway maintenance projects to bring roadways up to design standards for pedestrians and bicyclists.*
- 2. Develop and coordinate regional bicycle and pedestrian counting data collection program and support development of pedestrian and bicycling modeling tools.*
- 3. Propose Metro resolution supporting and recommending use of NACTO Urban Bikeway Design Guide.*

Implementation activities proposed for Year 2 if additional resources become available:

- 1. Develop design guidelines for transit and bicycle parkway interaction.*
- 2. Develop design guidelines for regional trails as transportation facilities.*

3. *Identify resources and partners to maintain and enhance regional bicycle and pedestrian facility data.*
4. *Support continuing Metro's role in leading regional trail counting.*

Implementation activities not included in the proposed 2-year program:

1. *Participate in PORTAL technical advisory committee and coordinate with TRANS PORT.*
2. *Develop parking data collection to support local jurisdictions develop parking management plans and achieve economic development goal (Parking management is a key tool in increasing levels of walking and bicycling).*

D. Maintain existing levels of funding for active transportation, utilize existing funding effectively and efficiently, and partner on broader efforts to include active transportation in new funding initiatives – “Maintain funding; seek new funding”

Implementation activities already included in the draft 2014 RTP work scope:

1. Staff the MTIP process for the next cycle of funding to provide for placement of conditions on funding for transportation improvements in the MTIP that require local governments to meet design standards for bicycle and pedestrian improvement and to include bicycle and pedestrian improvements in all roadway projects.

Implementation activities proposed for Year 1 if additional resources become available:

1. *Coordinate and support active transportation elements of potential new sources of transportation funding (applications for grants, prioritization of local funding sources).*

Implementation activities proposed for Year 2 if additional resources become available:

1. *Continue implementation activities from Year 1.*
2. *Partner with ODOT Active Transportation Program to maintain and grow levels of funding for active transportation programs.*
3. *Develop a “Transit, Bicycle and Pedestrian Funding Guide” for partners.*

Duration

☒ One time

Specific length: FY 13/14 and 14/15

☐ On-going

Cost Estimate

FY 13-14 - \$110,000 for 1 FTE plus \$25,000 for M&S

FY 14-15 - \$110,000 for 1 FTE plus \$25,000 for M&S

Total: \$270,000

Funding Options

Higher-than-anticipated revenue at the end of the third quarter has provided additional funds to allocate toward important programming. COO Bennett has made her recommendation for this funding, which includes funding for 1 FTE in FY 13-14 for implementation of the ATP.

Various one-time solutions redirecting some of the third quarter surplus from proposed line items could be utilized to provide for the second year funding for this ATP work. Examples include:

- Reducing the amount of the surplus deposited towards the Rate Stabilization Fund (restore to 2.8% with \$474,000 versus 3% at \$609,000)
- Council Opportunity Fund (which is proposed to be funded to \$350,000)
- Sustainability updates (delay one year, providing \$100,000 towards \$135,000 ATP second year.)

Utilizing contingency funds is another possibility.

We are open to various funding ideas to achieve this important second year funding success.

Relationship to other programs

This proposal is closely related to other Metro programs, including;

- 2040 Growth Concept
- RTP update in 2014
- Regional Transportation Safety Plan
- Climate Smart Communities
- Equity Strategy

Stakeholders

Local jurisdictions will be better prepared to capitalize on funding opportunities for active transportation projects, help them achieve their community ambitions.

Residents of the region will benefit from having more choices for transportation modes and options. According to the health impact analysis for the Climate Smart Communities project, we can also expect better health outcomes for residents who choose active transportation. Reaching the regional clean air goals is dependent upon more people walking, bicycling and accessing transit. The region will also be more affordable by reducing transportation costs.

The region will benefit from transportation infrastructure that is cheaper to build and results in increased capacity on roads and improved air quality. Regional economic development goals are dependent upon a workforce that can afford their combined household and transportation costs. Enabling more people to walk, bicycle and access transit helps reach local and regional economic goals.

<i>For FP Use Only</i>	
Org Unit	#
COO	1

AMENDMENT TO FY 2013-14 BUDGET

CENTER/SERVICE: Chief Operating Officer

DATE: 5/13/13

PREPARED BY : Kathy Rutkowski

<i>Amendment to:</i>		<i>Purpose:</i>		<i>Status:</i>	
Proposed Budget	☐	Operating	☒	Ongoing	☐
Approved Budget	☒	Capital Project	☐	One-time	☒
		Renewal & Replacement	☐		

PROPOSED AMENDMENT: *General Fund Restorations from Fund Balance*

With the third quarter financial report, finance staff reviewed and revised revenue and expenditure projections for the General Fund through the remainder of the year. Based on this review an additional \$1,766,000 in uncommitted year end fund balance has been identified. This additional fund balance has been fueled by the start of a recovery in Glendoveer golf revenues, record attendance at the zoo in the past few months and the recognition of higher underspending patterns. The Chief Operating Officer recommends the highest priority use for these funds is to refill the stabilization reserve to the required Council policy level and to provide additional funding to the Council Opportunity Account for next year. Following those restorations, the COO recommends a series of additional restorations or program enhancements recognizing the Council's program priorities for the coming year. The following is a list of all proposed restorations or enhancements. Actual line item changes will be determined following Council approval of any or all of these proposals.

Restoration or Enhancement Proposal	Department	Amount
<i>One-time or Limited Term Expenditures</i>		
1. Restore stabilization reserve to required Council policy level	Reserves	\$609,000
2. Enhance Council Opportunity Account	Reserves	\$100,000
3. Provide for year-one of Active Transportation Position (LD)	Planning & Development	\$135,000
4. Provide additional contribution to zoo concert stage reserve	Oregon Zoo	\$200,000
5. Provide additional funding for ERP project implementation	Finance & Reg. Services	\$75,000
6. Provide for preliminary design and capital cost estimates for Glendoveer	Parks & Environ. Services	\$75,000
7. Add LD position in Development Center	Planning & Development	\$125,000
8. Sustainability upgrades for R&R projects	R&R	\$100,000
9. Audit of payroll systems	Human Resources	\$25,000
	Subtotal	\$1,444,000
<i>Potentially ongoing expenditures</i>		
10. Restore positions reduced to part-time in budget proposal		
Program Assistant II (increase 0.50 to 1.0 FTE)	Planning & Development	\$46,000
Investment Coordinator (increase 0.30 to 0.80 FTE)	Finance & Reg. Services	\$36,000
11. Restore position in Community Development Section	Planning & Development	\$130,000
12. Increase M&S in Information Services to allow for contracting for database administrator services	Information Services	\$25,000
13. Restore temporary employee line item in Auditor's Office	Metro Auditor	\$12,500
14. Restore internship program, closed captioning and travel budget in Council Office	Council Office	\$18,000
	Subtotal	\$267,500
	Total Expenditures	\$1,711,500

BUDGET DETAIL: Full line item changes to be determined following Council discussion and vote on proposal.

Agenda Item No. 4.0

**SOUTHWEST CORRIDOR PLAN
PROJECT UPDATE**

Metro Council Work Session
Tuesday, June 11, 2013
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: 6/11/2013 **TIME:** 3:20 p.m. **LENGTH:** 45 minutes

PRESENTATION TITLE: Southwest Corridor Plan Project Update

DEPARTMENT: Planning and Development

PRESENTER(s): Malu Wilkinson, x1680, Malu.Wilkinson@oregonmetro.gov; Matt Bihn, x1824, Matt.Bihn@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Update the Metro Council on the progress made by the Southwest Corridor Plan Steering Committee. Overview of the draft recommendation currently under review and discussion by the Steering Committee and project partners prior to upcoming Steering Committee decisions in July to finalize Phase I and provide direction on further work.
- Outcome: Metro Councilors are aware of upcoming milestone decisions as informed by community input and evaluation results.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

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

Six major planning efforts are coordinated with this effort:

- City of Portland Barbur Concept Plan
- Sherwood Town Center Plan
- Tigard HCT Land Use Plan
- Linking Tualatin
- Southwest Transportation Plan
- Transit Alternatives Analysis

The work is guided by a Steering Committee that includes the agencies that will implement a strategy for the Southwest Corridor. In August 2011, the Metro Council adopted Resolution 11-4278 that appointed the Southwest Corridor Steering Committee, and a charter defining how the partners will work together was adopted by the Steering Committee in December 2011. Staff last came to provide an update to the Metro Council in July 2012.

The Steering Committee has been meeting monthly over the past year. Major milestones include:

- September 2012: Steering Committee approved project lists for the roadway and active transportation projects in the Southwest Corridor.
- October 2012: Steering Committee narrowed from ten HCT alternatives to five, ruling out LRT/or Streetcar to Sherwood, HCT along I-5, and directed the WES corridor to be the subject of a separate future study.
- December 2012: Steering Committee reviewed the Corridor Land Use Vision, based on each city's community based land use vision, including prioritized key places for focused public investment and connection. The Land Use Vision was used to develop the five HCT alternatives based on Steering Committee direction in October.

- February 2013: Steering Committee approved five bundles of roadway and active transportation projects to evaluate along with the five HCT alternatives. This represented a narrowing in the roadway and active transportation from \$4 billion to \$800 million within the Southwest Corridor Plan boundary.
- April 2013: Steering Committee discussed the green project priorities in coordination with policies and investments that support the land use vision.
- June 2013: Steering Committee will review and discuss a draft recommendation for a shared investment strategy for the Southwest Corridor. The shared investment strategy will include the following elements:
 - Policies and incentives for further consideration
 - Narrowed HCT alternatives for further study in refinement
 - Local transit service enhancement
 - Mode(s) for further study
 - Type/level of BRT for further study
 - Destination
 - Strategic set of roadway and active transportation projects
 - Highly supportive of the HCT alternative and studied in refinement
 - Highly supportive of the Land Use Vision and available for project development
 - Prioritized set of parks and nature projects

Project partner staff has held a number of public events to support the Steering Committee decision making process over the past year, including the following:

- Four Community Planning Forums – “invited” open house targeted to engaged community members from each of the communities in the Southwest Corridor, held in different locations including Tualatin, Tigard and Southwest Portland.
- Two Economic Summits – invited forums targeted to the private sector and institutions to solicit advice and input on the projects and process as related to supporting jobs and economic development.
- Shape SW – online tool to engage broad audience in soliciting opinions on potential HCT and local transit connections as well as values and where to focus public investments.
- Numerous neighborhood meetings, community specific public events (e.g., SWNI Open House, Tigard Town Hall), planning commission and city council presentations when needed over the course of the last year.
- Outreach to EJ community leaders and organizations.

The Steering Committee is scheduled to make a recommendation that will define agreements and recommendations to end Phase I of the Southwest Corridor Plan and define Phase II at their July 22, 2013 meeting. The purpose of coming to the Council now is to preview and discuss the draft recommendations to be considered by the Steering Committee in July.

QUESTIONS FOR COUNCIL CONSIDERATION

List questions for Council’s consideration that will help/guide the Council in providing policy direction.

- Does the Council have any questions about this work to date?
- Are there any issues that Council would like to flag as the Steering Committee works to develop a recommendation to the Metro Council over the next two months?

PACKET MATERIALS

- Would legislation be required for Council action ☐ Yes ☒ No
- If yes, is draft legislation attached? ☐ Yes ☐ No
- What other materials are you presenting today?
Draft recommendation on the Southwest Corridor Plan and Shared Investment Strategy
Schedule overview

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.

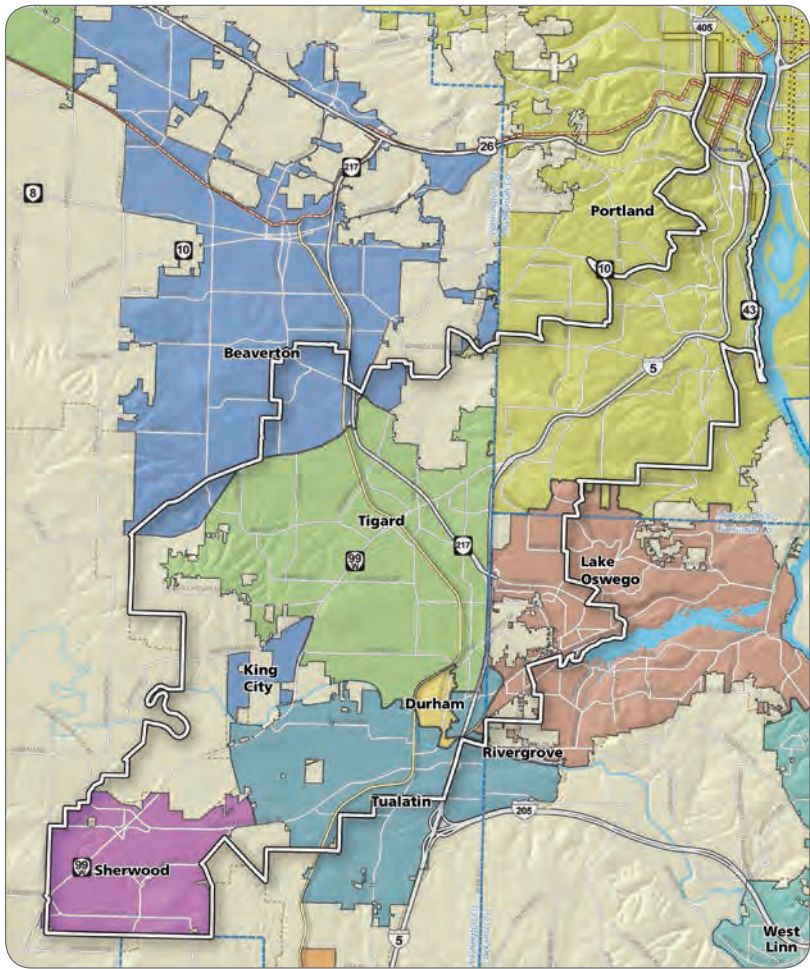
Prosperity People can live, work, play and learn in thriving and economically vibrant communities where everyday needs are easily met.

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.



Draft PTL recommendation



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 Gerry 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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The Southwest Corridor Land Use Vision	3
Integrating public investments to support great places	5
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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 3, 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.

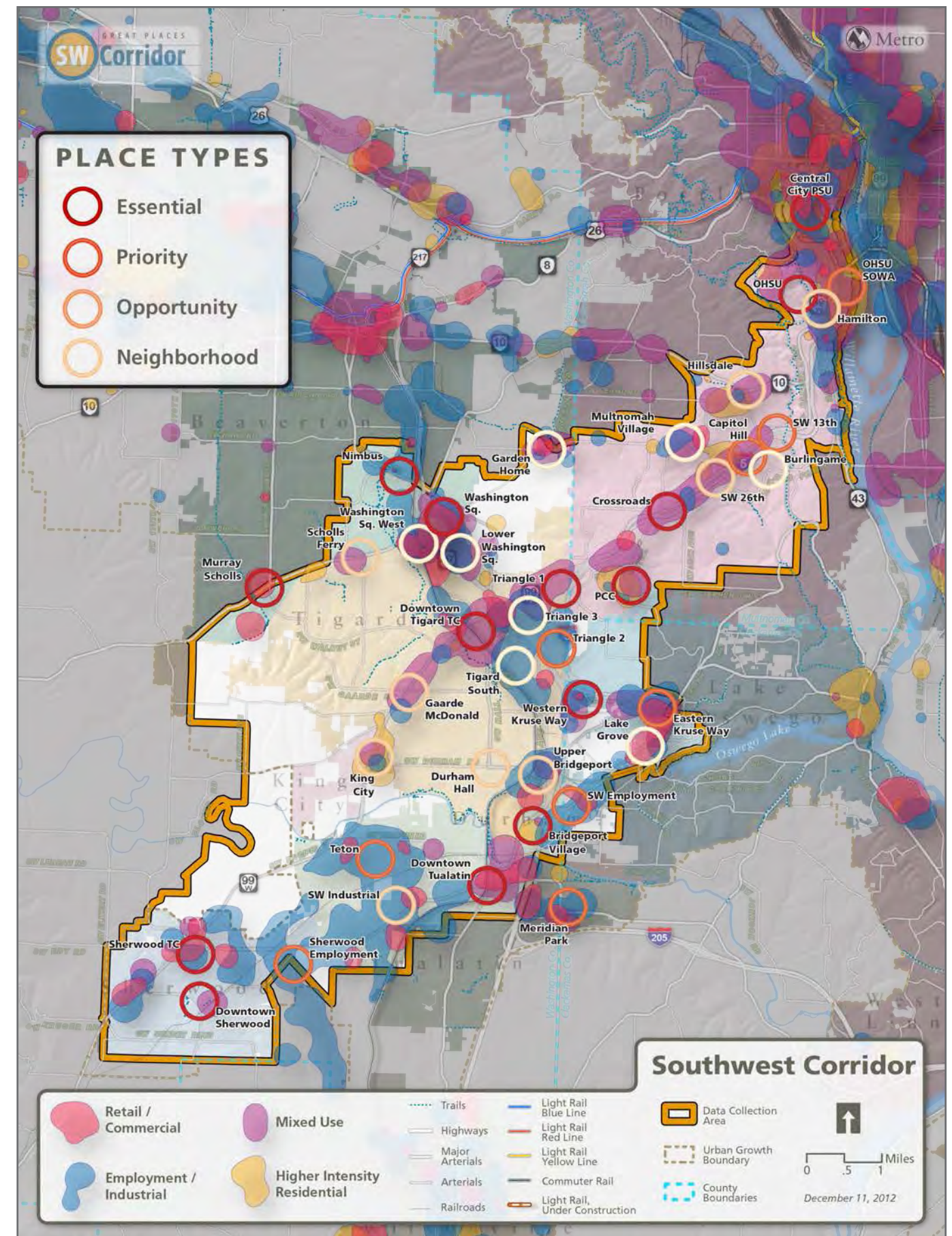
	Households	Jobs
2010		140,000
2035	111,928	259,182

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.

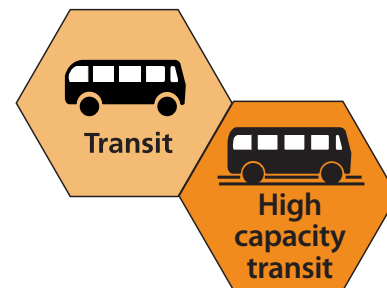
It is understood that many Southwest Corridor communities have transportation needs outside the boundaries of this plan, and will likely consider significant investments in other corridors during the time frame covered by the Southwest Corridor Plan. The Southwest Corridor Shared Investment Strategy 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.

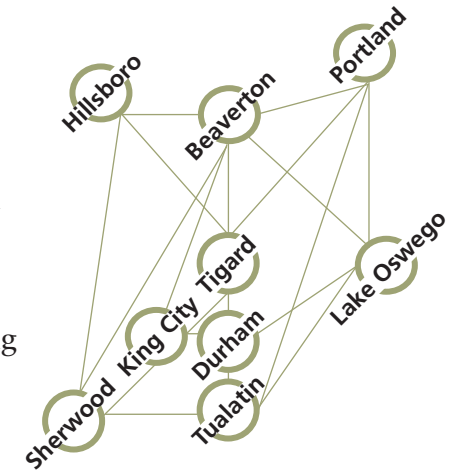


Local service/Southwest Corridor service enhancement

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.

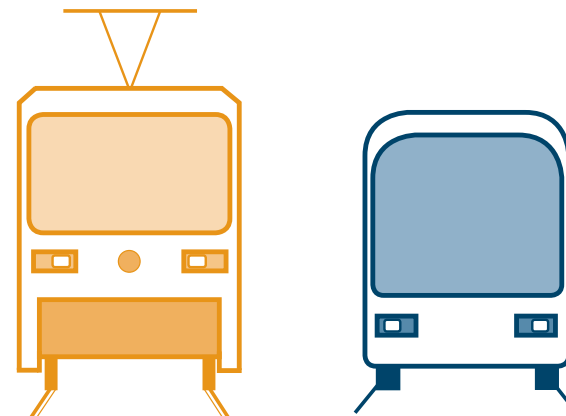
This recommendation directs TriMet to implement Southwest Service Enhancement Plan to provide the following:

- 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	- 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	<i>Refinement</i> - Alignments - 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	<i>Draft Environmental Impact Statement</i> - 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.

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.

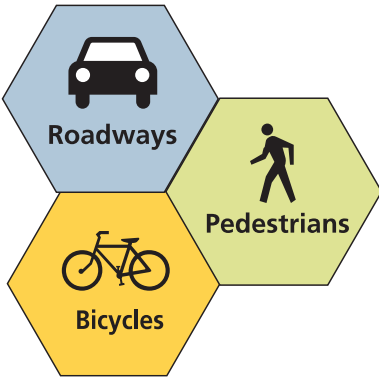
2. Narrowed list of projects that have been identified as highly supportive of the Southwest Corridor Land Use Vision

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.

DISCUSSION DRAFT, June 3, 2013



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 (reconstuct/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					
	Who implements		When	Funding for work	Notes	Target date for next steps (if applicable)
	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

The project table summarizes the roadway and active transportation projects recommended by staff. Projects were recommended based on either:

- Critical for safe access to high capacity transit
- Highly supportive of the land use vision in essential or priority places

The specific criteria that were considered for each category were:

Safe access to high capacity transit

Critical

- Does it create or improve ped access on a connection HCT will use?
- Does it help people safely access a station by walking or bicycling within 1/4 mile or a trail within 1 mile?

High

- Does it help people safely access a station by walking or bicycling within 1/4 - 1/2 mile or a trail within 2 miles?

Medium

- Does it help people safely access a station by walking or bicycling within 1/2 - 1 mile or a trail within 3 miles?
- Does it improve local transit service accessing the HCT?
- Does it improve road connections to an end-of-line park and ride?

Low

- None of the above, or covered by another project

Land use goals in essential/priority places

- Is the project in an essential/priority place?
- Is the project supportive of the local land use vision for the place?
- Does the project support land use by providing safe crossings or pedestrian/bicycle connections (active transportation)?

