



Metro | Agenda

Meeting: SW Corridor Plan Steering Committee
Date: October 14, 2013
Time: 9:00 to 11:45 a.m. (including tour)
Place: Metro Regional Center Council Chambers
Purpose: Kickoff Southwest Corridor Plan refinement of the transit recommendation and begin implementation of the Shared Investment Strategy.

9:00 a.m. Welcome and introductions Co-chair Stacey

ACTION ITEM

9:05 a.m. Consideration of the Steering Committee meeting summary from July 22, 2013 **ACTION REQUESTED** Co-chair Stacey

INFORMATION/DISCUSSION ITEMS

9:10 a.m. Phase I Project Partner Actions Co-chair Dirksen, Metro
Short overview of project partners actions to adopt the Southwest Corridor Plan and Shared Investment Strategy.

9:15 a.m. Refinement Work Plan Overview Matt Bihn, Metro
Review of SWCP refinement calendar and major tasks. Kelly Betteridge, TriMet

9:30 a.m. Refined Transit Purpose and Need Malu Wilkinson, Metro
Overview of the FTA required transit Purpose and Need refined based on the July Steering Committee recommendation.

9:40 a.m. ID Southwest Elissa Gertler, Metro
Discuss moving forward to create a group focused on implementation of the Southwest Corridor Plan and Shared Investment Strategy (described in the original Steering Committee Charter as "Implementation Partners").

PUBLIC COMMENT

9:50 a.m. Public Comment Co-Chair Stacey
Opportunity for citizens to provide short testimony and/or submit written comments to inform the Steering Committee.

10:00 a.m. Adjourn to PMLR Tour

Materials for 10/14 meeting:

- 7/22 meeting summary
- Project Partner Action Calendar
- Refinement Work Plan Summary and Map
- Draft refined purpose and need
- ID Southwest description
- SWCP Steering Committee calendar

Next meetings:

- December SC



Southwest Corridor Plan Steering Committee
Monday, July 22, 2013
9:30 to 11:30 a.m.
Tigard Public Library

Committee Members Present

Craig Dirksen, Co-chair
Bob Stacey, Co-chair
John Cook
Denny Doyle
Charlie Hales
Neil McFarlane
Bill Middleton
Lou Ogden
Gery Schirado
Jason Tell
Roy Rogers

Metro Council
Metro Council
City of Tigard
City of Beaverton
City of Portland
TriMet
City of Sherwood
City of Tualatin
City of Durham
ODOT
Washington County

Committee Members Excused

Suzanne Turley

City of King City

Alternate Members Present

Al Reu

City of King City

Metro Staff Present

Leila Aman , Matt Bihn, Anthony Buczek , Nick Christensen , Catherine Ciarlo , Tim Collins, Marne Duke, Joyce Felton, Elissa Gertler , Cliff Higgins, Juan Carlos Ocana-Chiu, Jamie Snook , Michael Walter, Steve Wheeler, Hope Whitney, Malu Wilkinson

1.0 Welcome and introductions

Co-chair Bob Stacey, Metro Councilor, called the meeting to order at 9:35 a.m. He noted that the purpose of the meeting was to celebrate work accomplished during the past year and to make several key decisions to set the focus for the work ahead.

2.0 Consideration of the steering committee meeting summary from July 8, 2013

Co-chair Stacey asked for a motion to approve the meeting summary from July 8, 2013. Mayor Denny Doyle, City of Beaverton, made the motion; Mr. Neil McFarlane, TriMet, seconded the motion. The motion passed unanimously.

3.0 Celebration – what we’ve accomplished

Co-chair Craig Dirksen, Metro Councilor, provided an overview of what had been achieved by SW Corridor plan project partners during Phase I. He reminded the committee of their decision to first review partner land use and development plans, and to use local plans to determine the kinds of projects that would help meet community goals. He believed that the effort each city put into their local land use plans was vital to the success of the SW Corridor Plan supporting a shared community vision.

