

Agenda Item No. 2.0

SOLID WASTE ROADMAP

Metro Council Work Session
Tuesday, Oct. 29, 2013
Metro, Council Chamber

METRO COUNCIL

DRAFT Work Session Worksheet

PRESENTATION DATE: October 29, 2013 **TIME:** 2:15 PM **LENGTH:** 45 minutes

PRESENTATION TITLE: Solid Waste Roadmap

DEPARTMENT: Parks and Environmental Services (PES)

PRESENTER(S): Paul Slyman, Director PES, paul.slyman@oregonmetro.gov, x1510

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Review key public benefits related to managing garbage; describe the key questions of the Solid Waste Roadmap program; illustrate the challenges for Metro in preserving desired public benefits.
- Outcome: Shared understanding of the importance of Solid Waste Roadmap questions and shared sense of urgency to engage in related solid waste policy discussions.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The Metro region enjoys an effective, but complex, solid waste system, with public facilities owned by Metro, private facilities regulated by Metro, and private hauling companies regulated by local jurisdictions. Metro seeks to preserve and enhance a number of key public benefits related to managing waste (see attachment A), which Metro traditionally has achieved by providing services directly (*e.g.*, through Metro Central and Metro South transfer stations), and through regulation of disposal and leadership on regional solid waste policy. Because of its shrinking role in service provision over time, Metro's effectiveness at providing for the public good *through its operations* is weaker than it was when the current system was formed over two decades ago. Metro now must look to other approaches, such as regulation and regional policy making, to protect the public good.

In August, acknowledging the gradual shift in service provision from public to private disposal facilities, the Metro Council declared a two-year "time out" in the growth of the private waste transfer system—holding Metro tip fees relatively flat, extending existing private facility authorizations at status quo operating levels, and placing a moratorium on new transfer stations. This was to provide time to answer questions around Metro's role and that of private service providers in bringing about desired public benefits. The Solid Waste Roadmap program will raise key questions and present alternative solutions to help the Metro Council resolve the desired public and private roles in the solid waste system.

In order to provide public benefits, Metro plays many roles in the solid waste system, such as regulator, service provider, and regional policy maker. Depending on the specific goal, Metro's emphasis on these different roles can change. The last Regional Solid Waste Management Plan update, in 2008, examined Metro's ongoing role as a service provider. After extensive study, the Metro Council determined that Metro's continuing role as a service provider (*i.e.*, owner and manager at Metro South and Metro Central) was in the public's best interest; however, left undecided at the time was how big Metro's operational role should be relative to private operators' and relative to Metro's other roles as regulator and policy maker.

The Solid Waste Roadmap program seeks to answer key questions (see Attachment A) to balance Metro's different solid waste system roles for the benefit of the public. Over the coming two years, staff will bring to the Metro Council operational and system management alternatives and policy decisions that are needed to ensure the desired public benefits are met, at the same time clarifying the agency's desired "footprints" in regulation, policy making and operations. Six key questions (Attachment A), along with appropriate stakeholder engagement, comprise the core of the Solid Waste Roadmap.

This work session will re-ground the Metro Council in the Solid Waste Roadmap program by explaining the key questions that we must answer together, by detailing public benefits related to Metro's role in garbage management, and by illustrating how Metro's effectiveness at preserving these public benefits has changed over the past two decades. Metro's smaller operational "footprint" begs the question directly, *How should Metro rebalance its roles among regulator, service provider, and regional policy maker to ensure that public benefits continue?*

QUESTIONS FOR COUNCIL CONSIDERATION

- Do you have questions on the context provided?
- Is there other information that you need?

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? (see attachments)

Attachment A. Solid Waste Roadmap Overview: Public Benefits and Key Questions Related to Solid Waste

Attachment B. Two-Decade Glance at Metro and the Solid Waste System

Attachment A

Solid Waste Roadmap Overview

PUBLIC BENEFITS

Through its involvement in the region's solid waste system, Metro seeks to:

1. Protect people's health
2. Protect the environment
3. Get good value for the public's money
4. Keep the commitment to the highest and best use of materials
5. Be adaptive and responsive in managing materials
6. Ensure services are available to all types of customers

KEY QUESTIONS RELATED TO SOLID WASTE

Long-term Management. Over the long run, what does the region want to do with materials that aren't reused, recycled, or composted?

Metro South Station. What service alternatives should Metro pursue at Metro South and in the vicinity to provide for the full suite of needed services?

Foundational Work. What is the amount and nature of waste that might be discarded in the future, and how will various alternatives perform in managing it?

Organics Capacity. What actions should Metro take to ensure adequate and reasonably proximate capacity to transfer and process food scraps collected from the region's businesses and residents?

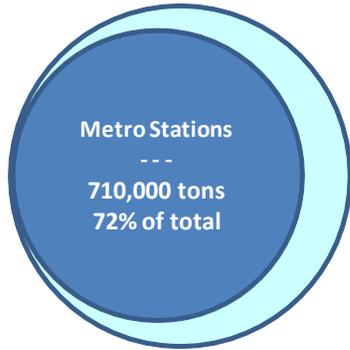
Transfer System Configuration. What model of the public-private transfer system (*e.g.*, service levels, tonnage allocations, rates, public role, private role, etc.) best provides for the public interest?

Fee & Tax Policies. How should Metro recover the cost of solid waste services and programs, and of general government, to improve stability, equity and predictability?

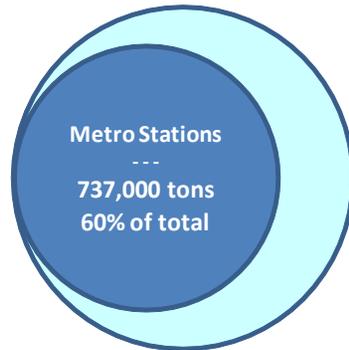
Attachment B

A Two-Decade Glance at Metro and the Solid Waste System

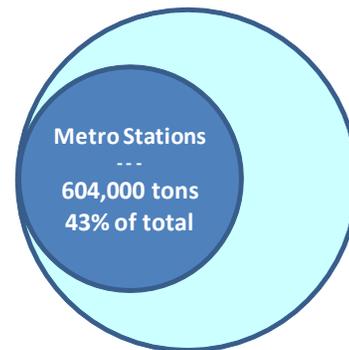
1991
*"End of the 'Build' Era
 Launch of the Modern System"*
980,000 Regional Tons