DRAFT STAFF RECOMMENDATION

Southwest Corridor: Roadway and Active Transportation Projects - 6/3/13



Location/ Ownership	#	Project Title	Project Description	Highly supportive of		Cost	HCT	all other	Highly supportive of land use goals, esentl/prty places
Portland ODOT	1044	South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)	Adds a new ramp connection between I-405 and the Ross Island Bridge from Kelly Avenue. Restore at-grade intersections along Naito Parkway, with new signalized intersections at Ross Island Bridge access and at Hooker Street. Removes several existing roadways and ramp connections.	\$\$\$\$	5				
Tigard	1077	Ash Avenue railroad crossing (new roadway)	Extend Ash Avenue across the railroad tracks from Burnham to Commercial Street.	\$					
Tigard	1078	Atlanta Street Extension (new roadway)	Extend Atlanta Street west to Dartmouth Street	\$					
Tigard WashCo.	1098	Hall Boulevard Widening, Bonita Road to Durham	Widen to 3 lanes; build sidewalks and bike lanes; safety improvements (construct 3 lanes with development, preserve ROW for 5 lanes)	\$	4				
Tigard WashCo.	1100	Hall/Hunziker/Scoffins Intersection Realignment	Realign offset intersection to cross intersection to alleviate congestion and safety issues	\$					
Tigard WashCo.	1107	Hwy. 217 Over-crossing - Hunziker Hampton Connection	Build new connection of Hunziker Road to 72nd Avenue at Hampton St., requires over-crossing over Hwy 217, removes or revises existing 72nd Avenue/Hunziker intersection/connection.	\$\$\$\$					Not E/P place
Tualatin WashCo.	1134	Boones Ferry Road (reconstruct/widen from Martinazzi to Lower Boones Ferry) bridge.	Reconstruction/widen to 5 lanes from Martinazzi to Lower Boones Ferry Road, including bridge.	\$\$\$	1				
Portland	2004	26th Ave, SW (Spring Garden - Taylor's Ferry): Pedestrian Improvements	Construct a walkway for pedestrian travel and access to transit and install street lighting	¢					
Portland ODOT	2011	Connections to Transit/Transit Improvements: Barbur & Taylor's Ferry	New steps/ramp connecting SW Taylor's Ferry frontage road to Barbur across from transit center at existing signalized crossing.	¢					
Portland	2018	Huber Street Sidewalk Project 37th Ave. - 43rd Ave./I-5 On-Ramp	Construct new concrete sidewalks , curbs, and curb ramps on south side of SW Huber Street from 37th Ave. to 43rd Ave.	¢					
Portland ODOT	2027	Pedestrian Overpass near Markham School	Construct pedestrian path and bridge over Barbur Blvd. and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School.	\$					
Portland	2041	SW 19th Ave sidewalks: Barbur - Spring Garden	Construct new sidewalks where none exist (DA)	¢					
Tigard	2045	72nd Avenue sidewalks: 99W to Bonita	Complete gaps in sidewalk on both sides of street from Highway 99W to Bonita Road	\$	3				
Tigard	2046	72nd Avenue sidewalks: Upper Boones Ferry to Durham	Install sidewalk on both sides of street from Upper Boones Ferry Road to Durham Road	\$	1				
Tigard	2054	Commercial Street sidewalks: Main to Lincoln	Install sidewalks on both sides of the street from Main Street to Lincoln Street	¢					
Tigard	2057	Hall Boulevard sidewalks: Hunziker to city limits	Complete gaps in sidewalk on alternating sides of street from Hunziker Street to the South City Limits.	\$	4				
Tigard	2058	Hunziker Street Sidewalks: 72nd to Hall	Install sidewalk on both sides of the street from 72nd Avenue to Hall Boulevard	\$					
Tigard ODOT	2066	Tigard Town Center (Downtown) Pedestrian Improvements	Improve sidewalks, lighting, crossings, bus shelters and benches throughout the downtown including: Highway 99W, Hall Blvd, Main Street, Hunziker, Walnut and neighborhood streets.	\$					
Tigard ODOT	2076	Tigard Transit Center 99W sidewalk infill.	Build sidewalks that are at least 10 ft. wide along SW Pacific Hwy (99W), where there are none, and widen existing sidewalk corridors all along 99W, so there is landscaped buffer between pedestrians and the motor vehicles.	¢					
Tigard ODOT	2077	Tigard Transit Center crossing improvements.	Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersections of 99W and SW Greenburg Rd., 99W & SW Hall Blvd., and 99W & SW Dartmouth St.	\$					
Tigard	2078	Tigard Transit Center Park & Ride pedestrian path.	Provide a designated pedestrian path through the transit center park and ride lot, connecting to SW Main St.	¢					

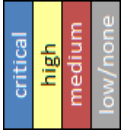
Footnotes:

1 - HCT to Tualatin only; 2 - HCT to Sherwood only; 3 - 72nd HCT alignment only; 4 - Hall HCT alignment only; 5 - Naito HCT alignment only; 6 - Barbur/53rd station only

Estimated Cost Magnitudes: ¢ - up to \$500,000; \$ - up to \$5 Million; \$\$\$ - up to \$10 Million; \$\$\$\$ - up to \$20 Million; \$\$\$\$\$ - More than \$20 Million

DRAFT STAFF RECOMMENDATION

Southwest Corridor: Roadway and Active Transportation Projects - 6/3/13



Location/ Ownership	#	Project Title	Project Description	Cost	Highly supportive of	
					HCT	land use goals, esent/prty places
Tigard	2079	Tigard Transit Center pedestrian path	Formalize the informal path running from Center Street Connection from SW Commercial St. to SW Hall Blvd., by paving it, making it ADA accessible, providing lighting, and wayfinding signage.	€		
Tigard	2080	Tigard Transit Center sidewalk infill.	Build sidewalks, where there are none, along SW Scoffins St. & SW Ash St. These streets are near the Tigard Transit Center and provide access to it. Ensure there is a landscaped buffer between pedestrians and motor vehicles.	€		
Tigard	2090	Hall Blvd sidewalks: Locust to Hunziker	Locust St to Durham Rd- pedestrian infill (Note: to be consistent with SW project list this should be Locust to Hunziker)	\$	4	all other
Portland	2999	Pedestrian connection from Barbur to Terwilliger at Gibbs	Construct a new pedestrian walkway under the tram within the Gibbs right-of-way through the Terwilliger Parkway. The steep grade and forested area will require lighting and stairs.	\$		
Portland	3017	Capitol Hill Rd bikeway -from SW Barbur Blvd to SW Bertha Blvd.	Multiple bicycle facility types: bicycle boulevard or enhanced shared roadway (Barbur - Troy; 21st - Custer); bicycle boulevard or advisory bike lane (Troy - 21st); enhanced shared roadway (Custer - Bertha)	€		
Portland	3028	Inner Hamilton bikeway -from SW Terwilliger Blvd to SW Corbett Ave.	Enhanced shared roadway. Includes connection to Terwilliger on SW Hamilton Terrace	€		
Portland	3033	Inner Troy bikeway -from SW Capitol Hwy to SW Capitol Hill Rd.	Bike boulevard from SW Capitol Hwy to SW Capitol Hill Rd	€		
Portland	3038	Lower SW 1st bikeway -from SW Barbur Blvd to SW Arthur St.	Multiple bicycle facility types: separated in-roadway (Corbett: Gibbs - Grover); bicycle boulevard (all other segments). Includes connection to SW Kelly Ave on SW Grover St and SW Corbett Ave	€		
Portland ODOT	3044	Middle Barbur bikeway -from SW 23rd Ave to SW Capitol Hwy-Barbur Blvd Ramp.	Separated bicycle route in-roadway. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	\$		
Portland	3069	Spring Garden, SW (Taylors Ferry - Capitol Hwy): Bikeway	Provide bike lanes on existing street	\$		
Portland	3093	Terwilliger bikeway gaps	Separated bicycle route in-roadway. Eliminate key gaps in the Terwilliger Blvd bikeway	€		
Portland	3101	Vermont-Chestnut bikeway -from SW Capitol Hwy to SW Terwilliger Blvd.	Bicycle boulevard	€		
Tigard Tualatin	3117	72nd Avenue bikeway: 99W to city limits	Install bike facilities on both sides of the street from Highway 99W to South City Limits	\$	3	all other
Tigard Lake Oswego	3121	Bonita Road bike lanes: 72nd to I-5	Install bike lanes in eastbound direction from 72nd Avenue to I-5 Bridge	€	1	
Tigard ODOT	3128	Pacific Hwy-99W Bike Lanes in Tigard	Fill in gaps in bike lanes along Pacific Hwy-99W within the Tigard city limits. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	€		
Tigard	3129	Tigard Transit Center Bicycle Hub	Provide bicycle hub at Tigard Transit Center	€		
Portland ODOT	4002	Barbur Blvd, SW (3rd - Terwilliger): Multi-modal improvements	Construct improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes, sidewalks, and crossing improvements.	\$\$		
Portland ODOT	5005	Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements	Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, and bike lanes (Terwilliger - SW 64th or Portland City Limits).	\$\$\$\$		
Portland	5009	Capitol Hwy Improvements (replace roadway and add sidewalks)	Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road per the Capitol Highway Plan. Replace Existing Roadway and add sidewalks, bike lanes and green stormwater features.	\$\$\$		
Tigard	5024	68th Avenue (widen to 3 lanes)	Widen to 3 lanes or for transitway including sidewalks and bike lanes between Dartmouth/I-5 Ramps and south end	\$\$\$		
Tigard WashCo. ODOT	5035	Hall Boulevard Widening, Highway 99W to Fanno Creek	Widen to 3 lanes plus on-street parking (or potential 5 lanes); build sidewalks and bike lanes; safety improvements	\$	4	all other
Tigard WashCo.	5036	Hall Boulevard Widening, McDonald Street to Fanno Creek including creek bridge	Widen to 3 lanes; preserve ROW for 5 lanes; build sidewalks and bike lanes; safety improvements	\$\$\$	4	all other
Portland	5057	SW 53rd and Pomona (improves safety of ped/bike users)	Reconfigure and improve intersection to manage traffic turning speeds, and improve safety of ped/bike users between Barbur and Pomona.		6	all other
Portland	5059	SW Portland/ Crossroads Multimodal Project (roadway realignments and modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp)	Implement Barbur Concept Plan walk audit recommendations in the SW Portland TC, including modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp to support safer and more efficient operation for all modes. Project specifics include intersection types and roadway realignments to be refined.	\$\$\$\$		
Lake Oswego	6001	Bonita Rd. sidewalks and bike lanes - Carman Dr. to Bangy Rd.	Sidewalks and bike lanes; supplement to Tigard project #3121 which continues to 72nd.	€	1	
Portland	6003	Multnomah viaduct bicycle and pedestrian facilities	Construct new bicycle and pedestrian facilities at/parallel to Multnomah St. viaduct	\$		
Portland	6013	Barbur/PCC ped/bike Connection	Neighborhood greenway connection between Barbur and PCC via SW 53rd.	€	6	all other
Portland	6021	Hood Avenue Pedestrian Improvements (Lane to Macadam)	Install sidewalk with barrier along east side and pedestrian crossing at Lane Street.	\$		
Portland ODOT	6022	I-405 Bike/Ped Crossing Improvements	Improve opportunities for bicycles and pedestrians to cross over/under I-405 on Harbor Drive, Naito Parkway, 1st, 4th, 5th, 6th and Broadway.	\$		
Portland	6026	Pomona St: Bicycle and Ped improvements (35th to Barbur)	provide bike lanes and sidewalks	\$		
Portland	6034	Taylors Ferry, SW (Capitol Hwy - City Limits): Bicycle & Pedestrian Improvements	SW Taylors Ferry Rd: Provide bicycle lanes, including shoulder widening and drainage, and construct sidewalks for access to transit.	\$		

Footnotes:

1 - HCT to Tualatin only; 2 - HCT to Sherwood only; 3 - 72nd HCT alignment only; 4 - Hall HCT alignment only; 5 - Naito HCT alignment only; 6 - Barbur/53rd station only

Estimated Cost Magnitudes: € - up to \$500,000; \$ - up to \$5 Million; \$\$ - up to \$10 Million; \$\$\$ - up to \$20 Million; \$\$\$\$ - More than \$20 Million

DRAFT STAFF RECOMMENDATION

Southwest Corridor: Roadway and Active Transportation Projects - 6/3/13



Highly supportive of land use goals, esntl/prty places

Highly supportive of HCT

Project Description

Location/
Ownership # Project Title

Cost

Durham	6049	Boones Ferry Sidewalks	Improve sidewalks and bicycle lane at Boones Ferry to Lower Boones Ferry	¢	1	
Portland	9005	Red Electric Trail: Fanno Creek Trail to Willamette Park	Provide east-west route for pedestrians and cyclists in SW Portland that connects and extends the existing Fanno Creek Greenway Trail to Willamette Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$\$\$		
		Slavin Road to Red Electric Trail: Barbur to Corbett	Build Multi use trail on Slavin Road from Barbur to Corbett. The Red Electric Trail is listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$		
Tigard	9014	Fanno Creek Trail - Tualatin River to Tigard St.	Complete gaps along the Fanno Creek multiuse path from the Tualatin River to Tigard Library and from Pacific Hwy-99W to Tigard Street. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$		
Tigard Tualatin	9023	Tualatin River Pathway	Develop a continuous multi-use pathway along the Tualatin River from Boones Ferry Road under I-5 to the Tualatin River Greenway and Browns Ferry Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$\$	1	
Portland Tigard	9053	Ped/Bike Connection between Tigard Triangle and PCC-Sylvania	Provide pedestrian/bicycle connection between the Tigard Triangle area and PCC-Sylvania	\$		
Tualatin	9057	Nyberg Creek Greenway	Connecting east and west of I5 then north and south to Hwy 99 to I5 bikeway (south) and Tualatin River Greenway (north)	\$	1	
Tualatin ODOT	9066	North/South I-5 Parallel Path in Tualatin	Ped/bike pathway	\$\$	1	

Portland ODOT	1019	Barbur Lane Diet - Capitol to Hamilton (reduce northbound lanes from three to two with multi-modal improvements)	Reduce number of northbound lanes from three to two from Capitol Hwy (north) to 1/4 mile south of Hamilton to reduce speeds and improve safety, improve ped/bike crossing safety and add protected bike lanes	¢		
Sherwood	1062	Arrow Street (Herman Road) - Build 3 lanes with sidewalks and bike lanes	Construct new road to collector standards. Build new 3 lane roadway with stream crossing and with bike lanes and sidewalks from Langer Farms Parkway Phase 2 to Gerda Lane/Galbreath Drive.	\$\$		
Sherwood	1068	Town Center Signal & Intersection Improvements (Downtown Sherwood)	Improve 3-leg intersection at Edy & Borchers; remove traffic signal at Baler; on Sherwood Blvd. remove traffic signal at Langer and disallow left turns from Langer to Sherwood, and add traffic signal at Century Dr.	\$	2	all other
Tigard ODOT	1129	Highway 99W access management in Tigard	Implement access management strategies and median projects, including additional pedestrian crossing locations, in Hwy 99W Plan.	\$\$		
Sherwood WashCo.	1154	Tualatin-Sherwood Rd. (Langer Parkway to Teton Ave.) - Widening to 5 lanes with ped./bike	Widen from 3 to 5 lanes with bike lanes and sidewalks from Langer Parkway to Teton Ave.	\$\$\$\$	all other	2
King City ODOT	2001	King City Town Center Pedestrian Improvements	Improve sidewalks, lighting, bus shelters and benches, and pedestrian crossings for Highway 99W.	\$		
Tigard King City ODOT	2070	99W pedestrian improvements to serve King City transit stops	Provide pedestrian access and crossing opportunities at transit stops on 99W in the vicinity of Royalty Parkway and Durham Rd in King City.	¢		
Lake Oswego	5004	Boones Ferry Road Boulevard improvements (turn lanes with bike/ped. - Madrona to Kruse Way)	Widen to include bike lanes, sidewalks, and turn lanes. This project is Phase 2, Oakridge/Reese to Kruse Way. Phase 1 (\$23 Million) is in Low Build.	\$\$		
Portland ODOT	5006	Barbur Lane Diet: Terwilliger to Capitol	Reduce number of northbound travel lanes on Barbur from Terwilliger to Capitol Highway (north) from two to one to reduce speed and improve safety. Adds bike lanes over Newberry and Vermont bridges.	¢		
Portland ODOT	5013	Naito/South Portland Improvements (left turn pockets with bike/ped and remove tunnel, ramps and viaduct)	Reconstruct Naito Pkwy as two-lane road w/bike lanes, sidewalks, left turn pockets, & on-street parking. Remove grade separation along Naito at Barbur Blvd. (tunnel), the Ross Island Bridge, Arthur/Kelly (viaduct), and the Grover pedestrian bridge.	\$\$\$\$	5	all other
Sherwood Tigard WashCo. ODOT	5020	Oregon-Tonquin Intersection & Street Improvements	Intersection improvements (consider roundabout) on Oregon at Tonquin Road; sidewalks and bike access through the intersection.	\$		
Tualatin WashCo.	5047	Hall Boulevard Widening, Oleson to 99W	Widen to 3 lanes; build sidewalks and bike lanes; safety improvements	\$		
Tualatin	5048	Cipole Rd. (widen to 3 lanes with ped./bike)	Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road with sidewalks and bike lanes.	\$\$\$	2	all other
Tualatin	5049	Herman (multi-modal improvements, Teton to Tualatin Rd.)	Improve to urban standard from Teton to Tualatin.	\$		
Tualatin	5049	Herman (multi-modal improvements, Cipole to 124th)	Reconstruction from Cipole to 124th with sidewalks and bike lanes	\$		
Lake Oswego	6002	Carman Dr. sidewalks and bike lanes	Add bike lanes and pedestrian pathway	\$		
Portland ODOT	6004	Newbury viaduct bicycle and pedestrian facilities	Construct new bicycle and pedestrian facilities at/parallel to Newbury St. viaduct	\$		
Portland ODOT	6005	Vermont viaduct bicycle and pedestrian facilities	Construct new bicycle and pedestrian facilities at/parallel to Vermont St. viaduct	\$\$		
Sherwood ODOT	6042	99W - Sherwood TC Bicycle/Ped. Bridges	Ped/bike under/overcrossings of 99W at Sunset, Meinecke, Edy. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	\$\$\$	2	all other
Sherwood	9029	Westside Trail segments	Trail opportunities within easements of BPA and PGE for connectivity. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$	2	all other
Tualatin	9061	Westside Trail - Tualatin River Bridge	New bike/ped bridge over the Tualatin River. Could be a joint effort with the Willamette River Water consortium. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	\$\$		

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Southwest Corridor Plan

Sorting and Prioritizing “Green Infrastructure” Projects

May 29, 2013, Janet Bebb and Heather Nelson Kent

As we moved from compiling lists of projects, through screening to evaluation and putting together implementation plans, a methodology was developed to prioritize the “green infrastructure” projects. In the Southwest Corridor Plan “green infrastructure” projects include parks, trails, natural areas, stormwater facilities, green streets and natural resource enhancements like wildlife corridors and improved culverts for fish passage. Over the past year, a project list was developed with the following steps:

- The projects identified in park system plans and CIP plans were listed and mapped in each jurisdiction. This inventory includes approximately 450 projects and is comprehensive.
- Land use plans were reviewed in each jurisdiction and green projects that will contribute to the success of these plans were added to the list.
- The green technical team comprised of staff from each jurisdiction, reviewed the list and identified projects that were more than 15 years away. These were designated as future projects and not carried forward.

“Modeling” the benefits of green projects is not practical and providing quantitative evaluation of either individual or groups of projects based on scoring criteria would require far more time and resources than the value of those results. In an effort to improve the chances for effective integration of these projects with other investments in the corridor, the Project Leadership Team (PTL) approved a methodology for refinement of the list that draws on three key assumptions:

- Land use objectives and transportation investments may benefit from complementary green infrastructure projects.
- Natural resource projects have a logic based on natural systems that is distinct from livability or economic development. There may also be a regulatory framework or regulatory requirements to meet related to these resources.
- The cities and jurisdictions that comprise the corridor have the best knowledge of their top priority projects.

The “green” project list has been refined to include parks, trails and natural resource-related projects that are:

1. *Within a ¼ mile of transit alignments alternatives;*
2. *Adjacent to and/or within the key places identified in the land use vision (LUV) for the corridor, (for example Tigard downtown);*
3. *Identified as top priorities by local jurisdictions;*

4. *Water resources projects from 1 and 2, as well as projects that are upstream and downstream from those project locations;*
5. *All regional trail projects from 1 and 2 as well as projects that provide local trail connections to those areas within ½ mile of transit alternatives and/or key places.*

This revised list will continue to be reviewed by local government and other agency staff to confirm that project information is correct and that the screening criteria have been applied correctly.

Funding for parks, trails and natural resource enhancements will require collaboration and initiative

Most of the green infrastructure projects will require creative funding solutions. Strategies include grant writing (state, regional, federal and foundation) and project prioritization within existing funding sources (Park SDC’s, SWM funds, etc.). In some communities, voters have been asked to invest in more parks, trails and natural areas. Tigard, THPRD and Metro have all successfully secured voter-approval in the past to support capital investments in these kinds of projects.

As the transit alignments are further refined, the next step in sorting and prioritizing “green” projects in the Southwest Corridor is for partners to examine the likely funding sources and agree to 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.

Finally, it is important to note that the “green” project list compiled for the Southwest Corridor 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 more information is gathered on exactly which land use, transportation and transit projects will be pursued, partners can seek to understand what nearby or adjacent “green” projects are relevant to the type of impacts that may be present. A priority should be placed on finding those projects that offer multiple benefits and foster a higher return on investment for the public’s resources, regardless of the source of those funds.

1. Funding Amount: Scale of funding for associated projects
HIGH - 5 million and up
MEDIUM - 1/2 million to 5 million
LOW - Under 1/2 million

2. Funding Timing: SHORT TERM: 0-5 years, MID TERM: 5-15 years or LONG TERM: Beyond 15 years

3. Identified Needs:
SERVICE NEED: 10-minute walk of a park, trail, or natural area
DEVELOPMENT COMPLEMENT: Parks, trails, and natural resource investments can support higher density housing and provide links to transit and neighborhood services.
LAND ACQUISITION: Assemble and Acquire large parcels - Parks greater than 5 acres are desirable.
CONNECTIVITY: access to nature both along the trails and by connecting parks and natural areas
WATER QUALITY AND QUANTITY
STREAMS AND RIPARIAN HEALTH
WILDLIFE HABITAT
WILDLIFE CROSSING
LOW IMPACT DEVELOPMENT: LID(A)s
URBAN FOREST Canopy – Trees

4. Project Size
S- SMALL is under an acre.
M - MEDIUM is 1 acre to 5 acres.
L - LARGE is more than 5 acres

Note 1: Projects highlighted in blue are representative of a policy for use in the SW Corridor.