Ms. Malu Wilkinson, Metro, reviewed minor changes made to the Shared Investment Strategy Recommendation. She referred the committee to the July 16, 2013 Memo regarding the “Committee recommendation, changes between draft and final versions,” (included in the agenda packet) stating that it provided an overview of changes to the recommendation.

4.0 Public comment

Co-chair Stacey opened the meeting for public comment, and encouraged attendees to submit written versions of remarks to the committee.

Mr. Scott McClain of the Markham Neighborhood Association encouraged the committee to address the traffic challenges faced by individuals who cross the Sellwood Bridge from Southeast Portland and then travel through Spring Garden to reach I-5.

Ms. Marianne Fitzgerald of Southwest Neighborhoods emphasized the importance of community involvement. She believed that the committee should be willing to consider large-scale projects as many community members in the southwest Portland neighborhoods saw the committee’s work as an opportunity to achieve long-term solutions. She asserted that challenging projects could be completed with community involvement.

Mr. Michael Harrison of Oregon Health and Science University (OHSU) stated that transportation access was one of OHSU’s greatest challenges at its Marquam Hill campus, and that the SW Corridor Plan could have substantial impact on OHSU. He noted that making

Marquam Hill accessible entailed partnerships with students, employees, Metro, the City of Portland, and TriMet. He informed the committee that 56% of OHSU employees and students used transportation modes other than driving alone. He added that OHSU looked forward to continuing those partnerships and that interim Marquam Trail improvements were anticipated.

Co-chair Stacey asked Mr. Harrison if he thought increased activity at OHSU's South Waterfront location was predicted to ease the traffic challenges at Marquam Hill.

Mr. Harrison answered that OHSU planned to move more of its academic functions to its South Waterfront location, and that it hoped to move more of its ambulatory and patient work there as well. He noted that these actions would mean that Marquam Hill would be used for work that generated fewer trips. He said that traffic challenges would remain for anyone who lived in the neighborhood, drove to OHSU, or drove an ambulance to OHSU.

Mr. Roger Averbeck of the SW Neighborhoods Transportation Committee commented that it was essential to engage communities impacted by the SW Corridor Plan. He requested that all the projects on the list be given a thorough analysis. He argued that the evaluation of projects in terms of expense and viability should not take place at this point. He did not believe that high capacity transit (HCT) could be implemented in the southwest corridor without fixing infrastructure problems.

Ms. Kathy Newcomb of the Tualatin Transportation Task Force expressed disappointment that rapid transit was not a goal of the recommendation. She said that the committee should have determined the availability of inexpensive land that could be used for dedicated transit lanes. She said that Bull Mountain road running into Sherwood had a median available for transit, but that the cost of land along Barbur Boulevard running into the Tigard Transit Center remained a question that the committee should consider.

Mr. Andy Bergman, Tigard resident, stated that he lived near the WES line and that he believed it was not heavily used in the daytime route from Tigard to Tualatin. He added that buses on 99W did not seem to be heavily used. He inquired as to why money should be spent on potential HCT alignments on Hall Blvd or 72nd Street. He was against spending money on transportation projects that might disrupt communities and provide minimal benefits. Co-chair Stacey responded to Mr. Bergman's comments by stating that he had looked at a recent TriMet report detailing ridership by line. The report indicated that a fair number of people were using the WES line.

5.0 Consideration of the Final Recommendation

Mayor John Cook, City of Tigard, motioned to approve the Phase I Recommendation for the Southwest Corridor Plan and the Shared Investment Strategy, and to direct project staff to move forward into Phase II of the project. Mr. Jason Tell, ODOT, seconded the motion. The motion passed unanimously.

Mayor Charlie Hales, City of Portland, commended the work accomplished by the committee and staff so far, and noted that the committee had moved away from a traditional planning process in which a sponsoring agency proposed a project and a community responded to it. He explained that the current process encouraged more community partnership. He added that transportation projects were long processes, and that federal funds are not guaranteed but he believed that the project would be competitive for federal funding as the SW Corridor Plan developed.