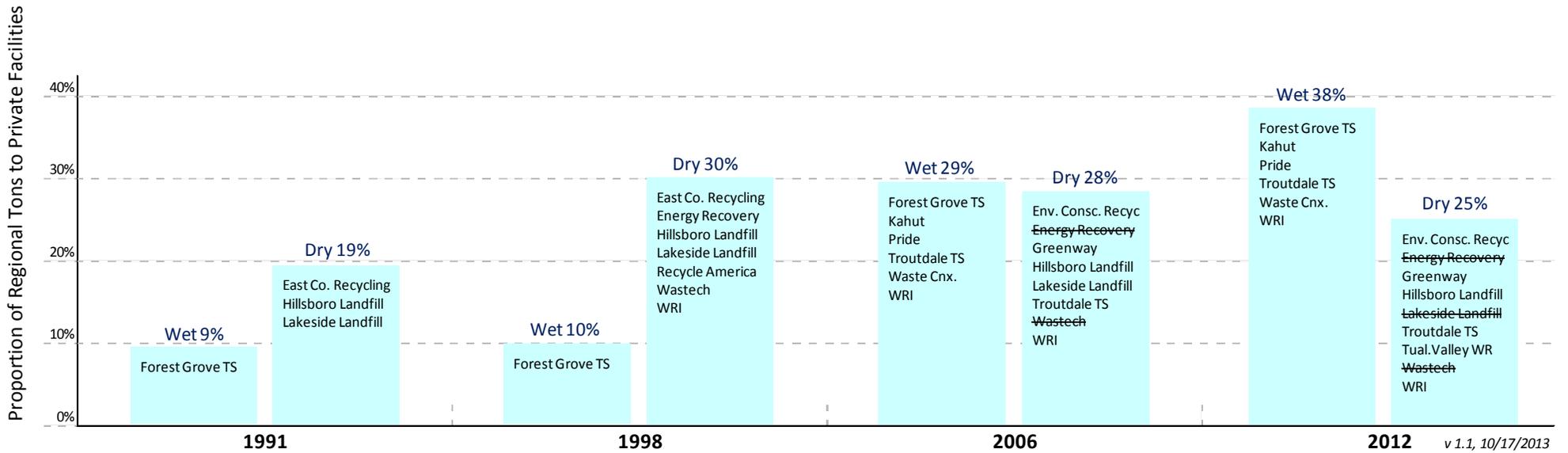
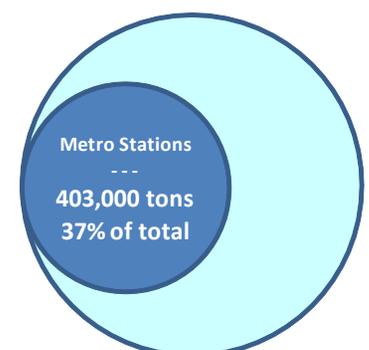
1998
*"Metro Authorizes Private Dry Waste
 Recovery Facilities"*
1.2 million Regional Tons



2006
*"Metro Authorizes Private Wet Waste
 Transfer Stations"*
1.4 million Regional Tons



2012
*"Recession &
 Uncertainty"*
1.1 million Regional Tons



v 1.1, 10/17/2013

Agenda Item No. 4.0

**SOUTHWEST CORRIDOR PLAN PHASE I
STEERING COMMITTEE
RECOMMENDATION**

Metro Council Work Session
Tuesday, Oct. 29, 2013
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: 10/29/2013	TIME: 3:05 p.m.	LENGTH: 30 minutes
PRESENTATION TITLE: Southwest Corridor Plan Phase I Steering Committee Recommendation		
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 milestone recommendation made by the Southwest Corridor Plan Steering Committee on July 22, 2013 and review Resolution No. 13-4468 for consideration by the Metro Council on October 31, 2013.
- Outcome: Metro Councilors are prepared for their consideration of the resolution in front of them on October 31 that adopts the Southwest Corridor Plan and Shared Investment Strategy and directs staff to continue into refinement of the high capacity transit alternatives.

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. The efforts each city put into their land use planning work has formed a strong foundation to move forward collaboratively towards implementation and investing public dollars in a way that supports the community vision. The Steering Committee recommendation includes a package of investments and actions to support the local land use visions:

- **Transit:**
 - Enhance local transit service – TriMet’s Southwest Service Enhancement Plan, which is already underway
 - Narrowed to two High Capacity Transit alternatives for further refinement–
 - from Portland to Tualatin via Tigard – focusing on the key places identified for connection based on community plans
 - continue to study light rail transit (LRT) and bus rapid transit (BRT)
 - BRT should be at least 50% dedicated transit right of way to qualify for potential federal funding and to support the corridor land use vision
- **Roadway and active transportation projects:**
 - A prioritized set of 81 roadway and active transportation projects
 - Some are connected to a potential HCT project
 - Started with other 400 – quite an accomplishment to narrow down to a small set that most supports the land use vision and future HCT
- **Parks and natural resource projects:**
 - Prioritized inventory of over 400 parks and habitat projects
 - First time the region has compiled a corridor-specific collection of “green” projects from multiple sources

- Identifies opportunities for cross-jurisdictional collaboration and potential leveraging with transportation projects
- Public often identified the “green” element as what drew and kept them living and working in the Southwest Corridor
- **Policy changes and development incentives:**
 - A toolkit of development incentives and policy changes to support the market in being able to provide development consistent with the community land use vision
 - Not to be applied in a one size fits all approach, but options for communities to work on during continued refinement of the HCT project

The work has been 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 June 2013.

Each of the project partners has adopted a resolution or sent a letter formally endorsing the Southwest Corridor Plan and Shared Investment Strategy and is beginning to work on implementation. MPAC and JPACT both made unanimous recommendations that the Metro Council approve Resolution No. 13-4468. The resolution calls for the following next steps:

- Continue to work with the Southwest Corridor Steering Committee to refine the transit project into something the region could consider forwarding into further study under NEPA in mid-2014
- Identify the roadway, active transportation and green projects that are associated with the transit project
- Work collaboratively to pursue funding for further study under NEPA
- Reauthorize and renew the Steering Committee
- Create a new group called “ID Southwest” focused on implementing the projects defined in the Southwest Corridor Shared Investment Strategy

The purpose of coming to the Council now is to preview and discuss the resolution to be considered by the Metro Council on October 31st.

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 moves into refinement?

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?
Refinement schedule overview

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”

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 13-4468
SOUTHWEST CORRIDOR PLAN AND SHARED)
INVESTMENT STRATEGY) Introduced by Councilor Craig Dirksen and
Councilor Bob Stacey

WHEREAS, the Metro Council identified the Southwest Corridor, located between downtown Portland and Sherwood, as the region’s top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment; and

WHEREAS, in December 2011, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and TriMet, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan, as well as to develop an implementation strategy to align local, regional, and state policies and investments to create great places, referred to as the *Southwest Corridor Shared Investment Strategy* (and attached as Exhibit A to this Resolution); and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region – that people live, work and play in vibrant communities where their everyday needs are easily accessible; that current and future residents benefit from the region’s sustained economic competitiveness and prosperity; that people have safe and reliable transportation choices that enhance their quality of life; that the region is a leader in minimizing contributions to global warming; that current and future generations enjoy clean air, clean water and healthy ecosystems; and that the benefits and burdens of growth and change are distributed equitably – guide the creation of the Southwest Corridor Plan, the *Southwest Corridor Shared Investment Strategy*, and inform the entire planning process; and

WHEREAS, the *Southwest Corridor Shared Investment Strategy*’s purpose is two-fold: to articulate a future vision for the Southwest Corridor, and to bring together in one place the land use, transportation, and community-building goals and projects that have already been advanced in local jurisdictions’ plans and which support development consistent with the future vision for the corridor; and

WHEREAS, the Southwest Corridor Plan project partners have worked with community members to create a coordinated future land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events and conducted extensive stakeholder outreach to support and guide the creation of the land use vision and the *Southwest Corridor Shared Investment Strategy*; and

WHEREAS, in May 2012, the Southwest Corridor Plan Steering Committee adopted the future land use vision, and the goals and objectives for the corridor, expressing that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the charter stated that the *Southwest Corridor Shared Investment Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be adopted and implemented by the appropriate agencies and jurisdictions; and