Note 2: Project highlighted with yes responses for Screening Question - Supports Local Land Use Goals received support from Project Partners as complementing land use plans. Generally, these are all low impact, resource preserving projects.

Note 3: Projects are generally deemed as having no impacts because they are low impact, resource preserving projects.

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
CITY OF PORTLAND							
PDX-1	Willamette Greenway trail gaps	The goal is to protect fish and wildlife habitat, water quality, scenic resources and improve public access to the river along the greenway from Wilsonville to the Multnomah Channel.	Yes; Limited Metro Bond Funds	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
PDX - 2	Acquire 56 Acres: Fanno Creek Watershed	Fanno Creek is one of the acquisition targets for Natural Areas in the <i>Park System Development Charge Acquisition & Development Plan</i> for the SW Corridor.	Yes; Limited Metro Bond Funds	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX - 3	Acquire 56 Acres: Westside Wildlife Corridor	A westside wildlife corridor is one of the acquisition targets for Natural Areas in the <i>Park System Development Charge Acquisition & Development Plan</i> for the SW Corridor.	Yes; Limited Metro Bond Funds	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX - 4	Acquire 84 Acres: Tryon Creek Watershed	Land in the Tryon Creek watershed is one of the acquisition targets for Natural Areas in the <i>Park System Development Charge Acquisition & Development Plan</i> for the SW Corridor.	Limit Metro Bond Funds	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX - 5	Red Electric Trail	Implement the 2007 Red Electric Trail Planning Study (Fanno Creek Trail through PDX) by developing a bike/ped crossing at Barbur Blvd to the old SW Slavin Rd. R.O.W.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
PDX- 6	Red Electric Trail	Implement the 2007 Red Electric Trail Planning Study (Fanno Creek Trail through PDX) by developing a bike friendly connection from Park Hill Dr. to the Willamette Greenway.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
PDX -7	Red Electric Trail	Implement the 2007 Red Electric Trail Planning Study (Fanno Creek Trail through PDX) by developing SW Shattuck to SW Cameron section of RE Trail (project is funded for SW 30th to SW Vermont).	Yes	SHORT TERM: 0-5 years; 2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX - 8	Red Electric Trail	Implementation of the 2007 Red Electric Trail Planning Study (Fanno Creek Trail through PDX) • Acquire & Develop: Washington County Line to SW Shattuck section of RE Trail	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-9	Hillsdale to Lake Oswego Trail	Develop a sustainable trail (soft surface) between Tryon Creek State Natural Area and Marshall Park, and contribute to funded BES culvert replacement project at Boones Ferry Road, Arnold and Tryon Creeks. Make -up short fall to provide for pedestrian passage.	Yes; Partially funded	SHORT TERM: 0-5 years; 2014	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX-10	South Waterfront Greenway Phase I	Create a new high-density urban community while supporting the habitats along the Willamette River. Phase 1 is partially funded for Riverward improvements - additional funding needed to finish project.	Yes; Partially funded	SHORT TERM: 0-5 years; 2012-2013	HIGH - 5 million and up	SHORT TERM: 0-5 years	
PDX-11	City Greenways	Develop city connections, greenways and corridors. A system of habitat connections, neighborhood greenways and civic corridors will weave nature into the city and sustain healthy, resilient neighborhoods, watersheds and Portlanders.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
PDX-12	Dickinson Park	Implement master plan vision for this underdeveloped PP&R property.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-13	Hillsdale Park	Implement master plan vision for this underdeveloped PP&R property.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-14	Spring Garden Park	Implement master plan vision for this underdeveloped PP&R property.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-15	Heritage Tree Park	Focus on undeveloped PP&R properties in need of Master Plans and development.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-16	SW Dickinson & 62nd	Focus on undeveloped PP&R properties in need of Master Plans and development.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-17	SW Talbot Property	Focus on undeveloped PP&R properties in need of Master Plans and development.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-18	Sylvania Park	Focus on undeveloped PP&R properties in need of Master Plans and development.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-19	Acquire & Develop 4 acres: So. Waterfront	Implement parks targets for acquisition and development in the Park System Development Charge Acquisition & Development Plan (park deficient areas) for the SW Corridor.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
PDX-20	Acquire & Develop 4 acres: Hillsdale	Implement parks targets for acquisition and development in the Park System Development Charge Acquisition & Development Plan (park deficient areas) for the SW Corridor.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-21	Acquire & Develop 2 acres: John's Landing:	Implement parks targets for acquisition and development in the Park System Development Charge Acquisition & Development Plan (park deficient areas) for the SW Corridor.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-22	Acquire & Develop 10 acres: Southwest– largest gap in service	Implement parks targets for acquisition and development in the Park System Development Charge Acquisition & Development Plan (park deficient areas) for the SW Corridor.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-23	Watershed Health	Implement Watershed Health Strategy to Reduce impervious surfaces and/or retrofit impervious surfaces to reduce impacts.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	Policy	
PDX-24	Watershed Health	Implement Watershed Health Strategy to manage all stormwater runoff from new development and redevelopment in accordance with the requirements of the Stormwater Management	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-25	Watershed Health	Watershed Health Strategy - Assess, repair and/or replace existing stormwater outfalls along Barbur Boulevard as needed. In particular, outfall repairs and/or replacements should be designed so as not to cause erosion and degradation of receiving streams.	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-26	Watershed Health	Watershed Health Strategy - Restore stream functions and stability in planning areas when possible.	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-27	Watershed Health	Watershed Health Strategy - Restore habitat connectivity through revegetation, land acquisition, stream daylighting, and other methods when possible.	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-28	Watershed Health	Watershed Health Strategy - Increase canopy and other vegetative cover and improve the quality and composition of vegetation including street trees.	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-29	Watershed Health	Watershed Health Strategy - Protect sites and features with high watershed value. This could include acquisition, easements, or other methods	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-30	Tri-Met Park and Ride Stormwater Retrofit	Design is underway for this project that will treat stormwater runoff on 243,000 square feet of Tri Met property at the Barbur Boulevard Transit Center. Swales will filter stormwater runoff from parking lots, bus shelters and bus lanes.	Yes	SHORT TERM: 0-5 years; 2012-2013 and 2013-2014	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX-31	S. Ash Creek Stream Enhancement	Design is underway for this stream and sewer protection project in the Ash Creek natural area in the Tryon Creek watershed. The project will stabilize the channel, protect the sewer pipe where it crosses the stream, and improve water quality.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	1
PDX-32	Raindrop Walk Green Street	Environmental Services Worked with the community to develop a management plan for the Fanno Creek and Tryon Creek watersheds. The plan recommended project sites to improve water quality, address public interests, enhance fish and wildlife habitat, improve infrastructure, and restore watershed functions. The Multnomah Village Raindrop Walk green street is a showcase for green street improvements.	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	1
PDX-33	Reach 1 Hwy 43 to Iron Mountain	Fanno/Tryon Water Quality Facilities, Infrastructure protection and stream enhancement	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	1
PDX-34	Reach 6 Boones Ferry to Marshall Park	Fanno/Tryon Water Quality Facilities, Infrastructure protection and stream enhancement	Yes	SHORT TERM: 0-5 years; 2012-	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
PDX-35	Boones Ferry Culvert Retrofit	Salmon can reach the existing culvert under Boones Ferry Road but cannot get over the obstruction there. BES has put the culvert replacement project into its Capital Improvement Plan for design.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
PDX-36	Fanno SW 45th Avenue Culvert Replacement CIP #86	Replace culvert as part of larger project to upsize area pipe segments, and install stormwater controls to relieve street flooding and basement sewer backups.	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
PDX-37	Tryon I-5 at SW 26th WQ Facility CIP #8679	Part of a group of projects to implement the recommendations of the Fanno/Tryon Watershed Plan and the objectives of the TMDL. Projects include acquisition of land to protect watershed functions; construction of stormwater facilities to treat runoff from impervious surfaces including right-of-ways and major commercial concentrations, retrofit/replacement of culverts to increase capacity and provide fish passage; rehabilitation/replacement of degraded stormwater outfalls, stabilization of eroding stream banks, and daylighting of stream segments currently encased in pipe.	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
PDX-38	Jackson MS Storm Daylighting & SW Retro CIP #8680	Stream daylighting and stormwater management	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
PDX-39	Tryon Spring Garden Stream Daylighting CIP #8681	Stream daylighting and stormwater management	Yes	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	1
PDX-40	Stormwater Outfall Maintenance CIP #8677	Stormwater outfall maintenance and repair	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
PDX-41	Fanno/Tryon Water Quality Facilities CIP #8687	Stormwater management	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-42	Multnomah Arts Center West Parking Lot	Design began in spring 2010 for stormwater management facilities to detain and treat runoff from 50,000 square feet of impervious area at the Multnomah Arts Center in the Tryon Creek watershed.	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
PDX-43	Beaverton Hillsdale Highway Drainage Improvement	Stormwater management	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
PDX-44	Portland Community College's forested area adjacent to Ash Creek Natural Area	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-45	Western end of the Arnold/Tryon Creek corridor	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX-46	The narrow treed area between Ash Creek Natural Area and Woods Memorial Natural Area	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX-47	Corridors between Woods Memorial Natural Area to Gabriel and April Hill Parks	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	Yes	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-48	Corridor from Riverview Cemetery through any of three potential routes to (a) George Himes Park, (b) Terwilliger natural areas, (c) Marquam Nature Park, Council Crest and eventually Forest Park	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.					
PDX-49	Park Site behind Fred Meyer	Preliminary concept idea for implementing neighborhood park for proposed increased density at focus areas on Barbur Boulevard	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-50	Park Site behind Safeway	Preliminary concept idea for implementing neighborhood park for proposed increased density at focus areas on Barbur Boulevard	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-51	SW 53rd Neighborhood Greenway	Provide safe pedestrian/bike facilities for connectivity	No	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX-52	Sidewalks, Street Trees, and Green Streets in SW Corridor	Improving active transportation links, new sidewalks, greenways for better access and connectivity	No	Ongoing	LOW - Under 1/2 million	Ongoing	
PDX-53	Remove Fish Barrier	Remove unnamed culvert ODFW ID #7 on Ball Creek. Unknown passage status. Barrier subtype is 'full box.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-54	Remove Fish Barrier	Remove unnamed culvert ODFW ID #15. Unknown passage status. Barrier subtype is 'round.' Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Culvert is not on straight-line chart. Lower 25' backflows, possible velocity barrier.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-55	Remove Fish Barrier	Remove unnamed culvert ODFW ID #24 on Arnold Creek. Passage status is blocked. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert, located at SW Lancaster Rd. It is 1.3M concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-56	Remove Fish Barrier	Remove unnamed culvert ODFW ID #26 on South Fork Ash Creek. Barrier subtype is unknown. Passable passage status. Professional judgment was used to evaluate this culvert, located as SW 55th.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-57	Remove Fish Barrier	Remove unnamed culvert ODFW ID #27 on South Fork Ash Creek. Barrier subtype is unknown. Professional judgment was used to evaluate this culvert.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-58	Remove Fish Barrier	Remove unnamed structure ODFW ID #29 on South Fork Ash Creek. Barrier type is an exposed sewer pipe. Partially blocked passage status. Professional judgment was used to evaluate this structure.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-59	Remove Fish Barrier	Remove unnamed structure ODFW ID #31 on South Fork Ash Creek. Passable passage status. Professional judgment was used to evaluate the structure. Comment says, "house on top of creek SW Lauradel."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-60	Remove Fish Barrier	Remove unnamed culvert ODFW ID #33 on South Fork Ash Creek. Partially blocked passage status. Professional judgment was used to evaluate this culvert at SW 62nd, at a housing development.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-61	Remove Fish Barrier	Remove unnamed culvert ODFW ID #34 on South Fork Ash Creek. Passable passage status. Professional judgment was used to evaluate the culvert, near a walking path.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-62	Remove Fish Barrier	Remove unnamed culvert ODFW ID #46 on Tryon Creek. Partially blocked passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate the culvert at SW Maple Crest Dr. It is 1.7m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-63	Remove Fish Barrier	Remove unnamed culvert ODFW ID #48 on Tryon Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW 18th Pl. It is 1.7m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-64	Remove Fish Barrier	Remove unnamed culvert ODFW ID #49 on Woods Creek. Blocked passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW Taylors Ferry Rd. It is 0.8m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-65	Remove Fish Barrier	Remove unnamed culvert ODFW ID #50 on Tryon Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-66	Remove Fish Barrier	Remove unnamed culvert ODFW ID #51 on Tryon Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-67	Remove Fish Barrier	Remove unnamed culvert ODFW ID #54 on Ash Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW 55th. It is 0.8m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-68	Remove Fish Barrier	Remove unnamed culvert ODFW ID #58 on Ash Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW Lancaster. It is 0.7m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-69	Remove Fish Barrier	Remove unnamed culvert ODFW ID #59 on Falling Creek. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-70	Remove Fish Barrier	Remove unnamed culvert ODFW ID #60 on Falling Creek. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-71	Remove Fish Barrier	Remove unnamed structure ODFW ID #62 on Ash Creek. Partially blocked passage status. Barrier type is an exposed sewer pipe. Professional judgment was used to evaluate this structure. Comment says, "step ht=0.45m exposed sewer pipe crossing."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-72	Remove Fish Barrier	Remove unnamed culvert ODFW ID #63 on Woods Creek. Blocked passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW 45th. It is 0.9m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-73	Remove Fish Barrier	Remove unnamed culvert ODFW ID #64. Unknown passage status. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-74	Remove Fish Barrier	Remove unnamed culvert ODFW ID #65 on Ash Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW Orchid Dr. It is 1.2m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-75	Remove Fish Barrier	Remove unnamed culvert ODFW ID #66 on Ash Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW Dolph. It is 1.0m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-76	Remove Fish Barrier	Remove unnamed culvert ODFW ID #67 on Wood Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert SW Garden Home Rd. It is 1.0m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-77	Remove Fish Barrier	Remove unnamed culvert ODFW ID #68 on Vermont Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert. Comments include, "end of survey, or. Never surface 0.65m concrete no drop."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-78	Remove Fish Barrier	Remove unnamed culvert ODFW ID #69. Barrier subtype is 'round.' Owner is ODOT. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Comments include, "not on straight-line chart. 0.4 miles north of Sellwood Br. 4' falls above culvert. City culvert below appears to be velocity barrier."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-79	Custer Park Pollution Reduction Facility	Custer Park pollution reduction facility upgrade; expansion of capacity and function of existing swale and pond located along Custer Creek in Custer Park to improve stormwater services and recreation use. BES: Project 5.2/2014 CIP - \$230,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		1
PDX-80	Stephens Creek Nature Park Detentions and Wetland facilities	Stephens Nature Park in-line detention and wetland enhancement; construct detention facility in Stephens Creek upstream of the Burlingame culvert and enhance existing wetland, consistent with 2005 A Functional Plan for Stephens Creek Nature Park and planned 2013 trail improvements. BES: Project 31.1a/b /2014 CIP - \$750,000	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		1
PDX-81	Raz Wetlands	Raz property wetland detention facility; detention and stream channel construction in undeveloped property at the headwaters of Stephens Creek. BES has a signed contract in place to purchase this property. BES: Project 24.6/2014 CIP - \$1,030,000	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		1
PDX-82	Greater Portland Bible Church neighborhood facility	Greater Portland Bible Church neighborhood facility; an opportunity exists to construct a vegetated stormwater treatment facility on a tax lot adjacent to the Greater Portland Bible Church. BES: Project 6.1/6.3/ CIP 2014	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		
PDX-83	Stephens Creek Tributaries Outfall Repair	Repair and enhancement of 17 public and private stormwater outfalls on the River View, River View South, and Ruby Creek tributaries of Stephens Creek. BES: Project /CIP 2014 - \$960,000	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		1
PDX-84	Right-of-way Retrofit Shell	Provides a flexible means to construct stormwater retrofits to the existing system on streets identified as high-priority for detention and/or and pollution reduction. I-5. BES: Project / CIP 2014 - \$1,000,000	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		1
PDX-85	SW Terwilliger Shared Detention Facility	ODOT Shared Detention and Pollution Reduction Facilities - SW Terwilliger shared detention facility. BES: Project 23.1a/ CIP 2015 - \$220,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		1

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-86	Fulton Park Neighborhood Wetland Facility	ODOT Shared Detention and Pollution Reduction Facilities - Fulton Park neighborhood wetland facility adjacent to the community garden. BES; Project 21.2b/ CIP 2015 - \$470,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		1
PDX-87	A-Boy Plumbing neighborhood detention facility	ODOT Shared Detention and Pollution Reduction Facilities - A-Boy Plumbing neighborhood detention facility adjacent to I-5 in existing low point. BES; Project 21.1a/ CIP 2015 - \$1,280,000	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		
PDX-88	Stormwater filter vault at ODOT right-of-way	ODOT Shared Detention and Pollution Reduction Facilities - Stormwater filter vault at ODOT right-of-way, which can treat both I-5 runoff, city streets, and private property. BES; Project 23.2/ CIP 2015 - \$500,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		1
PDX-89	Local stormwater treatment facilities on I-5 overpasses	ODOT Shared Detention and Pollution Reduction Facilities - Local stormwater treatment facilities on I-5 overpasses. BES; Project 23.3/ CIP 2015 - \$110,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		1
PDX-90	Rain gardens for bioremediation of I-5 outfalls	ODOT Shared Detention and Pollution Reduction Facilities - Rain gardens for bioremediation of I-5 outfalls adjacent to Stephens Creek. BES; Project 25.5/ CIP 2015 - \$140,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		1
PDX-91	River View Tributary Improvements	Stephens Creek Tributaries Habitat Restoration - River View Tributary—improve near-stream habitat; this project will improve habitat conditions in the stream by restoring in-stream habitats and wetlands, and improving habitat connectivity through bank layback, and installation of large wood. It will improve the diversity of native plants in the riparian area. BES; Project 9.3a/ CIP 2015 - \$260,000					
PDX-92	River View neighborhood scale wetland facility	Stephens Creek Tributaries Habitat Restoration - River View neighborhood scale wetland facility; this project will enhance wetlands associated with River View and Taylors Ferry tributaries to improve habitat, peak flows, and water quality. BES; Project 9.5/ CIP 2015 - \$67,000					1
PDX-93	Crestline Creek Stream Improvements	Stephens Creek Tributaries Habitat Restoration - Crestline Creek—improve near-stream habitat; this project will include removal of invasive plants and revegetation with native plants, improvement of near-stream habitat, and educate and encourage property owners to remove invasive plants and re-populate with riparian vegetation along the Crestline Creek riparian corridor, including the area along the surface channel near the headwaters. BES; Project 12.4/CIP 2015 - \$40,000					1
PDX-94	Ruby Creek Stream Improvements	Stephens Creek Tributaries Habitat Restoration - Ruby Creek—improve near-stream habitat; this project will focus on education and outreach to encourage property owners to remove invasive plants and re- populate revegetation with native plants and riparian vegetation along the Ruby Creek riparian corridor to where it flows into the mainstem Stephens Creek. BES; Project 19.3/ CIP 2015 - \$22,000					
PDX-95	Private Property Partnership Shell	Stephens Creek Tributaries Habitat Restoration - This shell will fund projects that mitigate stormwater runoff from existing impervious surface on private property or create stormwater assets not owned and operated by BES. The Private Property Partnership Shell is intended as a flexible means to incentivize stormwater projects on private properties that help cost-effectively meet BES's stormwater system improvements needs. This could include funding larger facilities than would otherwise be required by the SWMM or construction of habitat and restoration projects in natural systems that are impaired by runoff from the BES stormwater system. BES; Project BWRP-2/ Select projects for CIP 2015 - \$2,007,000 + 850,000 for commercial property retrofits with ecoroof and pervious pavement.					
PDX-96	Fulton Park stream daylighting	Headwaters Stream Enhancement and Daylighting - Fulton Park stream daylighting; there is an opportunity to daylight the piped stormwater runoff in Fulton Park to the adjacent historic channel (Miles Creek), which would ultimately lead to improved habitat and biological communities. The runoff would be attenuated and treated before returning to the pipe and being conveyed under I-5. BES; Project 32.1/CIP 2017 - \$860,000					
PDX-97	In-stream habitat improvements at Cloverleaf Apartment	Headwaters Stream Enhancement and Daylighting - Improve in-stream habitat at Cloverleaf Apartments; this project consists of restoration work at the Clover Leaf reach of the Stephens Creek mainstem. This project should consider the presence of hydric soils and work to improve connectivity of the stream to springs and remnant floodplain elevations. Riparian and in-stream restoration will include bank layback where downcutting has occurred, installation of large wood complexes to create small in-stream pools, addition of coarse sediment materials to improve in-stream habitat. Riparian enhancement will include replanting with riparian and emergent vegetation. Reconstruct discharge outfalls from building and parking stormwater runoff to enhance floodplain function. BES; Project 31.4/CIP 2017 - \$471,000					