Mr. McFarlane thanked staff for their work on the Shared Investment Strategy, and stated TriMet was increasing service on various routes. He asserted that one of the strengths of the recommendation was that it included short-term actions. He noted that there was great demand for bus service in Tualatin and on 99W and for transit in the corridor. He believed that improvements related to pedestrian connections and sidewalks would help to improve transit accessibility in the corridor.

Mayor Doyle thanked staff and members of the public for their work and participation. He hoped that the SW Corridor Plan would be implemented efficiently and affordably. Co-chair Dirksen thanked staff and citizens who had assembled the land use and transportation plans and stated that the foundation of the plan was community-based. He hoped the SW Corridor Plan would achieve the shared community vision.

Co-chair Stacey added that the work accomplished so far facilitated true community building.

Mayor Ogden, City of Tualatin, emphasized that local service improvements and short-term results were important. He also highlighted the importance of that access to a Tualatin-based transit station. Co-chair Stacey replied that transit was only one component of the solution to the challenges presented by growth in the corridor.

6.0 Refinement calendar

Ms. Leila Aman, Metro, highlighted the connection between land use plans and the refinement phase of the SW Corridor Plan (presentation included in the agenda packet) She explained that the focus of the committee's work had a strong regional emphasis. She noted that HCT transit plans were based on present needs but allowed for flexibility in the future.

Ms. Aman described the tools and approaches the committee would use in the refinement phase to send messages to the private sector about desired changes. She explained that approaches would be tailored based on development-readiness in the communities of the corridor. She reviewed how sidewalks, street trees, and other green amenities could create the environment for desired development. She encouraged committee members to collaborate with public and private sector partners.

Ms. Wilkinson reviewed Southwest Corridor refinement plan (included in the agenda packet). She explained that integration of HCT, local transit service, development strategy, and public engagement would be vital to achieving land use goals. She added that staff proposed that the Steering Committee meet approximately every other month from September 2013 to June 2014.

7.0 Next meetings and adjourn

Co-chair Dirksen described the committee's next steps of sharing its recommendation with local jurisdictions and councils. The committee would ask each of the local councils to take action endorsing the committee's recommendation between now and the end of fall, with the Metro Council acting last.

Co-chair Stacey emphasized the importance of investing at the appropriate levels now to achieve future goals. He adjourned the meeting at 10:38 a.m.

Meeting summary respectfully submitted by:

Michael Walter,
Administrative Assistant

Attachments to the Record:

Item	Type	Document Date	Description	Document Number
1	Agenda	7/22/13	July meeting agenda	072213swcpssc-01
2	Summary	7/8/13	7/8/13 meeting summary	072213swcpssc-02
3	Memo	7/16/13	Recommendation memo	072213swcpssc-03
4	Factsheet	7/22/13	Shared investment strategy factsheet	072213swcpssc-04
5	Document	7/22/13	Shared investment strategy recommendation	072213swcpssc-05
6	Document	7/22/13	Attachment A	072213swcpssc-06
7	Document	7/22/13	Attachment B	072213swcpssc-07
8	Document	7/15/13	Refinement Overview	072213swcpssc-08
9	Document	7/22/13	Appendix F of SW Corridor Public Involvement Report	072213swcpssc-09
10	PowerPoint	07/22/13	Moving Into Refinement	072213swcpssc-10