WHEREAS, on July 22, 2013, the Steering Committee unanimously adopted the *Southwest Corridor Shared Investment Strategy*, and recommended further refinement and study of the public investments that could support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, the Metro Council's endorsement of the *Southwest Corridor Shared Investment Strategy* is not intended to be a binding land use decision, but rather is intended to direct continued study which will culminate in future consideration of appropriate plan and code amendments for the Southwest Corridor Plan's possible adoption and implementation;

WHEREAS, each of the Southwest Corridor Plan project partner jurisdictions and agencies has expressed formal support for the *Southwest Corridor Shared Investment Strategy* and an intention to cooperatively advance key elements of the recommendation, as found in Exhibit B; now therefore:

BE IT RESOLVED that the Metro Council, in order to support the Southwest Corridor land use vision and address current and future transportation needs in the corridor:

1. Adopts the *Southwest Corridor Shared Investment Strategy*, attached to this Resolution as Exhibit A.
2. Directs staff to continue development of plans, policies and codes that, if adopted, would support the *Southwest Corridor Shared Investment Strategy*.
3. Directs staff to work with TriMet to develop a transit service enhancement plan to identify nearer-term transit service improvements in the corridor that can be made in advance of any high capacity transit project.
4. Directs staff to coordinate and collaborate with project partners on refinement and analysis of high capacity transit alternatives and local connections in the Southwest Corridor, along with associated roadway, active transportation and parks/natural resource projects that support the land use vision for potential further study and pursuit of federal funds.
5. Directs staff to work with project and community partners to create a coalition of businesses, private funders, non-profits, community advocates and government leaders as described in Exhibit C attached to this Resolution, to build support for the *Shared Investment Strategy* and help implement early opportunity projects in the corridor that have already been described and considered in local plans or already received approval to move forward independent of the Southwest Corridor Plan.
6. Directs staff to continue to work with project partners to involve stakeholders at key points in the process and seek input from the public as has been done in earlier phases of the project.
7. Directs staff to pursue funding options in coordination with ODOT, TriMet and project partner jurisdictions for implementation of early opportunity projects and planning to support the *Southwest Corridor Shared Investment Strategy*.
8. Renews and reauthorizes the continued duration and existence of the Steering Committee, as described in Exhibit D, to complete the Southwest Corridor Plan.

ADOPTED by the Metro Council this 31st day of October, 2013.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Metro Attorney

Exhibit A to Resolution No. 13-4468

SHARED INVESTMENT STRATEGY RECOMMENDATION

Making investments in the Southwest corridor

The Southwest Corridor Plan 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:

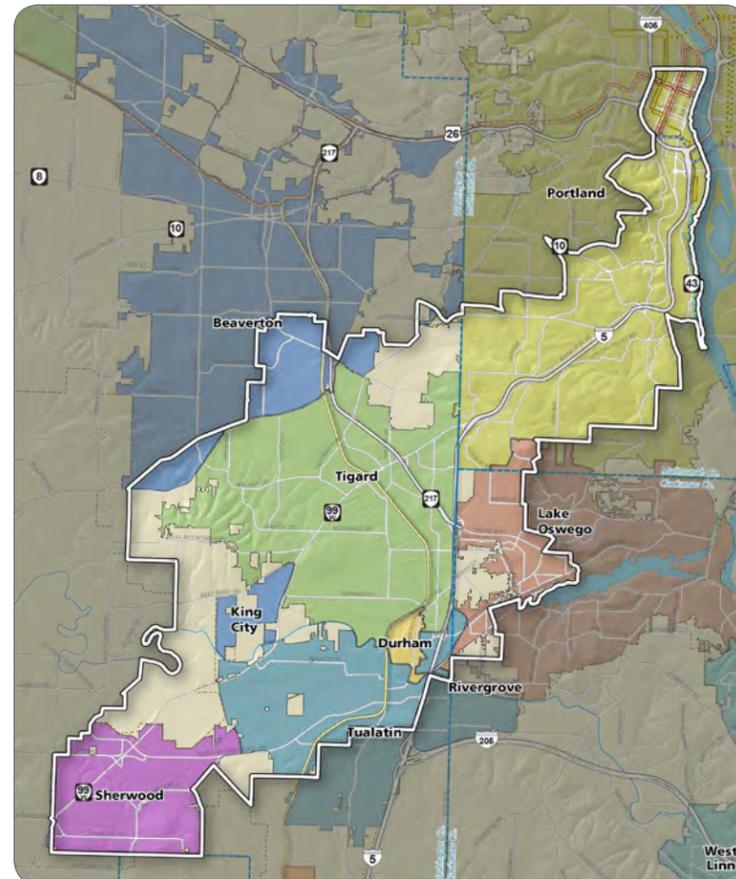
Accountability and partnership

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 transportation network that enhances economic vitality and quality of life.



Steering committee members

Metro Councilor Craig Dirksen, co-chair
 Metro Councilor Bob Stacey, co-chair
 Tigard Mayor John Cook
 Beaverton Mayor Denny Doyle
 Portland Mayor Charlie Hales
 Lake Oswego Councilor Skip O'Neill
 TriMet general manager Neil McFarlane
 Sherwood Mayor Bill Middleton
 Tualatin Mayor Lou Ogden
 Washington County Commissioner Roy Rogers
 Durham Mayor Gery Schirado
 Multnomah County Commissioner Loretta Smith
 ODOT Region 1 manager Jason Tell
 King City Commissioner Suzan Turley

As people and employers seek to locate in the Southwest corridor, worsening traffic congestion will impact economic development and livability in the area. In light of this and local redevelopment and revitalization goals, the Southwest corridor was selected by regional leaders as the next priority area to study for a potential set of investments, including high capacity transit, to address accessibility and enhance the great places envisioned by communities in the corridor. In combination with other investments to support transportation choices (driving, biking, walking and transit), a new bus rapid transit or light rail line would provide better access to jobs in the corridor and encourage development in key places while protecting the character of single-family neighborhoods.

In July 2013, the Southwest Corridor Plan Steering Committee gave 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: 1) modes (bus rapid transit and/or light rail) for further study, 2) percentage of bus rapid transit in a dedicated transitway, and 3) the destination of a potential high capacity transit investment. In the year following this recommendation, a refinement phase will give more information and help the project partners define a possible project for analysis under the National Environmental Policy Act (NEPA) and explore implementation strategies for other elements of the Southwest Corridor Plan and Shared Investment Strategy.

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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:

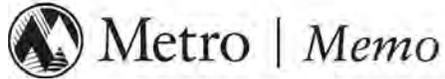
- Portland Barbur Concept Plan
- Sherwood Town Center Plan
- Tigard High Capacity Transit Land Use Plan
- Linking Tualatin
- Southwest Corridor Transit Alternatives Analysis
- Southwest Corridor Transportation Plan, focused on supporting transit and land use.



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



Exhibit B to Resolution No. 13-4468



Date: October 15, 2013
To: Metro Council President Hughes and Metro Councilors Chase, Collette, Craddick, Dirksen, Harrington and Stacey
From: Malu Wilkinson, Principal regional planner
Subject: Summary of the Southwest Corridor Plan partners' actions adopting, affirming and/or supporting the July 22, 2013 Steering Committee recommendation and Shared Investment Strategy

On July 22, 2013 the Southwest Corridor Plan Steering Committee unanimously approved its recommendation for further study and Shared Investment Strategy. Since that day, Metro staff has been working to ensure that each partner jurisdiction and agency officially adopt or affirm the recommendation and Shared Investment Strategy, or submit a letter stating its support for the Steering Committee's action.