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PDX-98	Capitol Hills Condos stream daylighting	Headwaters Stream Enhancement and Daylighting - Capitol Hills Condos stream daylighting; work with private property owners to remove piped section of Stephens Creek through the Condo complex. Replace with restored stream channel and adjacent riparian area. BES: Project 24.8/ CIP 2017 - \$1,470,000					
PDX-99	Shadow Hills Apartments stream enhancement	Headwaters Stream Enhancement and Daylighting - Shadow Hills Apartments stream enhancement; restoration work at the Shadow Hills reach of Stephens Creek should consider the presence of hydric soils and work to improve connectivity of the stream to springs and remnant floodplain elevations (present or created). Riparian and in-stream restoration of the Shadow Hills reach of Stephens Creek will include bank layback where downcutting has occurred, installation of large wood complexes to create small in-stream pools, addition of coarse sediment materials to improve in-stream habitat. Riparian enhancement will include replanting with riparian and emergent vegetation. Reconstruct discharge outfalls from building and parking stormwater runoff to enhance floodplain function. BES: Project 24.9/ CIP 2017 - \$470,000					
PDX-100	Taylor's Ferry improve in-stream habitat	Headwaters Stream Enhancement and Daylighting - Taylor's Ferry improve in-stream habitat; add in-stream cover for aquatic organisms and to stabilize banks. This project is intended to meet the alternative themes to emphasize biological communities and habitat restoration. BES: Project 28.3d/ CIP 2017 - \$1,080,000					
PDX-101	Replace Macadam Culvert	Remove existing culverts under Highway 43 and replace with a larger culvert/span and restore natural substrate to Stephens Creek. Remove invasive species (English Ivy and Himalayan blackberry) and plant native riparian vegetation in the currently degraded buffer zones between Macadam and Stephens Creek. Increase in-stream habitat to support benthic invertebrates and native fish. BES: Project 29.1/ CIP 2017 - \$440,000					
PDX-102	Lay back banks Burlingame reach	Lay back banks Burlingame reach. BES:25.1a/ No CIP identified \$334,000					
PDX-103	Improve in-stream habitat Burlingame reach	Improve in-stream habitat Burlingame reach.BES:25.1c/ No CIP identified - \$1,862,000					
PDX-104	Wetland enhancement Burlingame reach	Wetland enhancement Burlingame reach. BES: Project 25.2/No CIP identified- \$67,000					1
PDX-105	Stephens Canyon I-5 Runoff to Willamette or Combined System	Stephens Canyon I-5 Runoff to Willamette or Combined System. BES: Project 26.1, 26.1f/ No CIP identified at this time - \$4,069,000					1
PDX-106	Mausoleum Tributary property acquisition	Mausoleum Tributary property acquisition. BES: Project 27.4b/No CIP identified at this time - \$2,268,000					
PDX-107	Mausoleum North property acquisition	Mausoleum North property acquisition. BES: Project 27.6/ No CIP identified at this time - \$851,000					
PDX-108	Wetland enhancement Burlingame reach	Wetland enhancement Burlingame reach, separate location- this is not a repeat of PDX-104. BES: Project 27.3/ No CIP identified at this time - \$67,000					
PDX-109	Mausoleum property revegetation	Mausoleum property revegetation. BES: Project 27.4a/No CIP identified at this time - \$161,000					
PDX-110	Taylor's Ferry stream daylighting	Taylor's Ferry stream daylighting. BES: Project 28.3b/No CIP identified at this time - \$1,386,000					
PDX-111	Taylor's Ferry culvert replacement	Taylor's Ferry culvert replacement. BES: Project 28.3a /No CIP identified at this time - \$326,000					1
PDX-112	Natural fish ladder above Hwy 43 culvert	Natural fish ladder above Hwy 43 culvert. BES: Project 28.3c /No CIP identified at this time - \$1,318,000					
PDX-113	Macadam improve near-stream habitat	Macadam improve near-stream habitat. BES: Project 29.5/No CIP identified at this time - \$188,000					
PDX-114	Boones Ferry neighborhood detention pond	2.1b Boones Ferry neighborhood detention pond. BES: Project 2.1b/No CIP identified at this time - \$405,000					
PDX-115	River View Cemetery improve in-stream habitat	River View Cemetery improve in-stream habitat. BES: Project 9.3b/No CIP identified at this time - \$8,972,000					
PDX-116	Restore in-stream connectivity for fish passage	Restore in-stream connectivity for fish passage - Taylor's Ferry tributary. BES: Project 9.4/No CIP identified at this time - No cost estimate at this time.					
PDX-117	Large wood installations, invasives control and revegetation in Stephens Canyon	Large wood installations, invasives control and revegetation in Stephens Canyon. BES: Project 26.2/No CIP identified at this time - \$890,000					
PDX-118	SW Evans neighborhood facilities	SW Evans neighborhood facilities. BES: Project 17.3/No CIP identified at this time - \$626,000					
PDX-119	SW Terwilliger improve near-stream habitat in ODOT right-of-way	23.4a SW Terwilliger improve near-stream habitat in ODOT right-of-way. BES: Project 23.4a/No CIP identified at this time - \$55,000					
PDX-120	SW Terwilliger improve in-stream habitat	SW Terwilliger improve in-stream habitat. BES: Project 23.4b/No CIP identified at this time - \$419,000					
PDX-121	Improve near-stream habitat Clover Leaf Apt.	Improve near-stream habitat Clover Leaf Apt. BES: Project 31.3/No CIP identified at this time - \$2,000					1
PDX-122	Spring Creek riparian restoration	Spring Creek riparian restoration. BES: Project 24.10/No CIP identified at this time - \$3,000					1
PDX-123	Raz Transportation acquisition, stream daylighting, LUST Cleanup	Raz Transportation acquisition, stream daylighting, LUST Cleanup. BES: Project 31.2a, b, c/No CIP identified at this time - \$1,341,000					
PDX-124	Culvert removal and daylighting in Burlingame reach	Culvert removal and daylighting in Burlingame reach. BES: Project 25.1b /No CIP identified at this time - \$145,000					
PDX-125	Expand and enhance Texas Wetland	Expand and enhance Texas Wetland. BES: Project 3.1 /Op CIP 2014 - \$21,000					1

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-125	Fulton Park revegetation	Fulton Park revegetation. BES: Project 32.3 /Op CIP 2014 - \$36,000					1
PDX-126	Restore historic channel at Miles Creek	Restore historic channel at Miles Creek. BES: Project 26.7 /on hold in W/F - \$437,000					1
PDX-127	Real time controls stormwater retrofit at Burlingame Fred Meyer and nearby apartments	Real time controls stormwater retrofit at Burlingame Fred Meyer and nearby apartments. BES: Project 32.3 /No CIP identified at this time - \$76,000					
PDX-127	Mausoleum Retrofits	Mausoleum Retrofits. BES: Project 27.1, 27.2/No CIP identified at this time - \$55,000					
PDX-128	Curb extension retrofits on PBOT high-priority streets	BWRF.1 Curb extension retrofits on PBOT high-priority streets BES: Project BWRF.1 /No CIP identified at this time -\$4,565,000 Select projects identified for CIP 2014					1
PDX-129	Curb extension retrofits on all right-of-way	BWRF.2 Curb extension retrofits on all right-of-way. BES: Project BWRF.2 /No CIP identified at this time \$23,386,000					
PDX-130	Basin wide tree planting	Basin wide tree planting. BES: Project BWRF.4/ No CIP identified at this time - \$1,660,000					
PDX-131	Apt Retrofit (Spring Creek, Shadow Hills and Capitol Hill)	Apt Retrofit (Spring Creek, Shadow Hills and Capitol Hill). BES project 24.5: \$1,602,000 NO CIP identified at this time.					
PDX-132	Capitol Hill School and St Claire Church Retrofits	Capitol Hill School and St Claire Church Retrofits. BES project 22.1. \$2,653,000 NO CIP identified at this time.					
PDX-133	Stormwater retrofit at Hillsdale Community Church	Stormwater retrofit at Hillsdale Community Church. BES project 3.4. \$668,000 NO CIP identified at this time.					
CITY OF TIGARD							
TI-1	Fanno Creek Corridor Trail (T7)	Woodward Park to Grant (partially funded), Grant to Main (partially funded), Planning and Acquisition, MORE important	Yes; Partially funded	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
TI-2	Fanno Creek Corridor Trail (T11)	Trail link from Tigard Public Library to Milton Court/Bonita Road	No	SHORT TO MID TERM: 0-15 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
TI-3	Fanno Creek Corridor Trail (T6)	Trail link from Fanno Creek/Tigard Street to Tigard Transit Center	Yes; Partially funded	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
TI-4	Fanno Creek stormwater	Stormwater and protection of trail	Yes; Partially funded	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
TI-5	Fanno Creek Park: Urban Plaza	Acquisition and development of urban plaza for downtown Tigard, The Downtown Plaza was designed to meet the need for a community gathering space for events and everyday use, and the goal of initiating redevelopment under a new Urban Renewal District approved in May of 2006.	Yes; Partially funded	SHORT TO MID TERM: 0-15 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
TI-6	Fanno Creek Downtown	Establishes the "Green Heart" identified in the Tigard Downtown Improvement Plan by locating the primary open space and plaza between Downtown and the community's unique natural resource - Fanno Creek.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-7	Tualatin River Corridor	Limit pollution and restore native vegetation in riparian zone	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
TI-8	Tualatin River Trail	108th Avenue Grading and Existing Trail Improvements, 108th Avenue to Pacific Highway Extension	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-9	Tualatin River Water Trail	CWS, Bruce Roll	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-10	Ash Creek Corridor	Limit pollution and restore native vegetation in riparian zone	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
TI-11	Washington Square Connection/Washington Square Loop	Trail Loop complete in THPRD. Fanno Creek to Highway 217 Sidewalk and Bikeway improvements. less important	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
TI-12	Summer Creek property Natural Area	Approximately 38 acres under conservation easement	Yes; Partially funded	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
TI-13	Summer Creek Education Center	Summer Creek Education Center	Yes; Partially funded	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	1
TI-14	Summer Creek Trail and Corridor	Summer Crest Drive and Tigard Street sidewalk and bikeway improvements, Fowler Nature Education Trail	Yes; Partially funded	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TI-15	Red Rock Creek, Tigard Triangle	Limit pollution and restore native vegetation in riparian zone	No	MID TO LONG TERM: 5-15 years or beyond	LOW - Under 1/2 million	MID TERM: 5-15 years	
TI-16	Jack Creek Bridge	Develop pedestrian and bicycle bridge	Yes	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	1
TI-17	Jack Park	Design	Yes	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	1
TI-18	East Butte Heritage Park	Design/Develop	Yes; Partially funded	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	1
TI-19	Fanno Creek Park: Fanno Creek House	Improvements to indoor space	Yes	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	1
TI-20	Sunrise and Cach Community Park	Design for additional facilities and programming of park	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
TI-21	Krueger Creek and Summer Creek Trail Connections	Summer Creek Trail to Mary Woodward School	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	
TI-22	Ascension Trail	Ascension Trail Improvements	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	
TI-23	Tigard Street trail connection	Fanno Creek/north Dakota Street to Tiedeman Street	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	
TI-24	Fanno Creek (crossing realignment)	Tiedeman Avenue Crossing Re-alignment	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-25	Fanno Creek - 85th Avenue to Durham	85th Avenue Trail to Durham City/Ki-A-Kuts, Complete an important gap in the trail from Bonita Road to Durham Road. Trail will be built in the street right-of-way of SW 74th Avenue. Tonquin Trail at Ki-A-Kuts bridge over the Tualatin River.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
TI-26	Pathfinder-Genesis Trail (T8)	Fanno Creek to Pathfinder Court Trail	Yes; Partially funded	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
TI-27	Westside Trail (T10)	Planned Portland to Tualatin expansion	No	MID TO LONG TERM: 5-15 years or beyond	HIGH - 5 million and up	MID TERM: 5-15 years	
TI-28	Krueger Creek Trail	Walnut Street to Jack Park	Yes; Partially funded	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TI-29	Fanno Creek Trail - Durham Rd to Tualatin River Trail Connection	Durham Road to Tualatin River Trail	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-30	Fowler Property	Begin design and planning phase of Fowler property park project. Acquisition is complete.	Yes; Partially funded	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
TI-31	Tree Grove protection	Focus on preserving large groves of native trees.	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	1
TI-32	River Terrace Annexation	Property acquisition for new parks in River terrace UGB expansion area	No	Ongoing	HIGH - 5 million and up	Ongoing	1
TI-33	Looping north of the Tualatin River	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TI-34	Fanno Creek forks to the northeast at Fanno Creek Park	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TI-35	Fanno Creek	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TI-36	South of SW Riverwood Lane, between SW Greenland Brfre & SW Wood Crest Avenue	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TI-37	Kruse Way Trail	There is an existing bike/ped bridge crossing I-5 at the Hwy 217 interchange. The bridge is part of Lake Oswego's Kruse Way Trail. The trail needs to be extended to the west only a short distance to connect to the Fanno Creek Trail.	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
TI-38	Fanno Creek Trail - Bonnota Road to Durham Road Connection	Complete an important gap in the trail from Bonita Road to Durham Road. Trail will be built in the street right-of-way of SW 74th Avenue.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-39	Red Rock Creek Bike/Ped Crossing	Provide bike/ped connectivity with bridge crossing of Red Rock Creek	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-40	Tigard Triangle Park	Create neighborhood park in underserved area of Tigard triangle	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	1
TI-41	Acquire TDRs on Red Rock Creek	Purchase TDRS on Red Rock Creek for preservation of riparian corridor	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	1
TI-42	Tigard Main Street Green Street	Provide new green street facilities on Main Street	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	1
TI-43	Connection between Tigard Triangle and PCC-Sylvania	Provide pedestrian/bicycle connection between the Tigard Triangle area and PCC-Sylvania	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-44	Complete Green Spines in Downtown	Provide "green" boulevards for downtown Tigard as planned in Fannon Creek Master Plan	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-45	Open Space/Park development in Washington Square	Provide additional open space or neighborhood park in Washington Square	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	1
TI-46	Pedestrian Crossing /Sky Bridge over I-5 at Ash Creek	Provide sky bridge pedestrian/bicycle crossing over Interstate 5 at Ash Creek	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
TI-47	Washington Square Greenbelt	The Washington Square Regional Center Plan - September 1999 established a plan for an interconnected open space system and a green belt around the center that would potentially add property value and attract quality developments that ultimately will create a great place to live and work for the region.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-48	Remove Fish Barrier	Remove unnamed culvert ODFW ID #11. Unknown passage status. Barrier subtype is 'full box.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-49	Remove Fish Barrier	Remove unnamed culvert ODFW ID #12. Unknown passage status. Barrier subtype is 'round.' Owner is ODOT. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Comments include, "1 mile from I-5. Double culvert (24" x 2) Steps fall 2' over 5' long cascade. Initial steps are 16" and 12". Subterranean above. Below runs alongside of large pond. Listed as irrigation ditch in straight-line chart."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	

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TI-50	Remove Fish Barrier	Remove unnamed culvert ODFW ID #13. Unknown passage status. Barrier subtype is 'round.' Owner is ODOT. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Comments include, "1. mile from I-5. Double culvert (24" x 2) Steps fall 2' over 5' long cascade. Initial steps are 16" and 12". Subterranean above. Below runs alongside of large pond. Listed as irrigation ditch in straight-line chart."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-51	Remove Fish Barrier	Remove Stark Reservoir ODFW ID #14 over unnamed stream. Barrier subtype is 'permanent dam.' Owner is Herbert & Roth Stark.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-52	Remove Fish Barrier	Remove unnamed culvert ODFW ID #17 on Ash Creek. Barrier subtype is 'round.' Unknown passage status. Comments include, "historic St. presence above culvert on Ash Creek."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-53	Remove Fish Barrier	Remove unnamed culvert ODFW ID #18. Passable passage status. Owner is ODOT. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Not in straight-line chart.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-54	Remove Fish Barrier	Remove unnamed culvert ODFW ID #20 on Ash Creek. Partially blocked passage status. Professional judgment used to evaluate culvert. Comments include, "step ht=0.4m; old irr dam."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-55	Remove Fish Barrier	Remove unnamed culvert ODFW ID #21 on Ash Creek. Barrier subtype is 'round.' Owner is ODOT. Passable passage status. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Labeled as "Hedges Cr" on road.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-56	Remove Fish Barrier	Remove unnamed culvert on ODFW ID #22 on Ash Creek. Barrier subtype is 'full box.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-57	Remove Fish Barrier	Remove unnamed dam on ODFW ID #28 on South Fork Ash Creek. Partially blocked passage status. Professional judgment used to evaluate dam. Comments include, "step ht=0.8m; backyard dam."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-58	Remove Fish Barrier	Remove unnamed culvert on ODFW ID #30 on South Fork Ash Creek. Blocked passage status. Professional judgment used to evaluate culvert on SW Ventura Dr.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-59	Remove Fish Barrier	Remove unnamed culvert on ODFW ID #32 on South Fork Ash Creek. Passable passage status. Professional judgment used to evaluate culvert. Comments include, "T=12.0C path; county boundary."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-60	Remove Fish Barrier	Remove unnamed culvert on ODFW ID #35 on South Fork Ash Creek. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. Comments include, "1.0m concrete no drop."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-61	Remove Fish Barrier	Remove unnamed culvert on ODFW ID #36 on South Fork Ash Creek. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. Comments include, "1.0m concrete no drop."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
CITY OF TUALATIN							
TU-1	Tonquin Trail	also Tigard, King City, Durham and Washington County	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
TU-2	Westside Trail	New bike/ped bridge over the Tualatin River. Could be a joint effort with the Willamette River Water consortium.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
TU-3	Tualatin National Wildlife Refuge Trail Connection	Complete linkage to create connection to Tualatin National Wildlife Refuge	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-4	Tualatin River Greenway	West and east of I5, extending past 99W to the Westside Trail. desire for more acquisition and larger setbacks	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	1
TU-5	Tualatin River Water Trail	DevelopmentTualatin River Water Trail within Tualatin	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
TU-6	Hedges Creek Wetland Area	Trail easement needed along private properties east of Myslony St. to Pazcuzzi Pond. East of Pazcuzzi pond there are approx. 30 acres in Tualatin ownership and rest in Wetlands Conservancy ownership. Trail route to follow CWS Cipole Trunk Sewer easement. Easements needed east of 90th Avenue to where built section of trail exists.	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
TU-7	Fanno Creek Trail	Improve riparian corridor and complete spur connections	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-8	Tonquin Trail Connection to WES	Connect Tonquin Trail, Tualatin River Greenway and Hedges Creek Wetlands to WES Station	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-9	Koller Wetlands and Ponds	Purchase trail easement from landowners to west of railroad tracks so that future trail users will have views of Koller Wetlands and ponds. Purchase perched wetland (Kolk pond) on top of bedrock. Tonquin Trail likely built after this area annexed by Tualatin.	Yes	SHORT TERM: 0-5 years; 2012	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
TU-10	Nyberg Creek Greenway	Connecting east and west of I5 then north and south to Hwy 99 to I5 bikeway (south) and Tualatin River Greenway (north)	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	1
TU-11	Moran Property	Tonquin Trail trailhead, river access and bike/pedestrian bridge over Tualatin River on Metro owned land. Ongoing DEQ monitored clean-up of oil-contaminated soil. Tonquin Trail will connect to built section of Tualatin River Greenway to east of Moran. Metro and TRNWR have IGA for natural resource restoration work that the Refuge conducts on Metro land.	Yes	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-12	99W Parallel Path	Off Street route parallel to 99W	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	1

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TU-13	Kolk Property - Kohler Wetland	Perched wetland on top of bedrock desirable for acquisition and protection	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-14	Ice Age Discovery Trail	Overlap NPS Ice Age Discovery Trail with Tualatin portion of the Tonquin Trail. Incorporate NPS Ice Age Marketing Plan, Ice Age Visitor Plan, Historical Society and Chamber support.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	1
TU-15	Nyberg Undercrossing at I-5	Provide pedestrian/bicycle connection under the intersection of Nyberg and Interstate 5	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	1
TU-16	Parallel Facility to I-5	Provide a safe parallel pedestrian/bicycle facility parallel to Interstate 5	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	1
TU-17	Wildlife Corridor south of the Tualatin River	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-18	Brown's Ferry Park Barn: Master Plan	A Master Plan for the renovation of the barn at Brown's Ferry Park will identify improvements to be made to the historic structure so that it is safe for public use, to gain new utility from it as a three season picnic shelter and to preserve a historic feature of Tualatin's agrarian past.	Yes	SHORT TERM: 0-5 years; 2014-2015	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TU-19	Brown's Ferry Park Com Ctr: Feasibility Study	The BFCC Feasibility Study will determine what improvements should be made to modernize the facility, maximize functionality, and prolong its useful life. The Feasibility Study will study ways to update technological systems, improve access, enhance health and safety conditions, reduce energy use, enlarge recreation program spaces, and improve inter-facility connectivity.	Yes	SHORT TERM: 0-5 years; 2014-2015	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TU-20	Tualatin River Greenway: Land Acquisition	Land is a basic ingredient of a park and recreation system, and as such the Parks and Recreation Master Plan emphasizes land acquisition as a major goal and, in particular land for riverfront parks. Additional riverfront park land will strengthen the Greenway as a recreational corridor by providing land for facilities (bikeways, docks, viewing areas) and improving public access to the river and serving as a focus for river related activities. Financial readiness for acquisition is of critical importance because once the land has been developed, it may never again be available for public ownership.	Yes	SHORT TERM: 0-5 years; 2012-2013, 2013-2014, 2014-2015, 2015-2016,2016-2017	HIGH - 5 million and up	SHORT TERM: 0-5 years	
TU-21	Van Raden Com Ctr: Feasibility Study	Feasibility Study for Van Raden Community Center to define	Yes	SHORT TERM: 0-5 years; 2014-2015	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TU-22	Lafky Park: Playground/Swing set Replacement	Lafky Park is located at 9655 SW Siletz Drive, serving the residential neighborhoods in the south central areas of town. The existing playground structure is a wooden timber framed structure built in 1984. At the age of 27 years this structure is at the end of its life cycle, the swing set was removed from service (August 2011) as a result of a failure of the timber supports, the remaining structure is in similar decline. A complete removal and replacement with updated playground system is due.	Yes	SHORT TERM: 0-5 years; 2014-2015	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TU-23	Placeholder for additional project - Intentionally blank						
TU-24	Park targeted for acquisition (Tualatin River and 99W	Neighborhood park acquisition and development	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-25	Connection of Tualatin River Greenway to Moran Property	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-26	Tualatin River Greenway Connection linking Greenway from west side to 99W	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-27	Riverfront property acquisition for pedestrian bridge at Boones Ferry Road	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-28	Wetland Park acquisition and Development	Open space acquisition and development	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-29	Surf to Turf Trail - Tualatin	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
Add: TU-30	North/South I-5 Parallel Path		No	MID TERM: 5-15 years			
TU-31	Nyberg Creek Trail Acquisition and Undercrossing	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-32	Myslony Wetlands	Open space protection	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-33	Parkway Treatment on Tualatin Sherwood Road	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-34	New Park Adjacent to Tualatin Elementary School	Neighborhood park acquisition and development	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-35	Trail System to connect to Myslony Greenway	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-36	Leveton-Herman Road Improvements	Bike/ped facilities improvements between Teton and Tualatin Road.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	