Southwest Corridor Adopting Actions

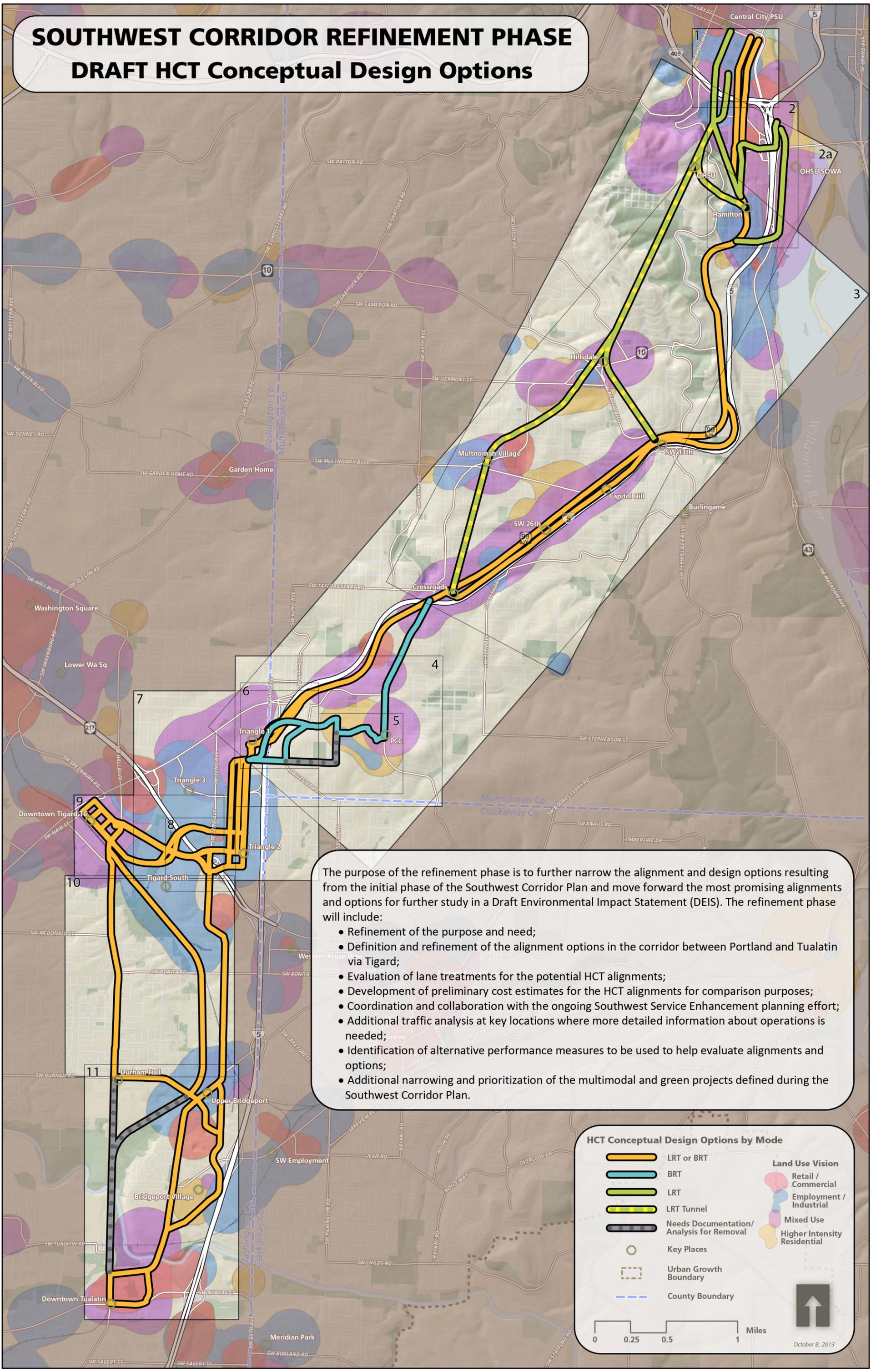
10/8/2013

Date	Jurisdiction (Contact)	Forum/mechanism	Outcome
Tue, Aug 20	Sherwood (Julia Hajduk)	City Council work session	Passed
Wed, Sep 4	King City (Keith Liden)	City Council action on recommendation	Passed
Tue, Sep 17	Beaverton (Margaret Middleton)	City Council meeting	Passed
Tue, Sep 24	Durham (Roland Signett)	City Council meeting	Passed
Tue, Sep 24	Washington County (Chris Deffebach)	Board of Commissioners meeting	Passed
Thu, Sep 26	Multnomah County (Karen Schilling)	Board of Commissioners meeting – resolution to accept recommendation	Passed
Late Sept	ODOT	Letter from Jason	