To date, each of the partner jurisdictions and agencies has either officially adopted, affirmed or declared its support for the Steering Committee recommendation and Shared Investment Strategy, or has formal plans to do so prior to the Metro Council's consideration of Resolution No. 13-4468.

Attached to this memorandum you will find the following documents that memorialize the Southwest Corridor Plan partners' adoption, affirmation or statement of official support for the recommendation and Shared Investment Strategy:

<u>Partner</u>	<u>Document type</u>	<u>Issue date</u>
City of Sherwood	Resolution	Aug. 20, 2013
City of King City	Resolution	Sept. 4, 2013
City of Beaverton	Resolution	Sept. 17, 2013
City of Durham	Resolution	Sept. 24, 2013
Washington County	Resolution	Sept. 24, 2013
City of Lake Oswego	Letter of support	Sept. 25, 2013
Multnomah County	Resolution	Sept. 26, 2013
City of Tigard	Resolution	Oct. 8, 2013
TriMet	Letter of support	Oct. 9, 2013
City of Portland	Resolution	Oct. 9, 2013
City of Tualatin	Resolution	Oct. 14, 2013
Oregon Department of Transportation	Letter of support	Oct. 15, 2013



RESOLUTION 2013-047

A RESOLUTION ENDORSING THE SW CORRIDOR PLAN AND PROVIDING DIRECTION FOR FUTURE PARTICIPATION IN THE IMPLEMENTATION OF THE SW CORRIDOR PLAN

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan; the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions that considered potential transit investment; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro) adopted a charter December 2011 agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places; and

WHEREAS, the charter stated that the *Southwest Corridor Plan and Shared Investment Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be adopted and implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events to support and guide the *Southwest Corridor Plan and Shared Investment Strategy*; and

WHEREAS, the *Southwest Corridor Plan and Shared Investment Strategy* was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision; and

WHEREAS, the *Southwest Corridor Plan* is intended to provide guidance for subsequent refinement and implementation of the plan through the development, revision and adoption of appropriate local and regional plans, policies and ordinances; and

WHEREAS, Sherwood benefits from being part of the SW Corridor Plan because projects identified in the plan that improve roadways, trails, pedestrian safety, active transportation and transit connections can be leveraged to more thoroughly address the community's present and long term needs.

NOW, THEREFORE, THE CITY OF SHERWOOD RESOLVES AS FOLLOWS:

Section 1. The City endorses the *Southwest Corridor Plan and Shared Investment Strategy*, attached to this resolution as Exhibit A.

Section 2. Staff is directed to use the *Southwest Corridor Plan and Shared Investment Strategy* to inform the future development of local plans, policies and implementation strategies, such as the Transportation System Plan, Cedar Creek Trail and other future land use actions.

Section 3. Staff shall actively participate in the Southwest Service Enhancement Plan to identify near-term transit service improvements.

Section 4. Staff shall participate as needed in on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision for potential further study and pursuit of federal funds.

Section 5. Staff is authorized and encouraged to pursue funding options in coordination with Metro, the Oregon Department of Transportation, Tri-Met and project partner jurisdictions for implementation and planning to support the *Southwest Corridor Plan and Shared Investment Strategy*.

Section 6. This Resolution shall be effective upon its approval and adoption.

Duly passed by the City Council this 20th day of August 2013.



Bill Middleton, Mayor

Attest:



Sylvia Murphy, CMC, City Recorder

RESOLUTION R-2013-08

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011; and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region¹ guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process; and

WHEREAS, the charter stated that the *Southwest Corridor Plan and Shared Investment Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high

¹ As adopted in the Regional Framework Plan by Metro Council Ordinance #10-1244B, the six characteristics that define a successful region are:

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

capacity transit system with supporting active transportation, roadway and green infrastructure projects;
and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events to support and guide the *Southwest Corridor Plan and Shared Investment Strategy*; and

WHEREAS, the *Southwest Corridor Plan and Shared Investment Strategy* was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, this endorsement of the *Southwest Corridor Plan and Shared Investment Strategy* is not intended to be a binding land use decision, but rather is intended to direct future adoption of appropriate plan and code amendments for its implementation; now therefore:

BE IT RESOLVED that the City of King City, in order to support the Southwest Corridor land use vision and address current and future transportation needs:

1. Endorses the *Southwest Corridor Plan and Shared Investment Strategy*, attached to this resolution as Exhibit A.
2. Directs staff to use the *Southwest Corridor Plan and Shared Investment Strategy* to inform the future adoption of local plans, policies and code as necessary for its implementation, such as (provide examples such as “the Tigard Triangle Strategic Redevelopment Plan”).
3. Directs staff to participate in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements and on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that supports the land use vision for potential further study and pursuit of federal funds.
4. Directs staff to pursue funding options in coordination with Metro, the Oregon Department of Transportation, TriMet and project partner jurisdictions for implementation and planning to support the *Southwest Corridor Plan and Shared Investment Strategy*.

Adopted this 4th day of September, 2013


Ron E. Shay, Mayor


Attest: David M. Wells, City Manager

RESOLUTION NO. 4200

**A RESOLUTION TO ENDORSE
THE SOUTHWEST CORRIDOR PLAN AND SHARED INVESTMENT STRATEGY**

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community-based land use visions to leverage a potential transit investment; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and TriMet, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011; and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process; and

WHEREAS, the charter stated that the Southwest Corridor Plan and Shared Investment Strategy should be endorsed by the Southwest Corridor Steering Committee, and is intended to be implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events to support and guide the Southwest Corridor Plan and Shared Investment Strategy; and

WHEREAS, the Southwest Corridor Plan and Shared Investment Strategy was adopted unanimously by the Steering Committee on July 22, 2013, and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, this endorsement of the Southwest Corridor Plan and Shared Investment Strategy is not intended to be a binding land use decision, but rather is intended to direct future adoption of appropriate plan and code amendments for its implementation; now therefore:

BE IT RESOLVED that the City of Beaverton, in order to support the Southwest Corridor land use vision and address current and future transportation needs:

1. Endorses the Southwest Corridor Plan and Shared Investment Strategy, attached to this resolution as Exhibit 1.
2. Directs staff to use the Southwest Corridor Plan and Shared Investment Strategy to inform the future adoption of local plans, policies and code, as necessary, for its implementation.
3. Directs staff to participate in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements and on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision for potential further study and pursuit of federal funds.
4. Directs staff to pursue funding options in coordination with Metro, the Oregon Department of Transportation, TriMet and project partner jurisdictions for implementation and planning to support the Southwest Corridor Plan and Shared Investment Strategy.

ADOPTED by the Council this 17 day of September, 2013.

APPROVED by the Mayor this 18 day of September, 2013.