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TU-37	Martinazzi Street Improvements - Green Street	Watershed protection and improving ped/bike connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-38	Construct Tonquin Trail along Cipole Rd.	Project will be in unincorporated Washington County since it is recommended for west side of Cipole. Construct Tonquin Trail in ROW on west side of Cipole Road when that road gets improved.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
CLEAN WATER SERVICES							
CWS-1	Stormwater treatment and Floodplain reconnection of the Tualatin River watershed	Acquire developed flood plain properties and restore to riparian corridor for flood storage	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
CWS-2	Fanno Creek Restoration	Main Street to Durham Road	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
CWS-3	Ash Creek Wetland	Large existing wetland (approximately 30 ac) north of Hwy 217; used for grazing; opportunity for enhancement and floodplain storage, no current development plans; no funding identified for acquisition.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
CWS-4	Restore riparian health	Property acquisition and restoring the flood plain. Change geomorphology conditions of streams as a long term strategy to address hydrology and hydraulics	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
CWS-5	Restore riparian health	All open streams provide for riparian canopy to improve health and function	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
CWS-6	Preserve existing forest	For ecosystem services including stormwater management	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
CWS-7	Hwy 99W Median Retrofit	Provide stormwater treatment using open space available in the Hwy 99W in Tigard/King City, Project partnered with ODOT and city of Tigard, Pre-design funded for FY2011-12, Design planned for FY2012-13 – future funding dependent on report	Yes	SHORT TERM: 0-5 years; 2011-2012, 2012, 2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
CWS-8	Fanno Creek Stormwater Basin Master Plan	Sub-basin watershed master plan to identify conveyance improvement, culvert replacement, facility/outfall retrofits, and water quality treatment challenges and opportunities for enhancement projects, Project funded for FY2013-14 no funding identified for potential solutions	Yes	SHORT TERM: 0-5 years; 2011-2012, 2012-2013	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
CWS-9	Stormwater Outfall and Facility Retrofits	Located throughout the SW Corridor; retrofit opportunities exist to address stormwater treatment and will be identified when alignment is selected.	Yes; Limited District Funding Available	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
CWS-10	Hedges Creek and Wetland Enhancement	Should be coordinated with the City of Tualatin. When Tonquin Trail is constructed over CWS' Cipole Sanitary Trunk Sewer easement between Pazourzi Pond east to built sections of trail near Tualatin Police Station, opportunities will exist for habitat improvement, invasive species removal and native plantings. Also, opportunity to improve wildlife passage at culvert where trail will cross Teton Ave. Most of the wetlands are owned by Wetland Conservancy and City of Tualatin.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
CWS-11	Fanno Creek Improvement - Downtown	Near City Hall – streambank stabilization and enhancement project, Most of the wetlands is owned by Wetland Conservancy; no funding identified	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
CWS-12	Fanno Creek Enhancement	Near Bonita Rd between Main and Hall Rd – Phase 2 enhancement on 75 acre complex, Unfunded, 2015+ timeframe expectation	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
CWS-13	Culvert Replacement	Located throughout the SW Corridor; opportunities exist to address fish passage and capacity and will be identified when the alignment is selected.	Yes; Limited District Funding Available	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
CWS-14	Cedar Creek Corridor	Local and regional trails being constructed (Tonquin Trail); potential impact on existing natural resources; opportunity for enhancing degraded corridor, including improving wildlife passage when new trail crossing built beneath highway 99. Wildlife passage improvements also recommended where Cedar Creek crosses beneath Eddy Road and Roy Rodgers Road when trail is built over road in these locations. Metro funded trail master plan; enhancement is not funded.	Yes; Limited District Funding Available	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
CWS-15	Deek Creek and Edgewater Subdivisions	Located in King City; presently being developed; opportunity for constructing a regional stormwater treatment facility exists	No	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
CWS-16	Metzger Phase 2 – PROJECT COMPLETE	Sanitary-trunk upgrade that is located in the Ash Creek Corridor. Construction in summer of 2012.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
CWS-17	Derry Dell at Walnut	This Project, in partnership with the City of Tigard, removes five exposed sewer crossings, adds 1,200 feet of sanitary sewer, and removes several manholes in the Woodard city park. Benefits include fish passage and streambank stabilization on 400-feet of Derry Dell Creek. Proposed schedule: Construction in summer of 2014.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
CWS-18	Fanno Interceptor Upgrade	Sanitary trunk upgrade that is located in the Fanno Creek Corridor, phased construction in FY2014-2018.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
CWS-19	Upper Tualatin Interceptor Upgrade	Sanitary trunk upgrade pending sanitary sewer model verification; located near Hwy 99W corridor	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
CWS-20	Onion Flat Trunk Sewer Upgrade	Sanitary trunk upgrade to support future industrial growth in Sherwood and Tualatin UGB; located south of Hwy 99W corridor. Opportunity to coordinate with acquisition and protection targeted by City of Sherwood in Project SH-12.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
CWS-21	Fields Property	Potential project near Tigard should be targeted for acquisition. There is an on going active development permit on site. Acquisition would need to occur quickly. CWS has no plans to acquire. Near Bonita Rd – Habitat restoration opportunity with an existing nice of stand of vegetation/trees.	No	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	

Project #	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
WASHINGTON COUNTY							
WA-1	Wildlife corridor between Ash Creek and Red Tail Golf Course	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
ADD-WA-2	"Onion Flats"	targeted for acquisition and protection	No	MID TERM: 5-15 years			
WA-3	Interim Tonquin Trail	Interim Tonquin Trail to serve connectivity needs whiel overall trail is acquired and developed.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-4	Remove Fish Barrier	Remove unnamed culvert ODFW ID #5 on Cedar Creek. Owner is Washington County. Passable passage status. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Comments include, "0.5 miles east of Elwert Rd."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-5	Remove Fish Barrier	Remove Tualatin Refuge Dam ODFW ID #6. Owner is USEFWS. Barrier subtype is a permanent dam.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-6	Remove Fish Barrier	Remove unnamed culvert ODFW ID #16 on Summer Creek. Passable passage status. Owner is ODOT. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-7	Remove Fish Barrier	Remove unnamed barrier ODFW ID #19. Passage status unknown. Barrier type not indicated on map.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-8	Remove Fish Barrier	Remove unnamed culvert ODFW ID #23 on Ash Creek. Barrier subtype 'full box.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-9	Remove Fish Barrier	Remove unnamed culvert ODFW ID #25 on Ash Creek. Passable passage status. Barrier subtype 'full box.' Professional judgment used to evaluate culvert on SW Locust. It is 1.5m box culvert.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-10	Remove Fish Barrier	Remove unnamed culvert ODFW ID #37 on Ash Creek. Barrier subtype 'round.' Passable passage status. Professional judgment used to evaluate culvert on SW 80th. It is 1.9m concrete, with no drop.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-11	Remove Fish Barrier	Remove unnamed culvert ODFW ID #38 on South Fork Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 80th. It is 1.5m metal, with no drop.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-12	Remove Fish Barrier	Remove unnamed culvert ODFW ID #39 on South Fork Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. It is at a private driveway and is 0.9m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-13	Remove Fish Barrier	Remove unnamed culvert ODFW ID #40 on South Fork Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 82nd. It is 1.5m metal with no drop.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-14	Remove Fish Barrier	Remove unnamed culvert ODFW ID #41 on South Fork Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 82nd. It is 1.5m metal with no drop.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-15	Remove Fish Barrier	Remove unnamed culvert ODFW ID #42 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at metal, at a private driveway.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-16	Remove Fish Barrier	Remove unnamed culvert ODFW ID #43 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. It is 1.7m metal, at a private driveway.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-17	Remove Fish Barrier	Remove unnamed culvert ODFW ID #44 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. It is 1.7m metal, at a private driveway.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-18	Remove Fish Barrier	Remove unnamed dam ODFW ID #45 on Ash Creek. Comments include, "concrete structure 'slide' to damn pond."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-19	Remove Fish Barrier	Remove unnamed culvert ODFW ID #47 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW Cedarcrest. It is 1.5m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-20	Remove Fish Barrier	Remove unnamed culvert ODFW ID #52 on Ash Creek. Partially blocked passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 80th. It is 0.9m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-21	Remove Fish Barrier	Remove unnamed culvert ODFW ID #53 on Ash Creek. Partially blocked passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 80th. It is 0.9m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-22	Remove Fish Barrier	Remove unnamed culvert ODFW ID #55 on Ash Creek. Passable passage status. Barrier subtype is 'unknown.' Professional judgment used to evaluate culvert. It is at a private driveway.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-23	Remove Fish Barrier	Remove unnamed culvert ODFW ID #56 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 74th. It is 1.0m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-24	Remove Fish Barrier	Remove unnamed culvert ODFW ID #57 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 74th. It is 1.0m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	

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WA-25	Remove Fish Barrier	Remove unnamed culvert ODFW ID #61 on Ash Creek. Passable passage status. Barrier subtype is 'unknown.' Professional judgment used to evaluate culvert at an old driveway - not used anymore.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
CITY OF SHERWOOD							
SH-1	Cedar Creek Trail	Provide pedestrian/bike connection	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
SH-2	Tonquin Trail	Oregon Street/Tonquin Road intersection to Roy Rodgers Road.	Yes	SHORT TERM: 0-5 years; 2013-2014	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
SH-3	99W culvert underpass	Provide pedestrian/bike connection	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-4	Adams Park north	Acquire and develop neighborhood park	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-5	Complete the Trail System	Complete the Trail System and Connect the Community	No	Ongoing	HIGH - 5 million and up	Ongoing	
SH-7	Design and Construct a Skatepark	Acquire and develop skate park	No	LONG TERM: Beyond 15 years	LOW - Under 1/2 million	LONG TERM: Beyond 15 years	
SH-8	Bike Ped Bridge Crossing of Railroad tracks	Provide safe pedestrian/bike crossing of train tracks	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
SH-9	Town Center Plan - Open Space	Acquire and develop open space	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-10	Tannery Site	Acquire and develop	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-11	Roundabout Development	Set aside remnant land from transportation project for construction of a roundabout and a park or open space.	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	
Sh: 12	Chicken Creek Watershed	Acquisition opportunities for watershed protection	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-13	Stella Olsen Park	Improve Amphitheater in Stella Olsen Park, wetland improvements - Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	1
SH-14	BPA and PGE Line Easements	Trail opportunities within easements of BPA and PGE for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-15	Floodplain Improvements north of Sunset Boulevard	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices. Excavate to connect isolated floodplains and to create additional floodplain areas terraces adjacent to streams. Plant the terraces with a diverse mix of site appropriate herbs, trees and shrubs. Grade the terraces to prevent fish entrapment when flood water levels decrease.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	1
SH-16	Chicken Creek (Elwort and Edy Intersection)	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices. Excavate to connect isolated floodplains and to create additional floodplain areas terraces adjacent to streams. Plant the terraces with a diverse mix of site appropriate herbs, trees and shrubs. Grade the terraces to prevent fish entrapment when flood water levels decrease.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	1
SH-17	Remove Fish Barrier	Remove unnamed culvert ODFW ID #1 on Cedar Creek. Passable passage status. Owner is Washington County. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Culvert is 0.4 miles west of Parrot Mt. Rd.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TUALATIN HILLS PARKS AND RECREATION DISTRICT							
TH-1	SW Community Park	This project will be the development of a brand new Community Park in THPRD's southwest quadrant. Project amenities have yet to be determined, but may include athletic fields, picnic areas, play equipment, pathways, or community gardens. More details will become available as project start-up approaches.	Yes	SHORT TERM: 0-5 years; 2012-2016	HIGH - 5 million and up; 7.5 million	SHORT TERM: 0-5 years	
TH-2	Vista Brook Park	Master planning for Vista Brook Park began in fall 2010. Renovations will include pathways, play equipment, picnic areas, basketball court upgrades, parking improvements, landscape plantings and natural area restoration.	Yes	SHORT TERM: 0-5 years; 2013	LOW - Under 1/2 million: 500000.00	SHORT TERM: 0-5 years	
TH-3	Fanno Creek Park	The Natural Resources Department will conduct extensive weed treatment and intensive tree/shrub plantings to provide shade and habitat diversity at the 20-acre Fanno Creek Park. A study site for creek and water flow improvements will also be incorporated	Yes	SHORT TERM: 0-5 years; 2013-2014	LOW - Under 1/2 million: 158000.00	SHORT TERM: 0-5 years	

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TH-4	Lowami Hart Woods	The Natural Resources Department will be completing a large-scale removal of non-native weeds then replanting with native plants and/or shrubs. During this process, the Natural Resources Department will be re-routing and/or closing illegal trails. The 27.75-acre park is predominantly forested with a sloping terrain. A section of South Johnson Creek flows through the park from south to north. Tributary streams and wetlands also exist on-site. The 2001 master plan calls for trails through the natural area, with a main trail segment planned to be part of the future South Johnson Creek Community Trail. Other master plan amenities include a small parking lot with adjacent picnic areas and informational kiosk, an informal central gathering area for environmental education of small groups, and new pedestrian bridges.	Yes	SHORT TERM: 0-5 years; 2010-2015	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
TH-5	Vista Brook Park	The Natural Resources Department will be enhancing the natural area by removing non-native plants. They will then replant with native trees and shrubs after the park development occurs. In order to further preserve habitats, this project will likely enhance pond edges and potentially add basking logs for wildlife.	Yes	SHORT TERM: 0-5 years; 2011-2012	LOW - Under 1/2 million; 20,600.00	SHORT TERM: 0-5 years	
TH-6	Jordan Woods Natural Area	The Park District has approved a master plan for Jordan-Husen Park. The master plan is made up of two distinct parks. The Jackie Husen Park is a neighborhood park with typical amenities such as play equipment, pathways and open space areas. The Jackie Husen project is not a part of the bond program. Jordan Woods Natural Area will be funded with bond money and is a linear community trail development project. Additional paved and soft surface trails, an overlook, two bridges and boardwalk will be installed to provide for complete site access.	Yes	SHORT TERM: 0-5 years; 2009-2013	MEDIUM - 1/2 million to 5 million; 1,600,000.00	SHORT TERM: 0-5 years	
TH-6	Westside Trail - Segment no. 1 (Barrows Rd to Scholls Ferry Road)	(Barrows Rd to Scholls Ferry Road) of the Westside Trail is a 0.39-mile-long trail that will begin at the Tigard city limits at Barrows Road, connecting the east/west Summercreek Community Trail then continuing north toward Scholls Ferry Road. Along with the initial benefit of connecting multiple regional and community trails, this trail will also allow easy access for local patrons to the Murray-Scholls Town Center area.	Yes	SHORT TERM: 0-5 years; 2009-2013	MEDIUM - 1/2 million to 5 million; 4,150,000	SHORT TERM: 0-5 years	
TH-7	Westside Trail - Segment no. 4 (Galena Way to Rigert Road)	(Galena Way to Rigert Road) of the Westside Trail will connect Galena Way to Rigert Road. After completion, this segment will connect 3.32 miles of the Westside Trail.	Yes	SHORT TERM: 0-5 years; 2009-2013	HIGH - 5 million and up	SHORT TERM: 0-5 years	
TH-8	Westside Trail - Segment no. 7 (Mt. Williams-Burntwood Way to Davis Road)	(Mt. Williams-Burntwood Way to Davis Road) of the Westside Trail will connect Burntwood Way to Davis Road over the Mount Williams parcel. This is a partnership project with the city of Beaverton and is a very challenging segment due to steep topography and existing natural resources (trees). Westside Trail -	Yes	SHORT TERM: 0-5 years; 2009-2013	HIGH - 5 million and up	SHORT TERM: 0-5 years	
CITY OF LAKE OSWEGO							
LO-1	Kruse Way Path	Acquire and develop trail connection	Yes	SHORT TERM: 0-5 years; 2012-2013	HIGH - 5 million and up	SHORT TERM: 0-5 years	
LO-2	Surf to Turf Trail	Develop Surf to Turf Trail that is planned to connect Fanno Creek Trail and the Tonquin Trail by following the Pacific and Western Railroad alignment.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
LO-3	Create children's nature play areas	Develop areas for children's play/nature play	No	SHORT TERM: 0-5 years; 2012-2017	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
LO-4	Opportunities to be close to nature	Create opportunities to be close to nature	No	SHORT TERM: 0-5 years; 2012-2017	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
LO-5	Opportunities for connectivity	Promote opportunities for connectivity	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
LO-6	Acquire park/natural resource lands	Acquire park/natural resource lands (over 30 acres)	No	Ongoing	HIGH - 5 million and up	Ongoing	
LO-7	Remove Fish Barrier	Remove unnamed culvert ODFW ID #7 on Ball Creek. Unknown passage status. Barrier subtype is 'full box.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
LO-8	Remove Fish Barrier	Remove unnamed culvert ODFW ID #8 on Ball Creek. Unknown passage status. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
LO-9	Remove Fish Barrier	Remove unnamed culvert ODFW ID #9 on Ball Creek. Unknown passage status. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
LO-10	Remove Fish Barrier	Remove unnamed culvert ODFW ID #10. Unknown passage status. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
OREGON DEPARTMENT OF FISH AND WILDLIFE							
ODFW -1	Protect native turtle populations	Implement OCS strategies to protect the Western Painted and Western Pond turtle that remain in planning area. Focus on breeding populations by creating Turtle Conservation Areas to provide strongholds for source populations to sustain populations into the future as development continues. Take actions that support TCA's (connectivity, acquisition, adjacent upland acquisition, safe road crossings, protections, etc.).	No	Ongoing	HIGH - 5 million and up	Ongoing	
ODFW -2	Guidelines for trails outside of habitat areas	Delineate areas where trails may not be appropriate in order to protect wildlife populations into the future while still providing trails/transportation connectivity and green space experiences.	No	Ongoing	LOW - Under 1/2 million	Ongoing	

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ODFW -3	Identify valuable uplands	Identify uplands prior to development in expanding UGB that would be appropriate for a trail in order to avoid unnecessary impact to sensitive resources/wildlife. Preserving greenspace in uplands that trails can run through will get away from relying too heavily on riparian areas for trail connectivity and nature trails.	No	Ongoing	LOW - Under 1/2 million	Ongoing	
ODFW -4	Create cap for linear feet of trail	Create cap for linear feet of trail (any trail- city, parks, or Metro) per acre, per square mile, or percent of total Creek length.	No	Ongoing	LOW - Under 1/2 million	Ongoing	
ODFW -5	Support Heritage Tree Program	Create greater participation/incentive for heritage tree program at Metro level and/or City level.	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
ODFW -6	Guidelines for commuter trails	Create guidelines that help identify where federally funded commuter trails (16-20 foot wide asphalt trails) are and are not appropriate for ecosystem health and function.	No	Ongoing	LOW - Under 1/2 million	Ongoing	
ODFW -7	Incentivize maintaining riparian buffer	Encroachment of buffers across city entities is a large and unenforced issue. Incentivize maintaining riparian buffer on private property.	No	Ongoing	LOW - Under 1/2 million	Ongoing	
ODFW -8	Protect properties along the Tualatin River	Prioritize acquisition/protection of properties along the Tualatin to Willamette via Rock Creek/Coffee Lake Creek Wildlife Corridor.	No	Ongoing	HIGH - 5 million and up	Ongoing	
ODFW -9	Create Oak Conservation Areas	Identify and create Oak Conservation Areas (OCS strategy habitat). Prioritize parcels 10 acres+ for protection acquisition. Incentivize oak (single tree or group) preservation on private property.	No	Ongoing	HIGH - 5 million and up	Ongoing	
TUALATIN RIVER NATIONAL WILDLIFE REFUGE							
TRNWR - 1	Additional turn-out lanes on 99W	Acceleration/deceleration lanes on HWY 99 at Refuge entry are needed, very dangerous coming to visitor's center, especially from the south.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TRNWR - 2	Restoration of Rock Creek	Restore Rock Creek to its meandering channel and improve hydrology.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TRNWR - 3	Acquisition of Pick-and-Pull site	Acquire the "Pick-and-Pull" car junkyard next door -- not within either the Refuge or Metro acquisition boundaries.	No	MID TERM: 5-15 years			
TRNWR - 4	Improve Bus Access to TNWR	#12 Bus Service to Refuge is needed to maintain and expand service. There are current bus stop issues at this location. A safe crossing or dedicated stopping lane is needed with a bus shelter.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TRNWR - 5	Develop Tonquin Trail to TNWR	Develop biking and walking access to TNWR along 99W from Tualatin.	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	
TRNWR - 6	Improve wildlife passage across 99W	Improve wildlife passage from properties across 99W including Onion Flats to TNWR.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TUALATIN RIVERKEEPERS							
TRV - 1	Implement Washington Square Regional Center Plan	Ensure livability and environmental goals of Washington Square Regional Center Plan	No		HIGH - 5 million and up	Policy	
TRV - 2	Separation of bikes and cars	Separation of bikes and cars is needed and consider shallow drainages that separate vehicle types	No		HIGH - 5 million and up	Policy	
TRV - 3	Natural Resource acquisition in Corridor	Have the City of Tigard consider buying natural resources and then selling the developable portions	No		HIGH - 5 million and up	Policy	
TRV - 4	SW 80th Additional bike path and sidewalks	SW 80th extending from Oelson Road on to the north needs to be connected to HWY 99 by bike path as well as sidewalk system	No		MEDIUM - 1/2 million to 5 million	Policy	
TRV - 5	Restoration of South Fork Ash Creek	Full drainage length of South Fork Ash Creek extending underneath I-5 and Barbur Boulevard down to Mt. Sylvania needs to be considered and protected	No		MEDIUM - 1/2 million to 5 million	Policy	
TRV - 6	Restoration of Red Rock Creek	Full drainage length of Red Rock Creek which enters Fanno Creek opposite the Tigard Library needs to be considered and protected	No		MEDIUM - 1/2 million to 5 million	Policy	
TRV - 7	99W Center swale conversion	Wide center median on 99W needs to be used for stormwater quality and quantity. 99W center swale conversion for stormwater quality and quantity.	No		MEDIUM - 1/2 million to 5 million	Policy	
TRV - 8	Junk Yard acquisition and restoration	On 99W adjacent to the Tualatin River National Wildlife Refuge is a junkyard that floods frequently and pollutes Rock Creek and the Tualatin River.	No			Policy	
TRV - 9	Improve Fanno Creek bridge crossings	Bridge crossings need to be expanded to allow for creek meander, provide safe wildlife passages and adequate room for pedestrian and bike trails.	No		HIGH - 5 million and up	Policy	
TRV - 10	Removal of watershed barriers	Removal of small dams in the SW Corridor would improve water quality and fish habitat and be supportive of the goals of the Tualatin Basin Healthy Streams plan. Examples of these dams are at Summerlake Park and Murray Hill Shopping Center on Murray Blvd.	No		HIGH - 5 million and up	Policy	
TRV - 11	Improve Stormwater Quality	There are a lot of huge parking lots in the SW Corridor including Washington Square, the Tigard Triangle and big box retailers in Sherwood. We should use this planning opportunity to eliminate runoff from these parking lots (and the large roofs they serve) with pervious pavement, parking lot trees, bioswales, ecoroofs.	No			Policy	
TRV - 12	Pedestrian Crossing /Sky Bridge over 99W	Bus access to the Tualatin River National Wildlife Refuge is good outbound but not inbound. A sky bridge or tunnel across 99W would provide Tri-Met riders a safe way to get back to Portland from the refuge. The crossing of 99W at Durham Road is unsafe. Several pedestrians have been killed here. We need a pedestrian bridge or a tunnel. Tonquin Trail crossings of 99W and Tualatin-Sherwood Road should be made with safety in mind (skybridges).	No		HIGH - 5 million and up	Policy	