	(Kirsten Pennington)	Tell to the Metro Council	
Late Sept	Lake Oswego (Brant Williams)	Letter from Mayor to Metro Council	
Early Oct	TriMet	Letter from Bruce Warner to Metro Council	
Tue, Oct 8 6:30 pm	Tigard (Judith Gray)	City Council meeting – resolution to accept recommendation	
Wed, Oct 9	MPAC	Resolution	
Wed, Oct 9 2:00 pm	City of Portland (Denver Igarra)	City Council action	
Thu, Oct 10	JPACT		
Mon, Oct 14 7:00 pm	Tualatin (Ben Bryant)	City Council meeting (Consent agenda)	
Tue, Oct 29	Metro Council	Work session to discuss SWCP	
Thu, Oct 31	Metro Council	Resolution endorsing SWCP, describing next steps	

SOUTHWEST CORRIDOR REFINEMENT PHASE

DRAFT HCT Conceptual Design Options



The purpose of the refinement phase is to further narrow the alignment and design options resulting from the initial phase of the Southwest Corridor Plan and move forward the most promising alignments and options for further study in a Draft Environmental Impact Statement (DEIS). The refinement phase will include:

- Refinement of the purpose and need;
- Definition and refinement of the alignment options in the corridor between Portland and Tualatin via Tigard;
- Evaluation of lane treatments for the potential HCT alignments;
- Development of preliminary cost estimates for the HCT alignments for comparison purposes;
- Coordination and collaboration with the ongoing Southwest Service Enhancement planning effort;
- Additional traffic analysis at key locations where more detailed information about operations is needed;
- Identification of alternative performance measures to be used to help evaluate alignments and options;
- Additional narrowing and prioritization of the multimodal and green projects defined during the Southwest Corridor Plan.

HCT Conceptual Design Options by Mode

	LRT or BRT		Retail / Commercial
	BRT		Employment / Industrial
	LRT		Mixed Use
	LRT Tunnel		Higher Intensity Residential
	Needs Documentation / Analysis for Removal		
	Key Places		
	Urban Growth Boundary		
	County Boundary		

0 0.25 0.5 1 Miles

October 8, 2013



Metro | Memo

Date: October 7, 2013
To: Southwest Corridor Steering Committee
From: Malu Wilkinson, Southwest Corridor Plan Project Manager
Subject: Draft purpose and need for the refinement phase of the HCT project

The Southwest Corridor Steering Committee adopted a vision, goals, objectives, and a purpose and need for the Southwest Corridor Plan in May 2012 that guided work through the first phase of the project. The Steering Committee adopted the Southwest Corridor Plan and Shared Investment Strategy for the corridor in July 2013 based on that vision. Metro and the project partners are now refining the purpose and need based on the data collected and analysis completed over the past two years that led to the Steering Committee recommendations to further study a high capacity transit (HCT) project between Tualatin and Portland via Tigard. A refined purpose and need should reflect what we have learned about transportation needs in the corridor so far and help us decide how to address them.

The National Environmental Policy Act (NEPA) requires a purpose and need statement for a federally-funded project. The purpose and need is instrumental in determining the range of alternatives that will be studied in an Environmental Impact Statement (EIS) and in identifying a locally preferred alternative (LPA). Alternatives that do not meet the project's purpose and need can be dismissed without detailed study. The Federal Transit Administration (FTA) provides guidance on the purpose and need to ensure consistency with NEPA guidelines and requirements. Metro has been coordinating with FTA throughout Phase I of the Southwest Corridor Plan and will continue to do so as we move into refinement.

The public will have an opportunity to weigh in on the draft purpose and need in November 2013 prior to the December Steering Committee meeting. Metro will work with the Project Team Leaders (PTL) to refine the purpose and need based on the Steering Committee July recommendation for public review. The new purpose and need will be brought to the Steering Committee for their consideration at the December 2013 meeting. A purpose and need adopted by the Steering Committee in December will guide work during the refinement phase. Scoping, the NEPA process that finalizes which alternatives will be examined and what issues will be studied in an EIS, will follow the refinement phase. The FTA and the public will have the opportunity to comment on the purpose and need again during scoping. At that point the Steering Committee could further refine the purpose and need for the EIS.