AYES: 4

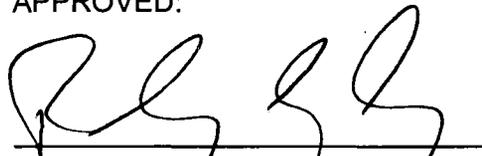
NAYS: 0

ATTEST:



CATHY JANSEN, CITY RECORDER

APPROVED:



DENNY DOYLE, MAYOR

BY RANDY EALY, MAYOR PRO TEM

RESOLUTION 557-13

A RESOLUTION ENDORSING THE SW CORRIDOR PLAN AND PROVIDING DIRECTION FOR FUTURE PARTICIPATION IN THE IMPLEMENTATION OF THE SW CORRIDOR PLAN

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan; the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions that considered potential transit investment; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro) adopted a charter December 2011 agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places; and

WHEREAS, the charter stated that the *Southwest Corridor Plan and Shared Investment Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be adopted and implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events to support and guide the *Southwest Corridor Plan and Shared Investment Strategy*; and

WHEREAS, the *Southwest Corridor Plan and Shared Investment Strategy* was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision; and

WHEREAS, the *Southwest Corridor Plan* is intended to provide guidance for subsequent refinement and implementation of the plan through the development, revision and adoption of appropriate local and regional plans, policies and ordinances; and

WHEREAS, Durham benefits from being part of the SW Corridor Plan because projects identified in the plan that improve roadways, trails, pedestrian safety, active transportation and transit connections can be leveraged to more thoroughly address the community's present and long term needs.

NOW, THEREFORE, THE CITY OF DURHAM RESOLVES AS FOLLOWS:

Section 1. The City endorses the *Southwest Corridor Plan and Shared Investment Strategy*, attached to this resolution as Exhibit A.

Section 2. Staff is directed to use the *Southwest Corridor Plan and Shared Investment Strategy* to inform the future development of local plans, policies and implementation strategies, such as the Transportation System Plan, Cedar Creek Trail and other future land use actions.

Section 3. Staff shall actively participate in the Southwest Service Enhancement Plan to identify near-term transit service improvements.

Section 4. Staff shall participate as needed in on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision for potential further study and pursuit of federal funds.

Section 5. Staff is authorized and encouraged to pursue funding options in coordination with Metro, the Oregon Department of Transportation, Tri-Met and project partner jurisdictions for implementation and planning to support the *Southwest Corridor Plan and Shared Investment Strategy*.

Section 6. This Resolution shall be effective upon its approval and adoption.

Duly passed by the City Council this 24th day of September 2013.

CITY OF DURHAM



Gery Schirado, Mayor

ATTEST:



Roland Signett, City Administrator/Recorder

1 IN THE BOARD OF COUNTY COMMISSIONERS

2 FOR WASHINGTON COUNTY, OREGON

3 In the Matter of the Board of County) RESOLUTION AND ORDER
4 Commissioners' Acknowledgment of the)
5 Southwest Corridor Plan and Shared)
6 Investment Strategy) No. 13-93

7 WHEREAS, the Metro Council identified the Southwest Corridor as the region's top
8 priority for consideration for a high capacity transit investment based on the 2009 Regional High
9 Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit
10 Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach
11 to collaborative planning with community aspirations guiding potential investments in transit;
12 and four cities in the Southwest Corridor were awarded competitive grant funds to develop
13 community based land use visions to leverage a potential transit investment; and

14 WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives
15 from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard,
16 and Tualatin; the counties of Multnomah and Washington; and TriMet, ODOT and Metro)
17 adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor
18 Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state
19 policies and investments to create great places in December 2011; and

20 WHEREAS, the charter signatories acknowledge that the Six Outcomes and
21 Characteristics of a Successful Region -- that people live, work and play in vibrant communities
22 where their everyday needs are easily accessible that current and future residents benefit from
23 the region's sustained economic competitiveness and prosperity; that people have safe and
24 reliable transportation choices that enhance their quality of life; that the region is a leader in
25 minimizing contributions to global warming; that current and future generations enjoy clean air,
clean water and healthy ecosystems; and that the benefits and burdens of growth and change are

1 distributed equitably; as adopted in the Regional Framework Plan by Metro Council Ordinance
2 #10-1244B, -- guide the creation of the Southwest Corridor Plan, the Southwest Corridor
3 Implementation Strategy, and inform the entire planning process; and

4 WHEREAS, the charter stated that the *Southwest Corridor Plan and Shared Investment*
5 *Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to
6 be implemented by the appropriate agencies and jurisdictions; and

7 WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals
8 and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to
9 support, strengthen and connect livable and prosperous places from Portland to Sherwood to
10 address current needs and anticipated future growth; and

11 WHEREAS, the Southwest Corridor Plan project partners worked with community
12 members to define a coordinated land use vision for each city in the corridor to guide future
13 investments in a high capacity transit system with supporting active transportation, roadway and
14 green infrastructure projects; and

15 WHEREAS, the Southwest Corridor Plan project partners have held a number of public
16 events to support and guide the *Southwest Corridor Plan and Shared Investment Strategy*; and

17 WHEREAS, the *Southwest Corridor Plan and Shared Investment Strategy* was adopted
18 unanimously by the Steering Committee on July 22, 2013 and contains recommendations to
19 carry into further refinement and study of public investments to support the corridor land use
20 vision, including high capacity transit alternatives for the corridor; and

21 WHEREAS, this acknowledgement of the *Southwest Corridor Plan and Shared*
22 *Investment Strategy* is not intended to be a binding land use decision, but rather is intended to
23 direct continued study which will culminate in the future adoption of appropriate plan and code
24 amendments for its implementation; now therefore:

25 ///

1 BE IT RESOLVED AND ORDERED that the Washington County Board of County
2 Commissioners:

3 Acknowledges its support for the *Southwest Corridor Plan and Shared Investment*
4 *Strategy*, attached to this resolution as Exhibit A; and

5 Directs staff to consider the *Southwest Corridor Plan and Shared Investment Strategy* to
6 inform the future adoption of plans, policies and code as necessary for its implementation; and

7 Directs staff to participate in the Southwest Service Enhancement Plan to identify nearer-
8 term transit service improvements and on-going Southwest Corridor Plan efforts, including
9 refinement and analysis of high capacity transit alternatives and local connections, along with
10 associated roadway, active transportation and parks and natural resource projects for potential
11 further study and pursuit of federal funds; and

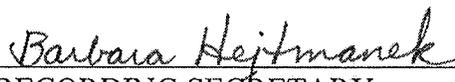
12 Directs staff to study funding options in coordination with Metro, ODOT, TriMet and
13 project partner jurisdictions for future implementation and planning purposes.

14 DATED this 24th day of September, 2013.

15 BOARD OF COUNTY COMMISSIONERS
16 FOR WASHINGTON COUNTY, OREGON

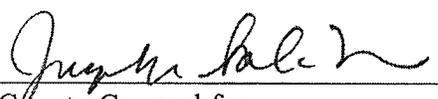
	AYE	NAY	ABSENT
17 DUYCK	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18 SCHOUTEN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MALINOWSKI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19 ROGERS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TERRY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

20 
CHAIRMAN

21 
RECORDING SECRETARY

22 Date signed: 9-24-13

23 Approved as to form:

24 
County Counsel for
Washington County, Oregon



September 25, 2013

Honorable Tom Hughes, President
Metro Council
600 NE Grand Ave.
Portland, OR 97232

Dear Council President Hughes:

Over the past two years, the City of Lake Oswego has been a participant in the multi-jurisdictional process to create the Southwest Corridor Plan Shared and Investment Strategy. During that time, the Lake Oswego City Council was represented on the Southwest Corridor Plan Steering Committee along with representatives from the cities of Beaverton, Durham, King City, Portland, Sherwood, Tigard, and Tualatin, as well as Multnomah and Washington Counties, Tri-Met, ODOT and Metro. Simultaneously, Lake Oswego planning staff participated in the technical work to develop the Shared Investment Strategy.