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TUALATIN RIVER WATERSHED COUNCIL							
TUWC- 1	Remove stream barriers to endemic species	Remove barriers such as dams and culverts and/or mitigate their impacts to endemic species. Prioritize Tualatin River, Scoggins Creek Basin, Dairy-McKay Basins, Gales Creek Basin, upper Rock Creek Basin, Chiscken and Cedar Creek sub-basins, Jaquith and McFee sub-basins. Beginning with those areas positioned downstream.	No		HIGH - 5 million and up	Policy	
TUWC- 2	Remove stream barriers to Cutthroat Trout	Remove barriers such as dams and culverts and/or mitigate their impacts to cut throat trout species. Prioritize Bronson, Willow, Cedar Mill, Wapato, Ayers, Hill Christensen, Burris, Fanno, and Davis sub-basins, beginning with those areas positioned downstream in relation to the 14 sub-watershed.	No		HIGH - 5 million and up	Policy	
TUWC- 3	Improve hydrologic conditions	Geographic priorities: Tualatin River main stem and all sub-basins. Improve hydrologic conditions: Ensure adequate water flow to meet endemic fish needs	No		HIGH - 5 million and up	Policy	
TUWC- 4	Improve hydrologic conditions	Geographic priorities: Tualatin River main stem and all sub-basins. Improve hydrologic conditions: Manage peak flows and storm water in urbanized areas.	No		HIGH - 5 million and up	Policy	
TUWC- 5	Improve riparian conditions	Improve geomorphic conditions: increase bank stability, increase sinuosity (remove channel straightening), decrease channel entrenchment/increase flood plain connectivity. Prioritize in low to mid gradient areas.	No		HIGH - 5 million and up	Policy	
TUWC- 6	Restore riparian conditions	Manage invasive species to gain increase in native plant community diversity, expand stream cover, and increase woody debris. Prioritize project sites that affect longer stretches and on both sides of the stream, and achieve larger riparian zones in proportion to stream size.	No		HIGH - 5 million and up	Policy	
TUWC- 7	Improve Water Quality	Implement strategies to improve water quality in the Tualatin River. The DEQ lists the Tualatin River as 'water quality limited' due to its higher temperature (low flows and lack of riparian shade), dissolved oxygen (oxygen consuming substances that end up in the sediment), and presence of bacteria.	No		HIGH - 5 million and up	Policy	
TUWC- 8	Restore wetlands and floodplains	Preserve, restore, and enhance wetlands and floodplains, including emergent wetlands in all areas of Tualatin River watershed.	No		HIGH - 5 million and up	Policy	
TUWC- 9	Preserve intact upland areas	Preserve intact upland areas such as oak woodlands, prairie and oak savannas in all areas of Tualatin River watershed.	No		HIGH - 5 million and up	Policy	
TUWC- 10	Remove invasive species	Priority removal of invasive species in all areas of Tualatin River watershed.	No		HIGH - 5 million and up	Policy	
TUWC- 11	Prioritize connectivity of uplands	Prioritize connectivity of uplands to support wildlife corridors in all areas of the Tualatin River watershed.	No		HIGH - 5 million and up	Policy	

DISCUSSION DRAFT, June 3, 2013

1. Funding Amount: Scale of funding for associated projects

- HIGH - 5 million and up
MEDIUM - 1/2 million to 5 million
LOW - Under 1/2 million

2. Funding Timing: SHORT TERM: 0-5 years, MID TERM: 5-15 years or LONG TERM: Beyond 15 years

3. Identified Needs:

SERVICE NEED: 10-minute walk of a park, trail, or natural area
DEVELOPMENT COMPLEMENT: Parks, trails, and natural resource investments can support higher density housing and provide links to transit and neighborhood services.
LAND ACQUISITION: Assemble and Acquire large parcels - Parks greater than 5 acres are desirable.
CONNECTIVITY: access to nature both along the trails and by connecting parks and natural areas
WATER QUALITY AND QUANTITY
STREAMS AND RIPARIAN HEALTH
WILDLIFE HABITAT
WILDLIFE CROSSING
LOW IMPACT DEVELOPMENT: LID(A)s
URBAN FOREST Canopy – Trees

4. Project Size
S- SMALL is under an acre.
M - MEDIUM is 1 acre to 5 acres.
L - LARGE is more than 5 acres

Note 1: Projects highlighted in blue are representative of a policy for use in the SW Corridor.

Note 2: Project highlighted with yes responses for Screening Question - Supports Local Land Use Goals received support from Project Partners as complementing land use plans. Generally, these are all low impact, resource preserving projects.

Note 3: Projects are generally deemed as having no impacts because they are low impact, resource preserving projects.

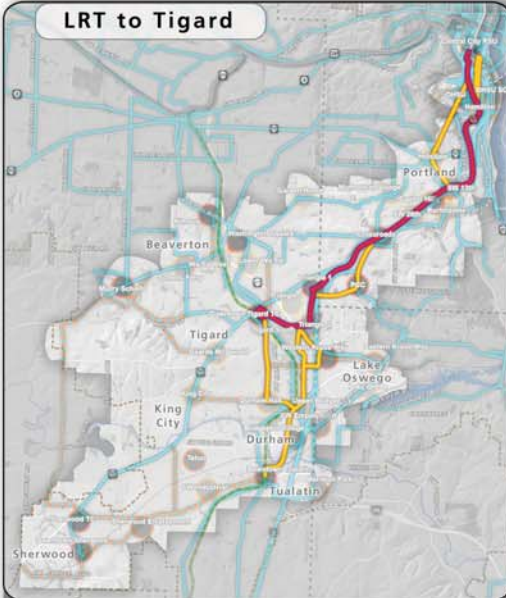
SWCP Steering Committee Proposed Meeting Topics and Major Engagement Opportunities

Draft 3/18/2013

Month	Groups and topics
January 2013	1/14: Steering Committee meeting - Overview of Southwest Corridor Plan, where we are in process, what to expect - Transit options based on 10/2012 SC recommendation DISCUSS - Draft shared investment strategies and evaluation approach DISCUSS
February 2013	2/11: Steering Committee meeting Shared investment strategies for evaluation ADOPT
April 2013	4/22: Steering Committee meeting - Economic development strategies DISCUSS - Housing strategies DISCUSS - Policy changes DISCUSS - Green investments DISCUSS
	Mid-April to early June: online open house with interactive infographic digest of work on the plan to date that also highlights upcoming major decisions
	April: Local advisory committee/community presentations Share project bundles, get reactions, things to remove/add, , get feedback on what it critical to a successful decision
May 2013	5/13: Steering Committee meeting Evaluation results DISCUSS
	May 21: Economic Summit: which projects and policies best support economic development
	5/23: Community Planning Forum: advice on refinement process; implementation ideas
	May: City-hosted events to share city, local land use plan and Southwest Corridor information
	May: Local advisory committee/community presentations Share what we've learned from evaluating project bundles and get reactions, discuss key tradeoffs and define information critical for successful decision
June 2013	6/10: Steering Committee meeting - Community input on shared investment strategy DISCUSS - Guidance on preferred strategy(s) RECOMMENDATION
	6/26: Community Planning Forum
	Mid-April to early June: online open house to frame issues identified through evaluation, begin to frame draft preferred investment strategy
	June: OptIn Survey/online information: describe key tradeoffs between projects (based on evaluation) and ask for preferences to help with refinement of preferred strategy
	June: Local jurisdiction and agency presentations to city councils, county commissions and agencies Prepare for future action on the preferred shared investment strategy
July 2013	7/8: Steering Committee meeting - Community input on shared investment strategy DISCUSS - Guidance on preferred strategy(s) RECOMMENDATION
	7/22: Steering Committee meeting Preferred shared investment strategy(s) and implementation plan for the Southwest Corridor ADOPT
August – September 2013	Local jurisdiction and agency action : final presentations to city councils, county commissions and agencies to act on shared investment strategy (may involve public testimony)

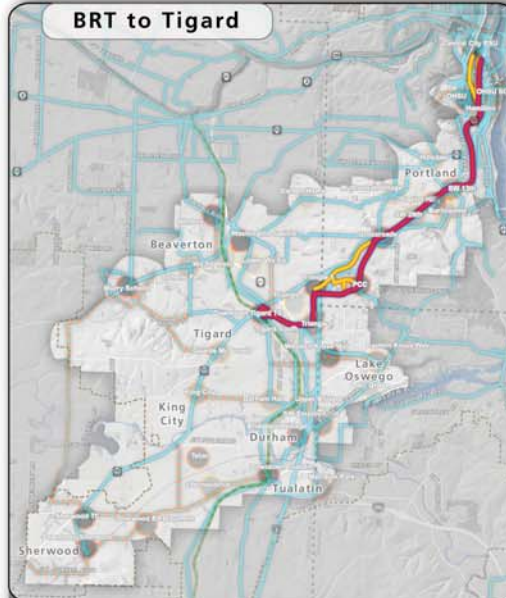
Southwest Corridor - High Capacity Transit Alternatives

LRT to Tigard



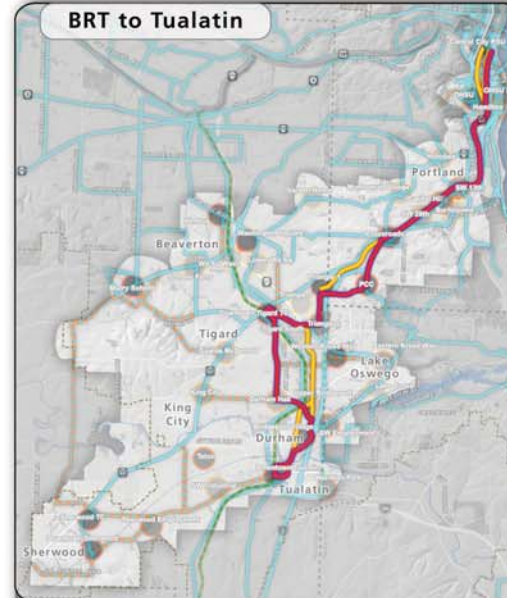
- * Exclusive transit right-of-way
- * Mix of converting (40%) and adding lanes (60%)
- * Naito or a tunnel under OHSU are options for Barbur

BRT to Tigard



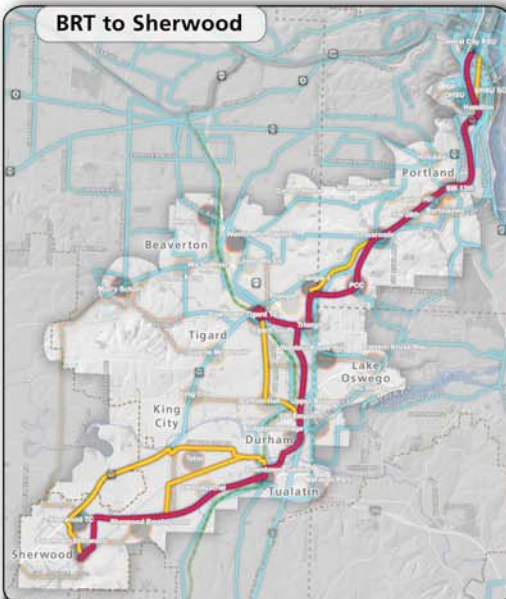
- * Exclusive transit right-of-way
- * Naito is an option for Barbur
- * Exclusive right-of-way to PCC or option on Barbur

BRT to Tualatin



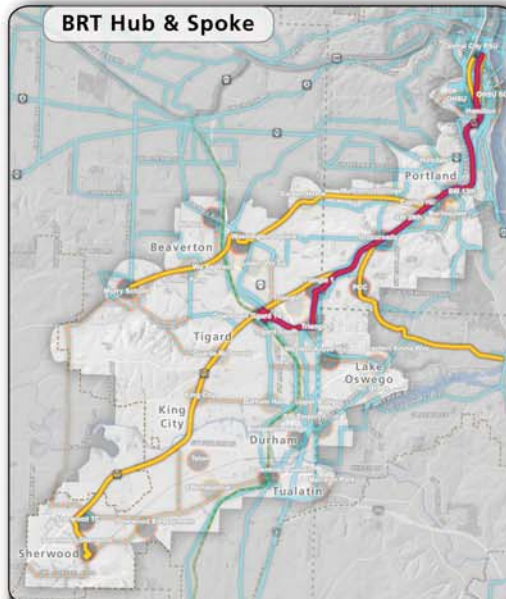
- * Combination of mixed traffic and business access and transit (BAT) lanes
- * Direct access to PCC or option on Barbur
- * Some exclusive right-of-way on Hall and Haines
- * 72nd is an option for Hall

BRT to Sherwood



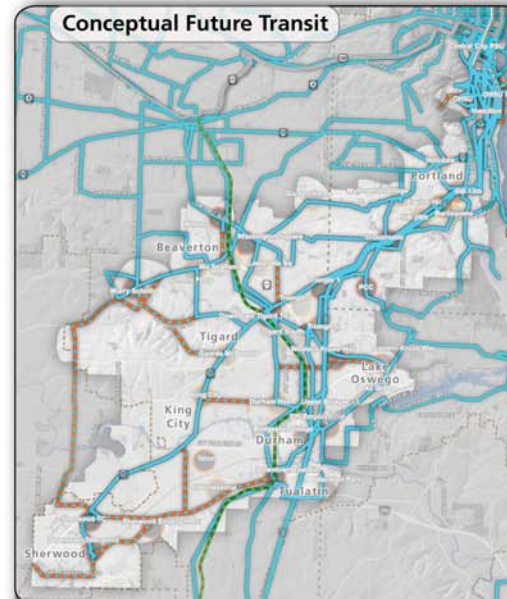
- * Mixed traffic with targeted queue bypasses
- * Direct access to PCC or option on Barbur
- * Some exclusive right-of-way on Haines
- * Tualatin Road and Highway 99 or Herman Road are options to Tualatin-Sherwood Road between Tualatin and Sherwood

BRT Hub & Spoke



- * Primarily in mixed traffic and some BAT lines
- * Exclusive transitway on new structure over I-5 between Crossroads and Tigard Triangle
- * Spokes allow local service buses that benefit from BRT capital improvements when on Barbur

Conceptual Future Transit



- TriMet is developing a SW Service Enhancement Plan for local service that could include:
- * New cross-corridor service on Tualatin-Sherwood Rd, Durham Rd, McDonald/Bonita
- * New connections, Sherwood-Hillsboro, Sherwood-Washington Square, Tualatin-Hillsboro
- * Improved access to WES

High Capacity Transit (HCT)

HCT Alternatives

- HCT Alternative
- HCT Option

Key Places

- Essential
- Priority
- Opportunity
- Neighborhood

Data Collection Area

Urban Growth Boundary

County Boundaries

Local Transit

2010 modeled transit lines

2035 conceptual local transit additions

WES line

0 1 2 Miles

April 24, 2013



Materials following this page were distributed at the meeting.

June 7, 2013

Metro Council
600 NE Grand Ave
Portland, OR 97232

Dear Metro Council,

As the Executive Director of the Westside Transportation Alliance (WTA), I urge you to adopt the amended budget developed by Councilor Harrington and Councilor Stacey that calls for an increase in active transportation funding.

I commend Metro for creating the first ever Regional Active Transportation Plan (ATP). The ATP proposes bicycle parkways, new pedestrian parkways as well as policy recommendations that are vital for our region to realize economic goals, local community ambitions, transportation and health goals. The implementation of this plan will certainly be an asset to the work the WTA does to promote active transportation in Washington County. It is imperative that the momentum from creating the ATP does not falter, but rather continued investments are made to carry out the recommendations put forth in the plan. The recommendations in the ATP need to be actively pursued in order to meet local community and regional goals.

The current budget lacks the focused support necessary to ensure that the ATP recommendations are actively pursued. I am concerned that there may be a strategic disconnect moving forward between Metro resource investments and our regional aspirations for active transportation. This plan has the potential to increase access to public transit, improve public health, increase energy independence and create walkable and bikeable neighborhoods throughout the region, but continued financial investments in active transportation is needed.

The WTA strongly encourages the Metro Council to adopt the proposed budget amendment to actively pursue ATP recommendation through direct focused Metro staff resources in the next two years. If I can answer any questions or provide additional information, please do not hesitate to contact me.

Sincerely,



Heather McCarey
Executive Director
Westside Transportation Alliance
503.906.7961
heather@wta-tma.org



June 10, 2013

Tom Hughes
Metro Council President
Metro Regional Center
600 NE Grand Ave
Portland, OR 97232

Dear President Hughes and Metro Councilors:

Kaiser Permanente supports the amended budget submitted by Councilors Harrington and Stacey and we urge you to vote in favor of the amendment to devote Metro staff resources toward implementation of the Active Transportation Plan.

Kaiser Permanente has collaborated with Metro for many years and is committed to promoting active transportation, trails, parks, and open spaces as vital to building and maintaining a healthy and vibrant region. Our support of the Metro Levy is the most recent example of this commitment.

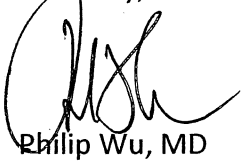
The completion and adoption of the Regional Active Transportation Plan (ATP) is an important landmark event that started with early work including the Case for Active Transportation, which was the product of the Blue Ribbon Committee for Trails. The ATP represents a significant compilation of data that highlights the current state of active transportation in the Metro region. It proposes new bicycle and pedestrian parkways as well as policy recommendations that are vital for our region to realize economic progress, community ambitions, and transportation and health goals. Most importantly for Kaiser Permanente, the ATP addresses the importance of active transportation to all of our communities, including low-income and communities of color.

Kaiser Permanente compliments Metro for having committed the time, resources and expertise to produce the ATP. However, the most important work around implementation now begins. The current budget lacks the focused support necessary to ensure that the ATP recommendations are actively pursued and may signal a strategic disconnect between our regional vision around active transportation and those priorities in which Metro chooses to fully embrace with the investment of additional resources.

Many regions around the country are emulating (and in some cases surpassing) the work that has been done in our region. The ATP represents a grand vision, but continued leadership, support, and resource allocation by Metro are needed.

Kaiser Permanente strongly encourages the Metro Council to adopt the proposed budget amendment to actively pursue the ATP recommendations through direct focused Metro staff resources over the next two years.

Sincerely,

A handwritten signature in black ink, appearing to read 'Philip Wu'.

Philip Wu, MD

Community Health Initiative
Kaiser Permanente Northwest

A handwritten signature in black ink, appearing to read 'Molly J Haynes'.

Molly J Haynes
Manager, Community Health Initiative
Kaiser Permanente Northwest

June 11, 2013

Metro Council
600 Northeast Grand Avenue
Portland, Oregon 97232-2736

Subject: Support for Active Transportation Budget Amendment

Dear Councilors,

As stakeholder organizations that care about healthy, vibrant communities throughout the region designed so people can safely and affordably meet their daily needs, we thank the Metro Council for its leadership in leveraging the TGM investment into the Regional Active Transportation Plan (ATP). We urge the Council to take the next step by funding implementation of the ATP in the next biennium.

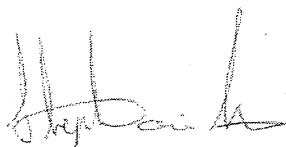
The Regional Active Transportation Plan has truly groundbreaking potential. If implemented, the ATP will create a comprehensive regional transportation network that provides transportation choices, improves public health, increases energy independence, and creates walkable and bikeable neighborhoods. This is fundamental to achieving Metro's desired outcomes: vibrant communities, economic prosperity, safe and reliable transportation, leadership on climate change, and clean air and water.

The groundbreaking potential of the Active Transportation Plan is precisely that: potential. This potential can only be realized with staff support to implement the plan. We are concerned that the proposed budget does not enable Metro and its regional partners to implement the ATP. We strongly encourage the Metro Council to adopt the proposed amendment to provide staff resources for the next two years. This will allow Metro to steward the ATP to adoption into the RTP, which will require considerable attention.

Metro's most recent financial forecast identifies \$1.7 million in additional unanticipated revenue. We believe allocating \$270,000 for staff support over the next two years will leverage Metro's current investment in the Active Transportation Plan, moving groundbreaking potential to reality.

Thank you for your leadership. Please do not hesitate to contact us should you have questions or comments.