Implementation and Development Southwest An Overview

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

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

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

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

ID Southwest will make recommendations to the Southwest Corridor Plan Steering Committee and the Metro Council regarding specific project funding. It will not be a decision-making body nor serve as a Citizens Advisory Committee. Metro employees will staff and support ID Southwest: Malu Wilkinson, Juan Carlos Ocaña-Chíu, Cliff Higgins, Jamie Snook and Heather Nelson-Kent.

The Metro Council will be asked to create ID Southwest as part of their resolution to endorse the Southwest Corridor Plan and Shared Investment Strategy in October 2013. Southwest Corridor Plan Council Liaisons Craig Dirksen and Bob Stacey will co-chair ID Southwest to create a stronger connection with the Steering Committee and the Metro Council.

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

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

- Educational institutions
- Elected officials
- Environmental – green spaces interests
- Funders
- Government agencies
- Health-related interests
- Non-profit organizations
- Major employers
- Small businesses
- Transit-related interests

First-year timeline:

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

Next steps.

- Vet the idea with project partners.
- Finalize ID Southwest's charge and operating procedures.
- Identify and invite stakeholders to become ID Southwest members.
- Hold kick-off meeting in November 2013.

SWCP Refinement Calendar Overview

Draft 10/7/2013

Month	Groups and topics
October 2013	10/14: Steering Committee meeting & PMLR tour <ul style="list-style-type: none"> Update on project partner action on Phase I Overview of Southwest Corridor Plan refinement work plan DIRECTION ID Southwest formation DIRECTION Refined Transit Purpose and Need INTRODUCTION Tour of PMLR
	<ul style="list-style-type: none"> 10/9: MPAC presentation 10/10: JPACT presentation 10/29: Metro Council work session 10/31: Metro Council consideration of resolution endorsing SWCP and describing next steps
November 2013	11/6: <i>Community Planning Forum</i> ; SW Service Enhancement Plan stakeholder engagement
	ID Southwest kickoff event
December 2013	12/9: Steering Committee meeting <ul style="list-style-type: none"> SW Service Enhancement Plan update DISCUSS Discussion/recommendation on initial set of roadway, AT and green projects associated with HCT project(s) and potential station locations DIRECTION Range of funding sources DISCUSS Refined Transit Purpose and Need ACTION Upcoming information on traffic impacts DISCUSS
January 2014	ID Southwest meeting to discuss implementation
February 2014	2/10: Steering Committee meeting <ul style="list-style-type: none"> Initial review of information available on alignment choices DISCUSS Preliminary design, impact and cost information DISCUSS
	<i>Project partner actions and budget agreements for funding DEIS and defining associated local work and investments – February to April</i>
	Community Planning Forum – guidance on early alignment choices
March 2014	3/10 Steering Committee meeting <ul style="list-style-type: none"> Supporting community visions – station area planning DISCUSS Shared funding approach for planning transit project DISCUSS Early narrowing of HCT alignment choices DIRECTION Early implementation projects from ID Southwest DIRECTION
	ID Southwest meeting – focus on land use implementation
	Economic summit – impact of alignment choices on economic development
April 2014	Community Planning Forum – feedback on alignment choices, associated projects
May 2014	5/12 Steering Committee meeting <ul style="list-style-type: none"> Alignment choices for HCT, including station locations DIRECTION Recommended roadway, AT, green projects to be included in strategy DIRECTION
	<i>MPAC, JPACT, Metro Council updates</i>
June 2014	6/9 Steering Committee meeting <ul style="list-style-type: none"> Direction on final set of HCT alternatives with associated roadway/AT projects for DEIS DECISION Approach for continued collaboration moving forward DECISION
July 2014	Issue Notice of Intent and begin project “scoping”