As defined by the Southwest Corridor Plan Steering Committee in May 2012, the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth. The collaborative work of the Southwest Corridor partners led to adoption of the *Southwest Corridor Plan and Shared Investment Strategy* by the Steering Committee on July 22, 2013. The plan recommends a set of potential transportation system investments. It also directs TriMet to create and implement a Service Enhancement Plan for transit improvements in the Southwest Corridor.

The City of Lake Oswego appreciates the opportunity to participate in creating the Southwest Corridor Plan and Shared Investment Strategy, and supports advancing a Service Enhancement Plan for improved bus service in the corridor. The City of Lake Oswego, as an outlying community in the Southwest Corridor planning area, probably does not need to participate as an ongoing member of the steering committee. However, we would like to remain engaged in the transit service enhancement planning process as it could be a real benefit to our community.

Sincerely,

Kent Studebaker
Mayor
City of Lake Oswego

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON**

RESOLUTION NO. 2013-131

Endorsing the Southwest Corridor Plan and Shared Investment Strategy.

The Multnomah County Board of Commissioners Finds:

- a. The Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC). The Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit. Four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment.
- b. The Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011.
- c. The charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region¹ guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process.

¹ As adopted in the Regional Framework Plan by Metro Council Ordinance #10-1244B, the six characteristics that define a successful region are:

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

- d. The charter stated that the *Southwest Corridor Plan and Shared Investment Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be implemented by the appropriate agencies and jurisdictions.
- e. The Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth.
- f. The Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects.
- g. The Southwest Corridor Plan project partners have held a number of public events to support and guide the *Southwest Corridor Plan and Shared Investment Strategy*.
- h. The *Southwest Corridor Plan and Shared Investment Strategy* was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor.
- i. Supporting the Southwest Corridor land use vision assists in addressing current and future transportation needs in Multnomah County and the region.
- j. This endorsement of the Southwest Corridor Plan and Shared Investment Strategy is not a land use decision, but rather is intended to direct future adoption of appropriate plan and code amendments for its implementation.

The Multnomah County Board of Commissioners Resolves:

1. Multnomah County endorses the *Southwest Corridor Plan and Shared Investment Strategy*, attached to this resolution as Exhibit A.
2. Multnomah County supports using the *Southwest Corridor Plan and Shared Investment Strategy* to inform the future adoption of local plans, policies code as necessary for its implementation.
3. Multnomah County supports the continuation of the Southwest Service Enhancement Plan to identify nearer-term transit service improvements and ongoing Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that supports the land use vision for potential further study and pursuit of federal funds.

4. Multnomah County endorses pursuing funding options in coordination with Metro, the Oregon Department of Transportation, TriMet and project partner jurisdictions for implementation and planning to support the *Southwest Corridor Plan and Shared Investment Strategy*.

ADOPTED this 26th day of September, 2013.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON




Marissa Madrigal, Acting Chair

REVIEWED:
JENNY M. MADKOUR, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By 
Jed Tomkins, Assistant County Attorney

SUBMITTED BY:
Kim E Peoples, Interim Director
Department of Community Services

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 13-43

A RESOLUTION ENDORSING THE *SOUTHWEST CORRIDOR PLAN AND SHARED INVESTMENT STRATEGY* AND PROVIDING DIRECTION FOR FUTURE PARTICIPATION IN THE SOUTHWEST CORRIDOR PLAN

WHEREAS, in 2010 the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment; and

WHEREAS, Goal 3 of the *Tigard Transportation System Plan* is to provide an accessible, multimodal transportation system that meets the mobility needs of the community; and, states that the City shall engage with regional partners to support development of High Capacity Transit serving Tigard; and

WHEREAS, City Council goals for 2011 and 2012 included local participation in the Southwest Corridor Plan as well as a long-term goal to pursue opportunities to reduce traffic congestion; and

WHEREAS, the 2012 Tigard High Capacity Transit Land Use Plan, identified the Tigard Triangle and Downtown Tigard as potential station communities most suitable for mixed use development and growth, for the purpose of informing future Tigard planning activities; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including Tigard's representative) in December 2011 adopted a charter agreeing to use a collaborative approach to align local, regional, and state policies and investments to create great places; and,

WHEREAS, the Southwest Corridor Plan project partners worked closely with Tigard representatives to conduct a number of public events throughout the corridor, including in Tigard, to guide development of the *Southwest Corridor Plan and Shared Investment Strategy*; and

WHEREAS, the *Southwest Corridor Plan and Shared Investment Strategy* was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, this endorsement of the *Southwest Corridor Plan and Shared Investment Strategy* is not intended to be a binding land use decision, but rather is intended to direct future adoption of appropriate plan and code amendments for its implementation;

NOW, THEREFORE, BE IT RESOLVED that the Tigard City Council:

SECTION 1: Endorses the *Southwest Corridor Plan and Shared Investment Strategy*, attached as Exhibit A.

SECTION 2: Directs staff to use the *Southwest Corridor Plan and Shared Investment Strategy* to inform the future development and adoption of local plans, policies and code as necessary for its implementation, such as the *Tigard Triangle Strategic Plan*.

SECTION 3: Directs staff to participate in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements and on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision for potential further study and pursuit of federal funds.

SECTION 4: Directs staff to pursue funding options in coordination with Metro, the Oregon Department of Transportation, TriMet and project partner jurisdictions for implementation and planning to support the *Southwest Corridor Plan and Shared Investment Strategy*.

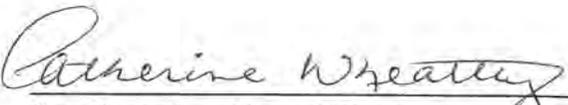
SECTION 5: This resolution is effective immediately upon passage.

PASSED: This 8th day of October 2013.



Mayor - City of Tigard

ATTEST:



City Recorder - City of Tigard



October 9, 2013

Tom Hughes
Metro Council President
600 NE Grand Avenue
Portland, OR 97232

RE: TriMet support for Southwest Corridor Plan and Shared Investment Strategy

Tom,

Thank you and Metro for leading the Southwest Corridor planning process. Once again, Metro has guided a thorough, community-based process for considering the region's next high capacity transit investment. Metro has asked for TriMet's support for the Southwest Corridor Plan and Shared Investment Strategy that was adopted by the Project Steering Committee on July 22, 2012. I am pleased to convey TriMet's support for both the plan and shared investment strategy.

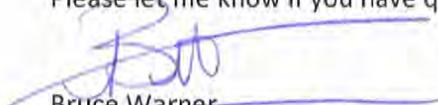
In 2009, Metro developed the High Capacity Transit System Plan, and this adopted plan selected the Southwest Corridor as the highest regional priority. Over the last three years, Metro has led the planning efforts for the Southwest Corridor, which included staff and policy officials from Sherwood, Tualatin, King City, Tigard, Durham, Beaverton, Lake Oswego, Portland, Multnomah and Washington Counties, TriMet and Metro. During this time, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor that will help to guide future investments in the high capacity transit system while supporting active transportation, roadway and green infrastructure projects.

The Project Steering Committee adopted the vision, goals and objectives for the Southwest Corridor Plan in May 2012. The plan vision is one that supports, strengthens and connects livable and prosperous places from Portland to Sherwood as a way to address current needs and anticipated future growth.