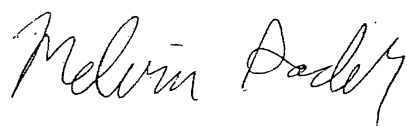
Sincerely,



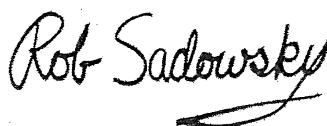
Steph Routh
Oregon Walks



Mara Gross
Coalition for a Livable Future

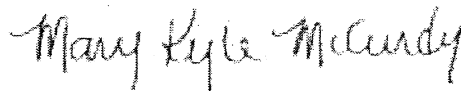


Mel Rader
Upstream Public Health



Rob Sadowsky
Bicycle Transportation Alliance

Jerry Norquist
Cycle Oregon



Mary Kyle McCurdy
1000 Friends of Oregon



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

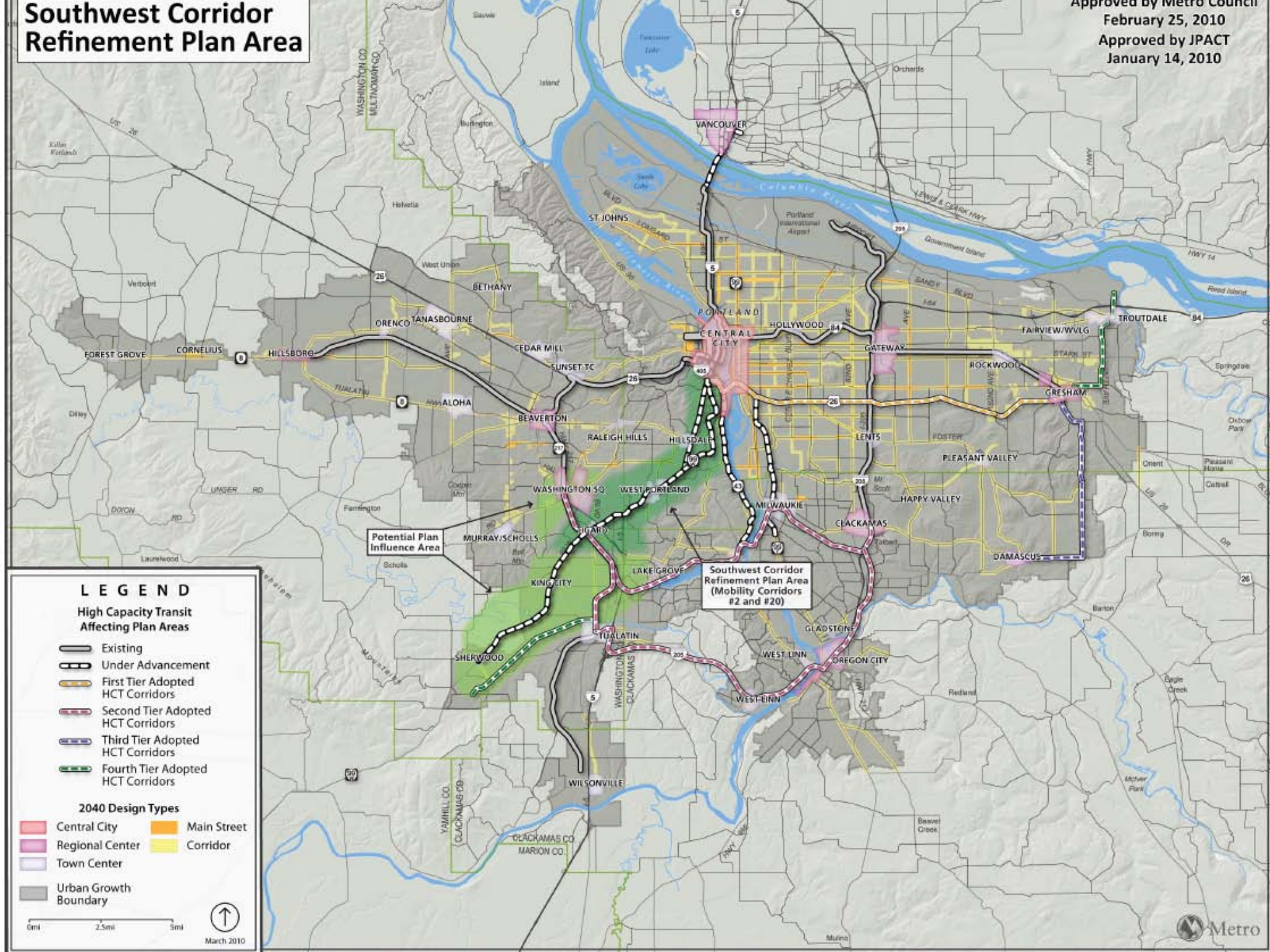
Southwest Corridor Plan

Project Update

June 11, 2013

Southwest Corridor Refinement Plan Area

Approved by Metro Council
February 25, 2010
Approved by JPACT
January 14, 2010

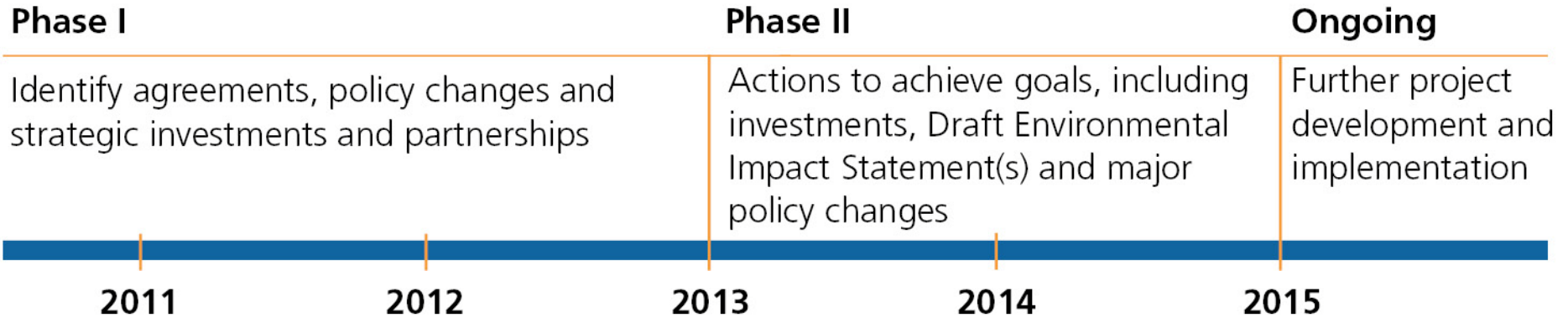


Collaborative effort



Major Timeline

Southwest Corridor Plan schedule



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.



Leverage public and private investments to create great places

SW 13th Ave between Barbur and Bertha Avenues in Southwest Portland

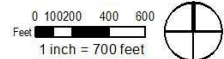


Leverage public and private investments to support jobs



Leveton Focus Area

Prepared by SERA Architects
7 June 2012

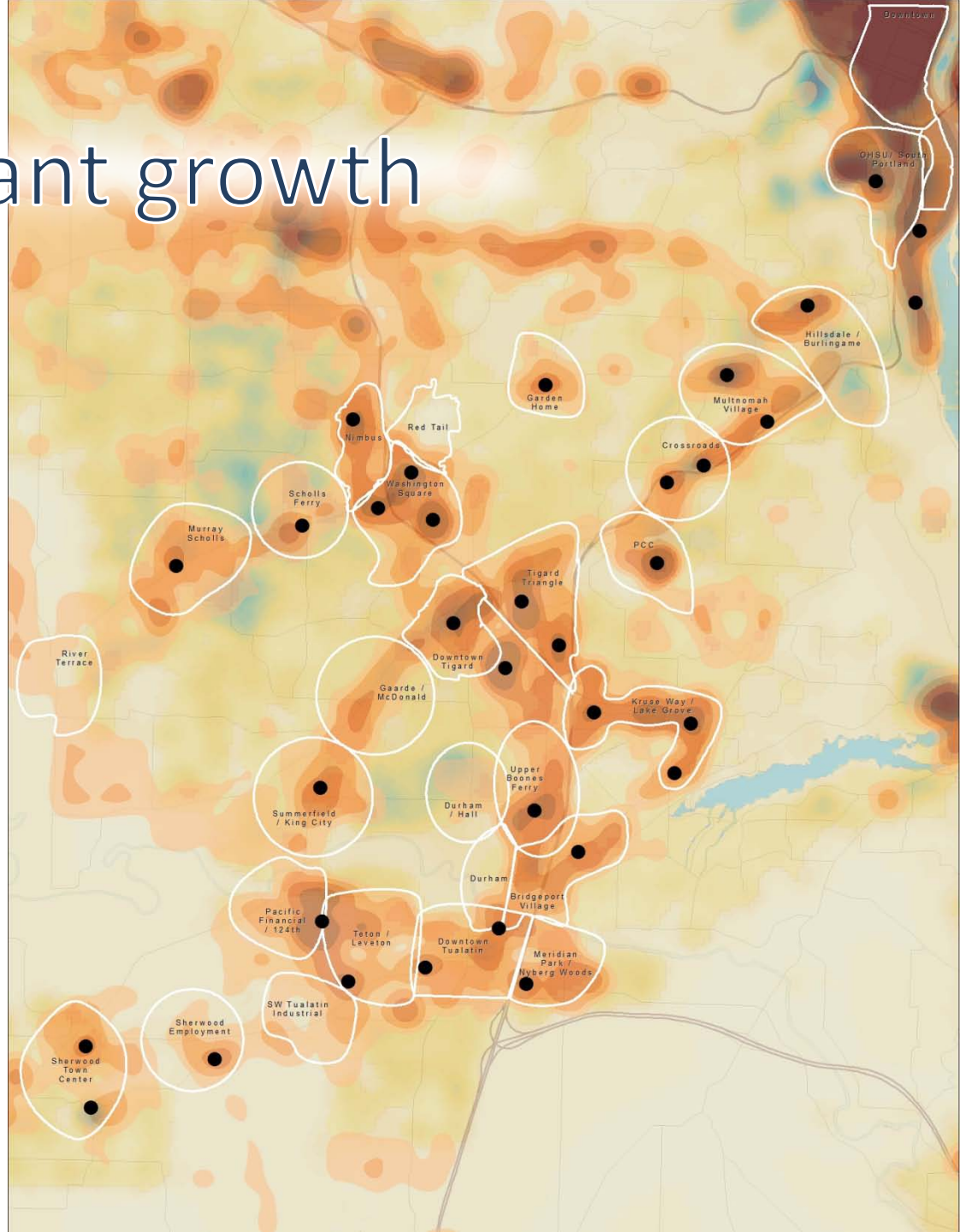


Significant growth

11% of Metro
region

Population
2010 - 140k
2035 - 206k

Employees
2010 - 163k
2035 - 251k



Fall 2012: Project inventories

Project lists:

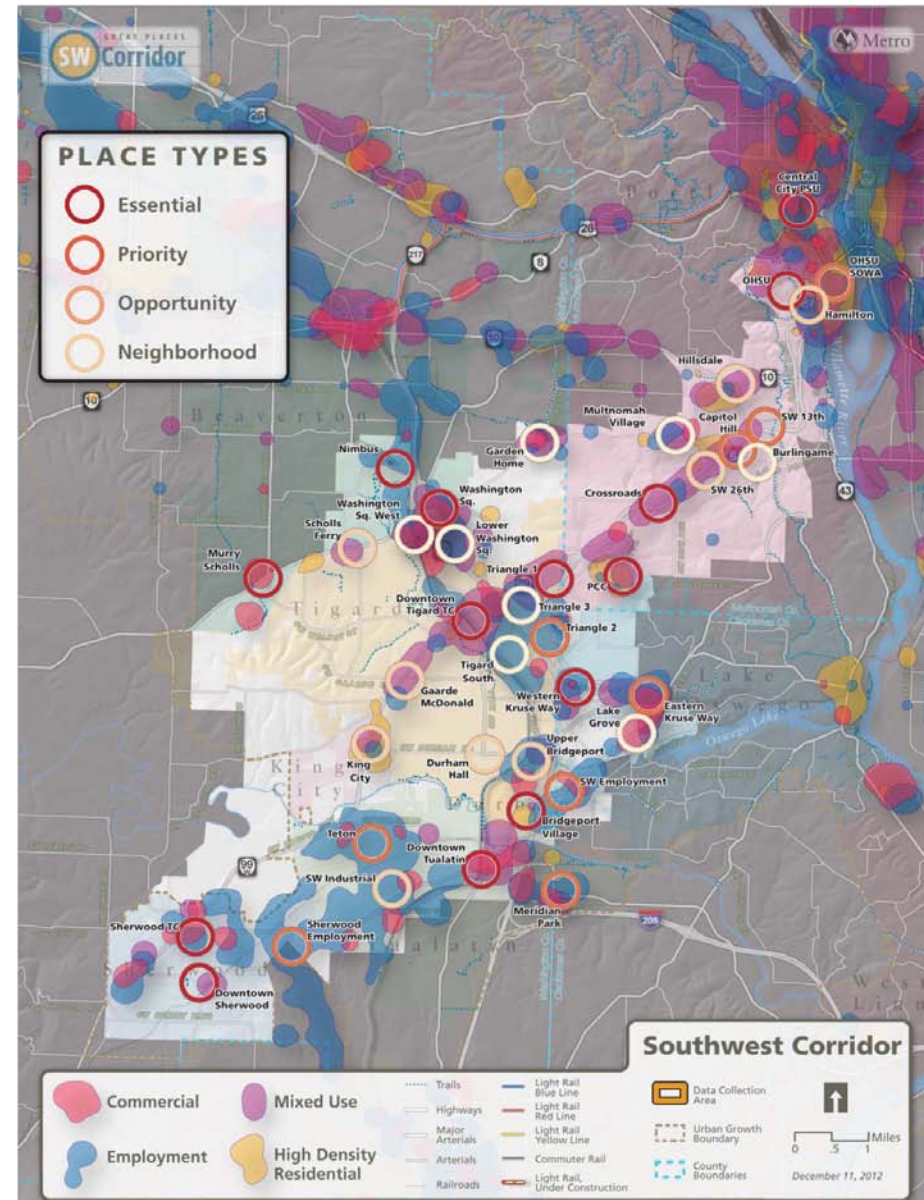
- ♦ **Active transportation:** 300 projects
- ♦ **Parks and natural resources:** 450
- ♦ **Roadway improvements:** 150
- ♦ **Transit projects:** identified 10 options and narrowed to 5 concepts



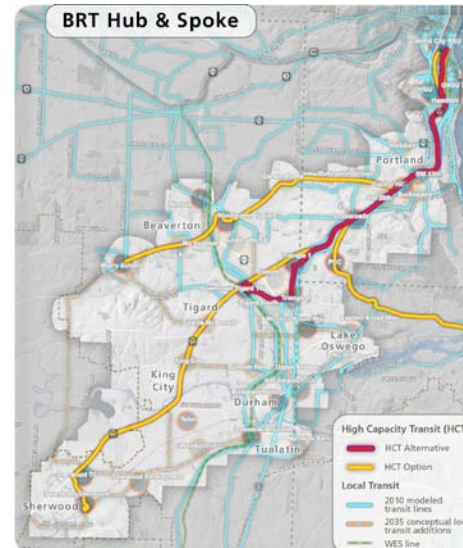
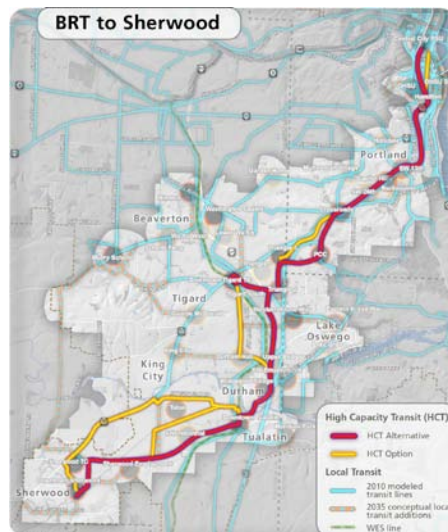
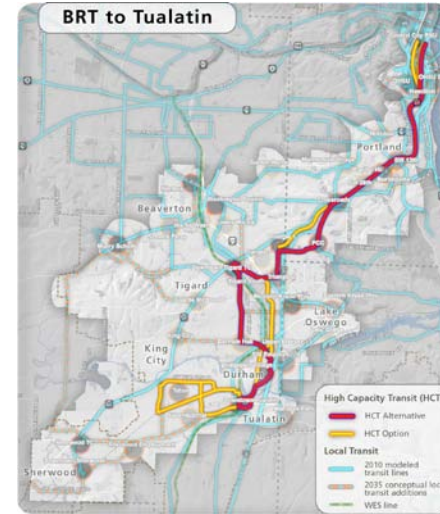
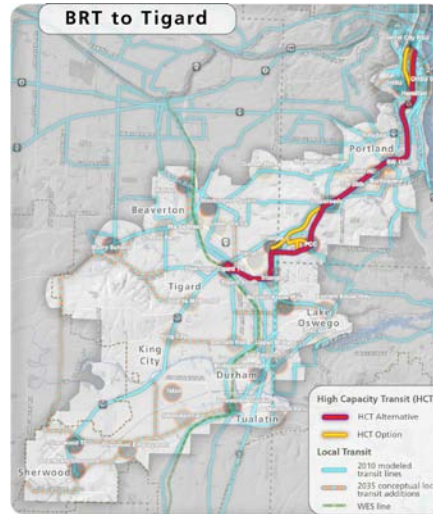
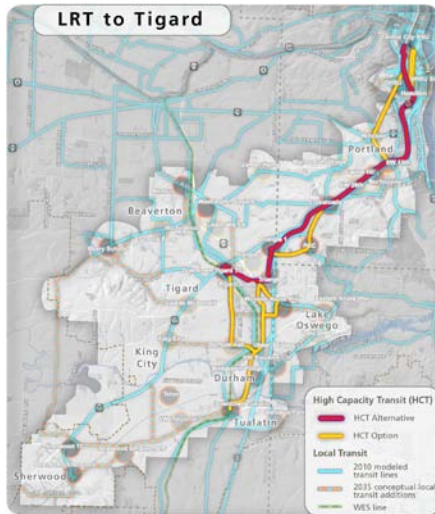
A vision based approach

Key points about the land use vision

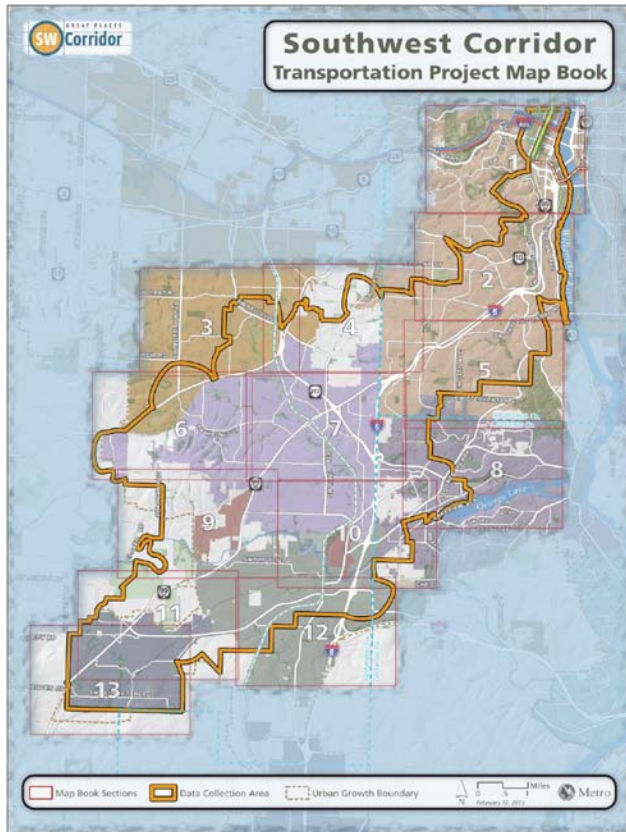
- Retail, entertainment and education surrounded by stable residential
- Potential to unify the corridor through mixed use, main streets and downtowns to link employment and regional destinations
- Infill and redevelopment will generate new development
- As a regional employment district the corridor has potential for higher land use efficiency



Five HCT alternatives



2/2013: Bundles for evaluation



Project bundles

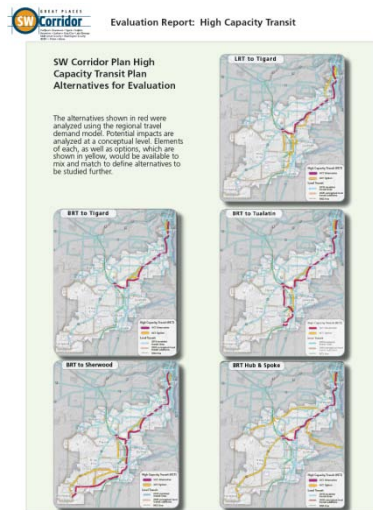
- **Based on land use vision**
- **Foundation of 5 HCT alternatives**
- **Active transportation:** 84 projects
- **Roadway improvements:** 46 projects
- **Parks and natural resources:** projects rely on opportunities presented by above

Draft recommendation

Where we are now

Evaluation

- Informed our draft recommendation
- Used a number of tools available at Metro
- Tried to match level of analysis with decisions to be made



www.oregonmetro.gov

Active Transportation

DRAFT Southwest Corridor Active Transportation Evaluation Report

DRAFT for Steering Committee, June 10, 2013



Public involvement

- 4 community planning forums
- 2 economic summits
- Shape SW, other online engagement
- City council, planning commission, stakeholder and neighborhood meetings
- EJ targeted outreach

July milestone: End of Phase I

- Transit:
 - ♦ Local service enhancement planning
 - ♦ Narrow HCT alternatives
- Strategic set of roadway and active transportation projects
- Prioritized parks and natural resource projects
- Policies and incentives for further exploration

October 2012	July 2013	mid-2014	early 2017
Narrow from 10 alternatives concepts to five	• 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	<i>Refinement</i> • Alignments • 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	<i>Draft Environmental Impact Statement</i> • Mode • Station locations • Transit system connections

Alternatives Previously Removed by Steering Committee

- I-5 options
 - add or convert I-5 lanes for BRT/HOV/HOT lanes
 - do not support the land use vision
- Streetcar options
 - best as urban city circulator, not long-distance HCT mode
- WES upgrades
 - separate corridor that merits its own study
 - limited ability to support land use vision
- LRT to Sherwood and exclusive transit-lane BRT to Sherwood
 - travel patterns and transit demand suggest local service improvements more appropriate

Direction on SW Service Enhancement Plan (local service)

Directs TriMet to implement SW Service Enhancement Plan to provide the following:

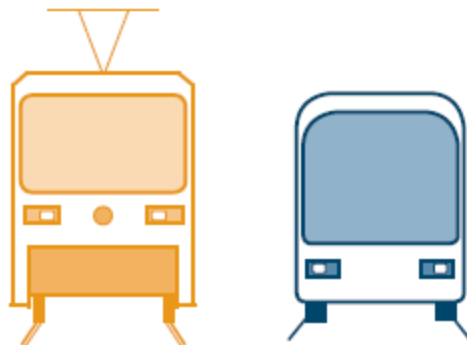
1. Connect key SW Corridor locations quickly and reliably to one another and to a potential HCT line
 - Within corridor
 - Throughout Washington County
2. Improved local transit connections to WES
3. Capital improvements necessary to achieve higher transit system functioning to better connect key corridor areas and HCT
4. Identification of improvements cities and counties can make for better transit access



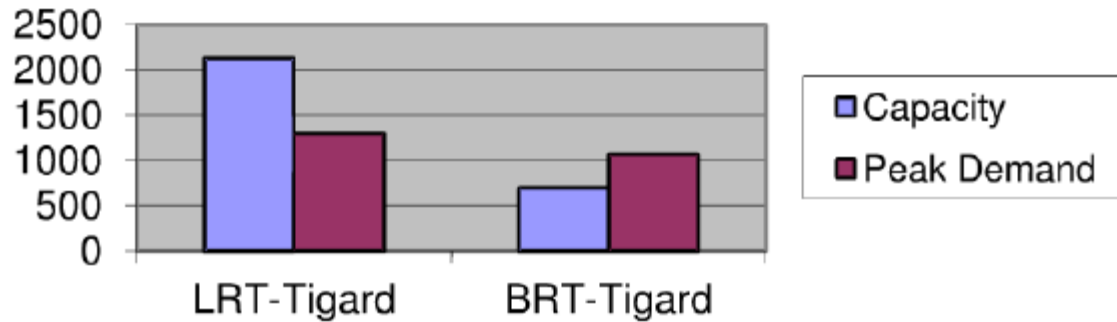
Modes for further study

Both light rail and BRT should advance for further study based on

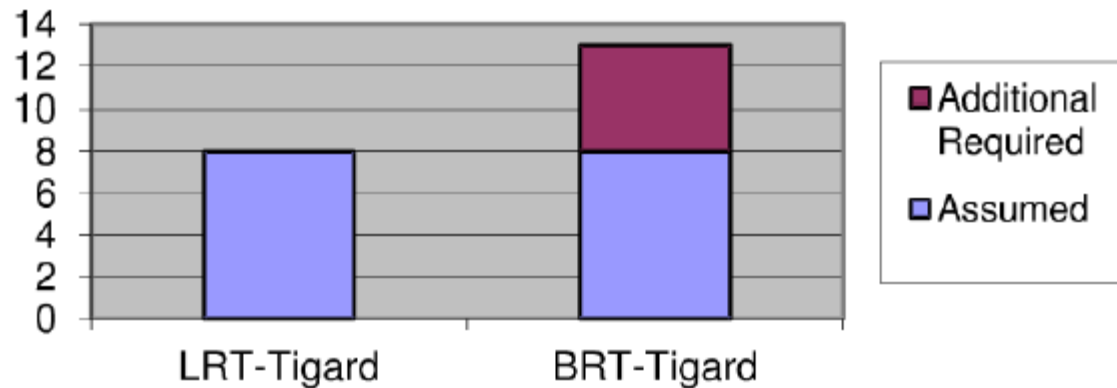
1. high ridership potential of both modes
2. need for additional design to produce more developed capital cost estimates necessary to clarify tradeoffs among:
 - capital costs
 - operating efficiency (operating costs and ridership)
 - support for SW Corridor Land Use Vision

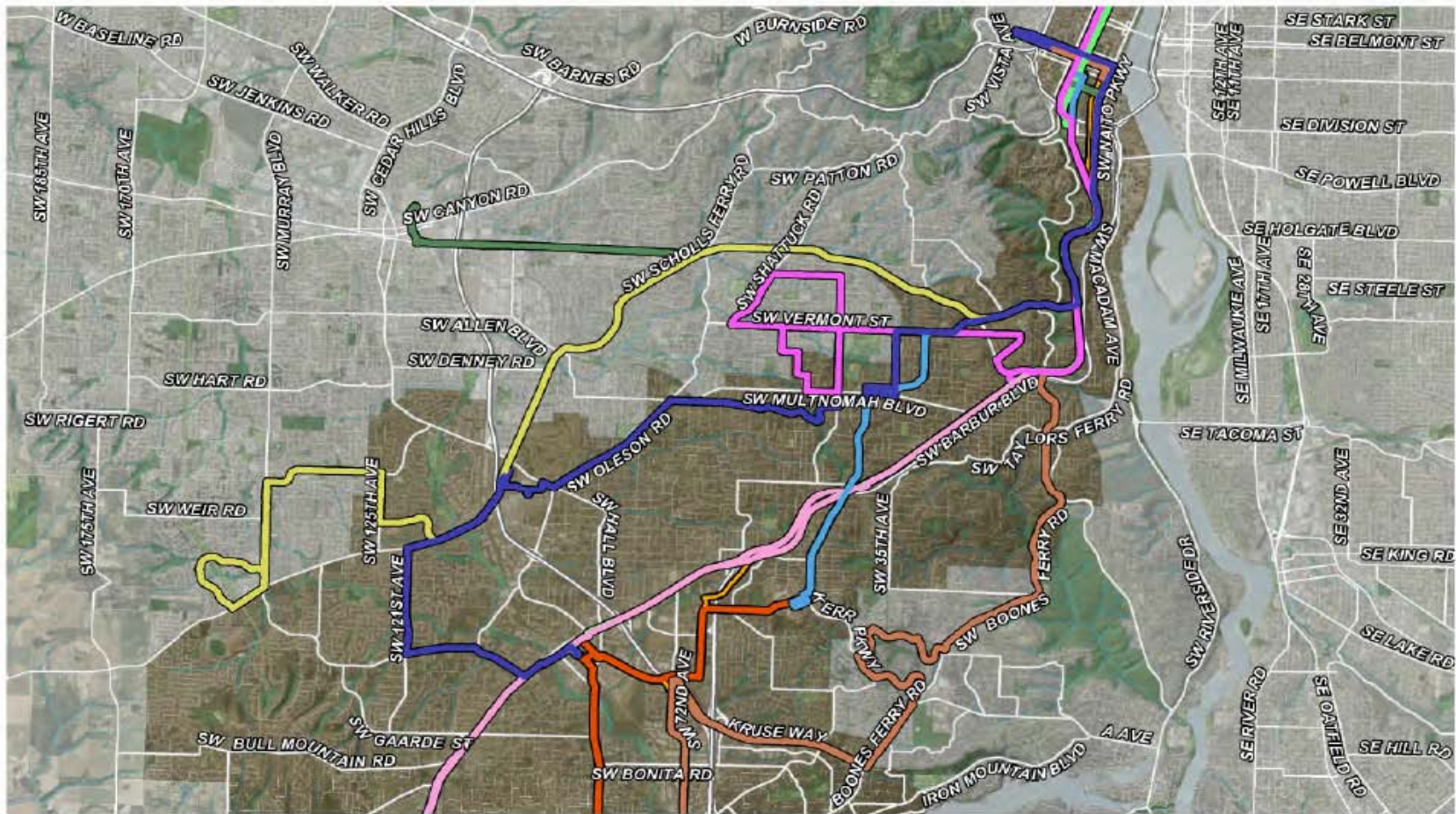


Hourly Carrying Capacity and Peak Demand with Eight Vehicles/Hour



Hourly Frequencies





- Lines 12, 38, 44, 45, 54, 92, 94 – 24 buses per hour on Barbur in the peak
- Because LRT would have remaining capacity, local routes could be shortened or interlined before duplicating service on Barbur. LRT ridership would increase and service hours saved could be reallocated to the rest of the corridor
- Because BRT would be at (or over) capacity, there would be less opportunity to reallocate service hours without increasing BRT service hours.

Percentage of BRT in dedicated transitway (“level” of BRT)

Between 50% and 100% of the alignment should be in exclusive right-of-way

- eligible for New Starts funding
- most supportive of land use vision

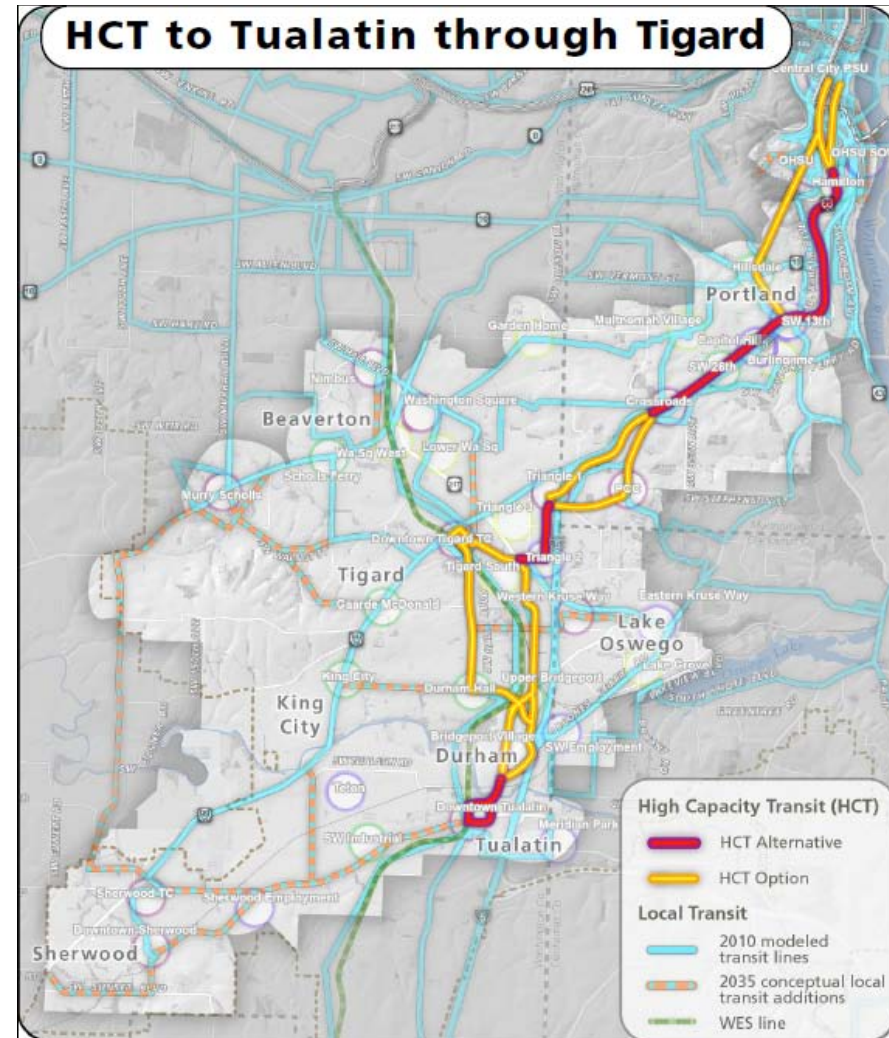


Destination

Tualatin, via Tigard

Based on:

- ridership potential
- operational efficiency
- plans for increased housing and employment in Tigard and Tualatin



Capital Cost Magnitude Overview

Light Rail (based on historic projects)

- to Tigard = \$1.7B - \$2.4B (high end with OHSU tunnel)
- to Tualatin = \$2.4B - \$3.1B (high end with OHSU tunnel)

BRT

- more difficult to estimate based on historic projects
- South Corridor EIS: 50% of LRT cost for high-end BRT
- CRC DEIS: 80% of LRT cost for high-end BRT including bridge
- as low as \$100M for low-end BRT

More reliable estimates available with higher level of design

Roadway + Active Transportation Projects

Background

- Projects from existing plans
 - Regional Transportation Plan
 - Local TSPs
 - Area plans
 - Corridor plans
 - Modal plans
 - Comments from public
- 500+ Projects
- \$3+ Billion
- February – narrowed to \$800 million for evaluation

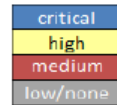


Roadway + Active Transportation Projects

Draft Narrowed Project List – close to \$500M

DRAFT STAFF RECOMMENDATION

Southwest Corridor: Roadway and Active Transportation Projects - 6/3/13



Location/ Ownership	#	Project Title	Project Description	Cost	Highly supportive of HCT	Highly supportive of land use goals, esntl/prty places
Portland ODOT	1044	South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)	Adds a new ramp connection between I-405 and the Ross Island Bridge from Kelly Avenue. Restore at-grade intersections along Naito Parkway, with new signalized intersections at Ross Island Bridge access and at Hooker Street. Removes several existing roadways and ramp connections.	\$\$\$\$	5 all other	
Tigard	1077	Ash Avenue railroad crossing (new roadway)	Extend Ash Avenue across the railroad tracks from Bumham to Commercial Street.	\$		
Tigard	1078	Atlanta Street Extension (new roadway)	Extend Atlanta Street west to Dartmouth Street	\$		
Tigard WashCo.	1098	Hall Boulevard Widening, Bonita Road to Durham	Widen to 3 lanes; build sidewalks and bike lanes; safety improvements (construct 3 lanes with development, preserve ROW for 5 lanes)	\$	4 all other	
Tigard WashCo.	1100	Hall/Hunziker/Scoffins Intersection Realignment	Realign offset intersection to cross intersection to alleviate congestion and safety issues	\$		
Tigard WashCo.	1107	Hwy. 217 Over-crossing - Hunziker Hampton Connection	Build new connection of Hunziker Road to 72nd Avenue at Hampton St., requires over-crossing over Hwy 217, removes or revises existing 72nd Avenue/Hunziker intersection/ connection.	\$\$\$\$		Not E/P place
Tualatin WashCo.	1134	Boones Ferry Road (reconstruct/widen from Martinazzi to Lower Boones Ferry)	Reconstruction/widen to 5 lanes from Martinazzi to Lower Boones Ferry Road, including bridge.	\$\$\$	1	
Portland	2004	26th Ave, SW (Spring Garden - Taylors Ferry): Pedestrian Improvements	Construct a walkway for pedestrian travel and access to transit and install street lighting	¢		
Portland ODOT	2011	Connections to Transit/Transit Improvements: Barbur & Taylors Ferry	New steps/ramp connecting SW Taylors Ferry frontage road to Barbur across from transit center at existing signalized crossing.	¢		
Portland	2018	Huber Street Sidewalk Project 37th Ave. - 43rd Ave./I-5 On-Ramp	Construct new concrete sidewalks, curbs, and curb ramps on south side of SW Huber Street from 37th Ave. to 43rd Ave.	¢		
Portland		Pedestrian Overpass near Marham	Construct pedestrian path and bridge over Barbur Blvd. and I-5 to connect SW Alfred and			

DISCUSSION DRAFT, June 5, 2013

Roadway + Active Transportation Projects

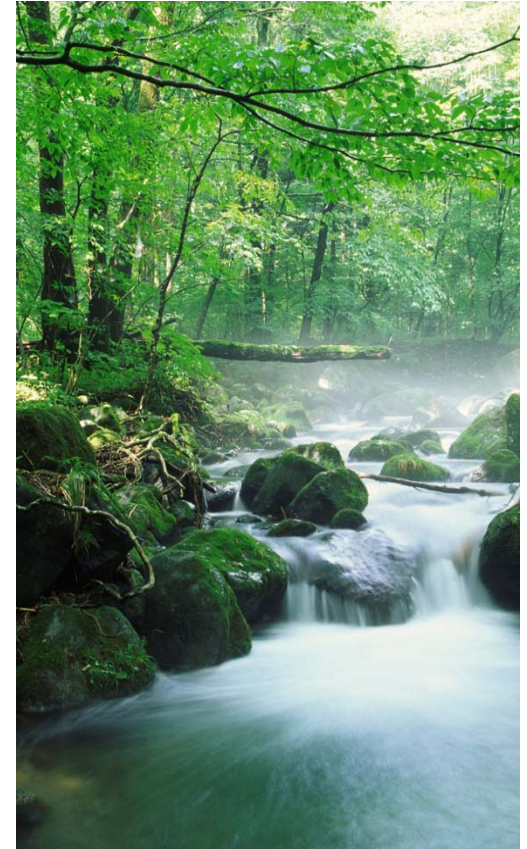
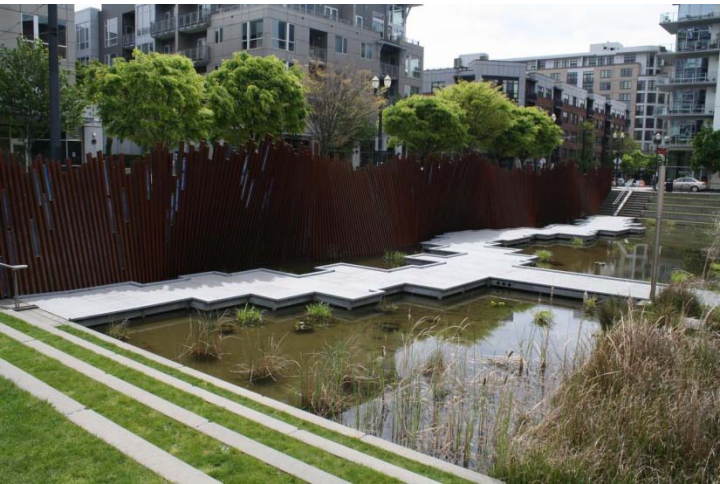
Recommendation

- Highly supportive of HCT
 - During refinement, some projects will be identified that fit with HCT project
- Highly supportive of the land use vision
 - Includes vision for mixed-use areas as well as employment and industrial areas
 - Project sponsors will take responsibility to implement their projects
- SW Corridor Plan recommendations will inform updates to TSPs and the RTP but projects will not automatically be added or removed based on SW Corridor.

Green projects

Developed and prioritized
by each jurisdiction in the
corridor.

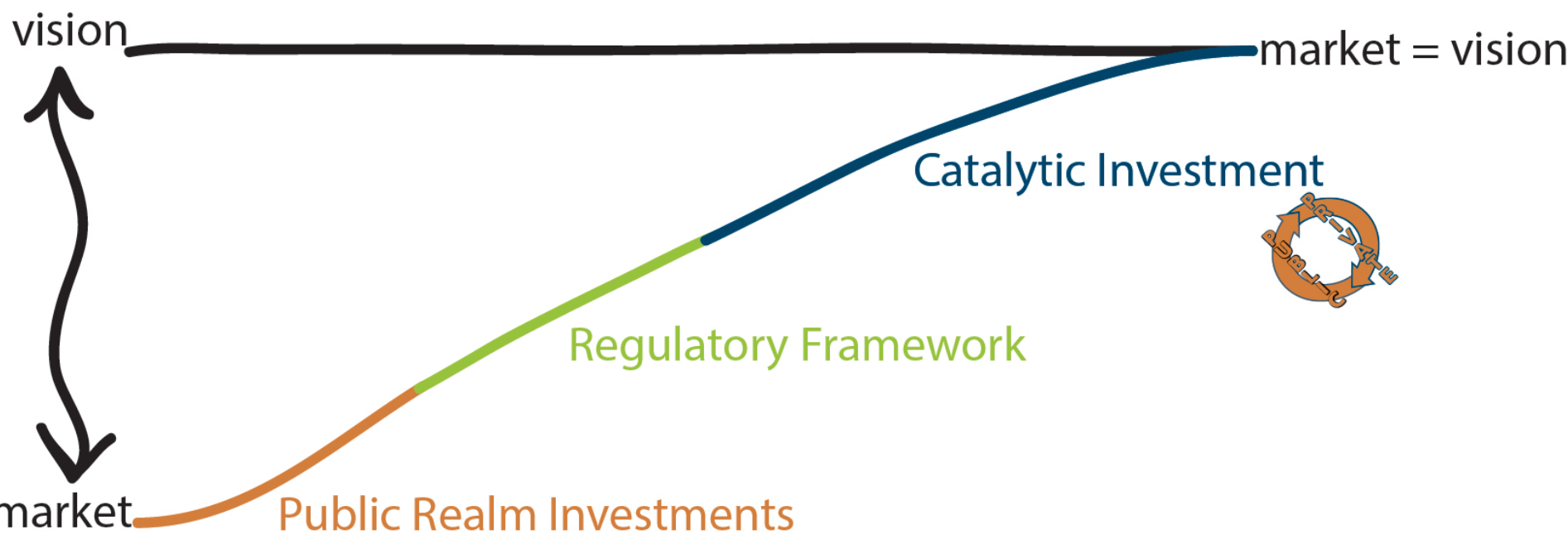
- Parks
- Trail
- Natural Areas





Regulatory Framework and Catalytic Investment

Moving from current conditions to community visions



Next steps

- Steering Committee consideration 7/22
- Project partners adopt SWCP by resolution in fall 2013
- Move into a refinement phase
 - ♦ Focus on HCT
 - ♦ Determine which roadway, AT, green projects move forward with HCT
 - ♦ Refine policies/tools for further implementation
- Steering Committee decision to move into NEPA early 2014

Schedule

- **June 10:** Steering Committee will reviewed draft recommendation
- **June:** local elected/citizen discussion of draft recommendation
- **June:** online survey available
- **June 26:** Community Planning Forum at Tigard Library
- **July 8:** Steering Committee discussion of changes to draft recommendation
- **July 22:** Steering Committee action, end of Phase I

Thank You



www.swcorridorplan.org

Project Partners: Metro, ODOT, TriMet, Washington and Multnomah counties, the cities of Portland, Tigard, Tualatin, Sherwood, King City, Lake Oswego, Durham, and Beaverton



Integration of projects

Road, active transportation and green projects combine together to make a great place.