In July 2013, the Project Steering Committee adopted the recommendation that details further actions necessary to support the shared land use vision and to refine alignment and design options for high capacity transit, including bus rapid transit and light rail transit, from Portland to Tualatin via Tigard. The recommendation also identified active transportation and roadway projects that support the land use vision and high capacity transit infrastructure. Finally, the recommendation calls for TriMet to invest in Southwest Corridor a transit service enhancement process intended to provide improved transit connections for corridor land use.

TriMet is supportive of the next steps that include furthering the Shared Investment Strategy and participating in the necessary planning efforts to refine High Capacity Transit alternatives along with associated roadway, active transportation, and parks and natural resource projects that support the land use vision for potential further study and pursuit of federal funds. TriMet's support is contingent on the continued support from the region and local partners in moving forward with a HCT investment and related land use plans. In addition, TriMet will move forward with the Southwest Transit Service Enhancement process.

Please let me know if you have questions.


Bruce Warner
TriMet Board President

RESOLUTION No. 37038 As Amended

Endorse the Southwest Corridor Plan and Shared Investment Strategy and provide direction for plan refinement and implementation (Resolution)

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment; and

WHEREAS, the City of Portland's Transportation System Plan calls for a Barbur/Interstate 5 Refinement Plan to identify needed improvements for motor vehicles, trucks, bicycles, pedestrians and high-capacity transit travel in the corridor; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro) adopted a charter, in December 2011, agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011; and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process; and

WHEREAS, the charter stated that the *Southwest Corridor Plan and Shared Investment Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be adopted and implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places along the corridor to address current needs and anticipated future growth; and

WHEREAS, the Barbur Concept Plan community working group included representation from southwest residents, institutions, neighborhoods, and businesses and held 14 meetings and 3 community forums to guide the creation of a plan and serve as a model for subsequent phases; and

WHEREAS, the Barbur Concept Plan adopted by Council on April 24 2013 by Resolution No. 37014 created a corridor wide vision and goal to achieve community aspirations for the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan recommends policies and projects aimed at supporting development within the seven catalytic focus areas identified in the Barbur Concept Plan; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events to support and guide the *Southwest Corridor Plan and Shared Investment Strategy*; and

WHEREAS, the *Southwest Corridor Plan and Shared Investment Strategy* was adopted unanimously by the Steering Committee, with Mayor Hales representing the City of Portland, on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor.

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland endorses the *Southwest Corridor Plan and Shared Investment Strategy* as Non-Binding City Policy attached as Exhibit A.

BE IT FURTHER RESOLVED, the Council directs staff to participate in on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that supports the land use vision for potential further study and pursuit of federal funds; and

BE IT FURTHER RESOLVED, the Council directs staff to pursue near-term critical safety improvements, active transportation access to jobs, retail and transit, and projects that leverage prior investments or partnership opportunities; and

BE IT FURTHER RESOLVED, the Council directs the Commissioner-in-Charge of Transportation and city staff to work with Metro to finalize a public involvement plan to advise the SW Corridor Plan HCT Refinement Phase, including a Community Working Group to address Southwest Portland issues, refine projects and identify implementation priorities; and

BE IT FURTHER RESOLVED, the Council directs staff to use the *Southwest Corridor Plan and Shared Investment Strategy* to inform the next update of the City's Transportation System Plan and other local plans, policies and implementation strategies; and

BE IT FURTHER RESOLVED, the Council directs staff to participate in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements; and

BE IT FURTHER RESOLVED, the Council directs staff to use the Barbur Concept Plan land use vision, including the seven designated focus areas and adopted neighborhood plans, and other adopted local plans to inform the refinement and evaluation of HCT alternatives and transportation projects; and

BE IT FURTHER RESOLVED, the Council directs staff to evaluate the land use impacts and transportation system needs associated with the various options for high capacity transit on the areas of Marquam Hill, Hillsdale Town and Portland Community College; and

BE IT FURTHER RESOLVED, the Council directs staff to work with Metro to analyze and recommend a set of HCT supportive projects that yield the best overall performance for improving safety for pedestrians and people on bicycles, increasing use of active transportation, reducing vehicle miles traveled and greenhouse gas emissions, and minimizing traffic impacts on neighborhood streets; and

BE IT FURTHER RESOLVED, the Council directs staff to coordinate across bureaus to build upon the City's regulatory tools, affordable housing and gentrification policies, and to continue refining the environmental and green infrastructure projects, including parks, trails, natural area and water quality improvements, identified in the *Shared Investment Strategy*; and

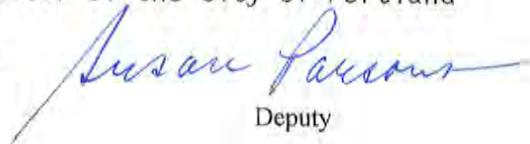
BE IT FURTHER RESOLVED, the Council directs staff to pursue funding options in coordination with Metro, the Oregon Department of Transportation, TriMet and project partner jurisdictions for implementation and planning to support the *Southwest Corridor Plan and Shared Investment Strategy*.

Adopted by the Council, OCT 09 2013

Commissioner Steve Novick
 Mayor Charlie Hales
 Prepared by: *Denver Igarta:slg*
 Date Prepared: 09/25/13

LaVonne Griffin-Valade
 Auditor of the City of Portland

By


 Deputy

RESOLUTION NO. 5168-13

RESOLUTION ACKNOWLEDGING THE SOUTHWEST CORRIDOR PLAN AND SHARED INVESTMENT STRATEGY

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from: the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and TriMet, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011; and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region -- that people live, work and play in vibrant communities where their everyday needs are easily accessible that current and future residents benefit from the region's sustained economic competitiveness and prosperity; that people have safe and reliable transportation choices that enhance their quality of life; that the region is a leader in minimizing contributions to global warming; that current and future generations enjoy clean air, clean water and healthy ecosystems; and that the benefits and burdens of growth and change are distributed equitably; as adopted in the Regional Framework Plan by Metro Council Ordinance #10-1244B, -- guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process; and

WHEREAS, the charter stated that the Southwest Corridor Plan and Shared Investment Strategy should be endorsed by the Southwest Corridor Steering Committee, and is intended to be implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012; defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events to support and guide the Southwest Corridor Plan and Shared Investment Strategy; and

WHEREAS, the Southwest Corridor Plan and Shared Investment Strategy was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, this acknowledgement of the Southwest Corridor Plan and Shared Investment Strategy is not intended to be a binding land use decision, but rather is intended to direct continued study which will culminate in the future adoption of appropriate plan and code amendments for its implementation.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City of Tualatin City Council acknowledges its support for the Southwest Corridor Plan and Shared Investment Strategy, attached to this resolution as Exhibit A; and directs staff to:

- A. Consider the Southwest Corridor Plan and Shared Investment Strategy to inform the future adoption of plans, policies and code as necessary for its implementation; and
- B. Participate in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements and on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects for potential further study and pursuit of federal funds; and
- C. Study funding options in coordination with Metro, ODOT, TriMet and project partner jurisdictions for future implementation and planning purposes.

Section 2. This resolution is not a land use decision.

Section 3. This resolution is effective upon adoption.

INTRODUCED AND ADOPTED this 14th day of October, 2013.

CITY OF TUALATIN, OREGON

BY Monique R. Beckman
~~Mayor~~ Council President

APPROVED AS TO LEGAL FORM

BY S-B
City Attorney

ATTEST:

BY D. Ambrose
City Recorder



Oregon

John A. Kitzhaber, MD, Governor

Department of Transportation

Transportation Region 1
123 NW Flanders St
Portland, OR 97209-4012
(503) 731-8200
Fax: (503) 731-8259

October 15th, 2013

File Code:

Council President Tom Hughes
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Council President Hughes,

I am writing to express ODOT Region 1's endorsement of the *Southwest Corridor Plan and Shared Investment Strategy*, which marks the completion of Phase 1 of the Southwest Corridor Plan. In the coming year, I will ask my staff to participate in the refinement and analysis of High Capacity Transit alternatives, local connections, and transit-supportive multimodal projects that may be studied as part of an FTA project. ODOT staff will continue to work with project partners as they develop local plans, policies, and implementation strategies informed by the Southwest Corridor Plan.

ODOT has a strong commitment to improving safety, active transportation, and access to transit in the Southwest Corridor. To that end, we recently funded construction of several early opportunity projects to be delivered over the next two to three years. These projects center on OR-99W and include crossing improvements, bike lane markings, sidewalks/walkways, enhanced illumination, and transit stop accessibility improvements. The first of these projects has already been completed, and we hope the others will offer the corridor's communities some immediate benefits while longer-range planning efforts continue. Together with implementation of TriMet's Southwest Service Enhancement Plan, which will improve the corridor's transit service in the near-term, we are working together to improve safety and access to transit right away.

Determining the future of OR-99W will be one of the Southwest Corridor Plan's central policy decisions. Currently, this route is focused on providing vehicle mobility. As the project partners collectively look ahead, we will need to make choices for OR-99W—will the highway carry added transit service or will High Capacity Transit travel on a separate alignment, how will pedestrians and cyclists access improved transit service, and how will all modes of travel move safely through the corridor?

In the longer-term, High Capacity Transit is the crucial element needed to achieve the land uses envisioned by the Southwest Corridor's communities. Successfully planning and implementing a High Capacity Transit project will involve tough decisions and require focused effort. During the coming year, I understand Metro will convene project partners in the development of a funding



strategy. This work is equally important to the technical analysis that will be performed during the refinement phase. The ability to raise non-federal matching funds is essential for securing federal funds and determining the overall budget for constructing High Capacity Transit in the corridor.

To make these decisions, the project partners will need clear information outlining the tradeoffs different alternatives represent between transit performance, traffic impacts, cost, and impacts to property and the natural environment. This conversation must meaningfully engage all of the corridor's communities and stakeholders, and reconcile the varied desires expressed during Phase 1. My staff and I look forward to working with Metro and TriMet to develop and communicate the analysis needed to support this conversation.

We look forward to participating in the refinement of High Capacity Transit alternatives in this important corridor.

Regards,

A handwritten signature in black ink, appearing to read 'JT', with a horizontal line extending to the right.

Jason Tell
Region 1 Manager
Oregon Department of Transportation

Cc: Councilor Bob Stacey – Metro
Councilor Craig Dirksen – Metro

Exhibit C to Resolution No. 13-4468

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
- Housing interests
- Non-profit organizations
- Housing providers
- 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.

Exhibit D to Resolution No. 13-4468

Members of the Southwest Corridor Plan Steering Committee

Metro District 3 Councilor and District 6 Councilor

Elected officials from cities of Portland, Tigard, Tualatin, Sherwood, King City, Beaverton and Durham

Multnomah County Commissioner

Washington County Commissioner

ODOT, Region 1 Manager

TriMet, General Manager

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 13-4468, FOR THE PURPOSE OF ADOPTING THE SOUTHWEST CORRIDOR PLAN SHARED INVESTMENT STRATEGY

Date: October 1, 2013

Prepared by: Malu Wilkinson, x1680

BACKGROUND

Purpose of the Southwest Corridor Plan and Shared Investment Strategy

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.

The work has been guided by a Steering Committee comprised of representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro. Steering Committee members agreed to use a collaborative approach to develop the Southwest Corridor Plan and a Shared Implementation Strategy to align local, regional, and state policies and investments in the 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.

Policy Framework

The Portland metro area Regional Transportation Plan (RTP) emphasizes outcomes, system completeness and measurable performance in order to hold the region accountable for making progress toward regional and State goals to reduce vehicle miles traveled and greenhouse gas emissions. The RTP identifies investment in high capacity transit (HCT) as a proven strategy to help achieve these goals and build great communities.

In July 2009, the Metro Council accepted the Regional High Capacity Transit System Plan for addition to the 2035 Regional Transportation Plan. At that time, in response to JPACT discussion and recommendation, the Council identified the Barbur Boulevard/OR 99W corridor as one of the region's two highest priority corridors for a nearer-term high capacity transit investment.

In February of 2010, the Metro Council formalized that recommendation by adopting a resolution to advance the Southwest Corridor, from Portland to Sherwood, as the next regional HCT priority to advance into alternatives analysis. Also in 2010, the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit. At

the same time, four cities in the Southwest Corridor were awarded competitive grant funds to develop community-based land use visions to leverage a potential HCT investment.

The Metro Council, in the 2035 RTP adopted in 2009, also identified the portion of the corridor from Portland to Tigard as a top priority regional mobility corridor for considering how to best invest in all modes of transportation, including transit, roadway, and active transportation infrastructure to meet the needs of autos, freight, bicyclists and pedestrians.

Corridor land use vision forms foundation of Shared Investment Strategy

Leading into the Southwest Corridor Plan, representatives of cities and counties throughout the corridor looked to local land use plans and policies to identify areas where the community wanted to focus new development. Four plans in particular helped define the local vision in key areas of the corridor.

Barbur Concept Plan

Creating a long-term vision for the six-mile Barbur Boulevard corridor from downtown Portland to the Tigard city limit, the Barbur Concept Plan recommends key transportation investments, stormwater solutions and changes to city policy and zoning.

Tigard High Capacity Transit Land Use Plan

In this plan, Tigard developed land use concepts for vibrant station area communities and neighborhood centers that could support transit investments in a way that fits Tigard, helping to decide what growth will look like and where it should be located.

Linking Tualatin

With this work, Tualatin investigated locally preferred station areas and development typologies as well as policy, investment and code changes necessary to support high capacity transit and local transit service.

Sherwood Town Center Plan

Sherwood redefined the boundaries of the town center to support activity and development in both the old town area and the Six Corners commercial center.

Simultaneous to the work on the local land use vision, Metro and project partner staff worked collectively to identify existing conditions and develop a wide range of alternatives to address opportunities and challenges in the corridor. The project partners began work to identify a potential HCT alternative, and an associated package of multimodal transportation projects and parks/nature investments that could catalyze the local land use visions for the corridor.

In October 2012 the Southwest Corridor Steering Committee narrowed an early set of ten HCT alternatives to five concepts, removing several options from further consideration: 1) streetcar as a mode; 2) HCT connection between Tigard and Sherwood on Highway 99W; and 3) adding or converting an Interstate 5 lane for HCT use. The Steering Committee's narrowing decision also tabled consideration of Westside Express Service (WES) improvements for another time and process. These decisions were guided by potential impacts to auto and freight movement as well as local community land use goals. All HCT options were routed away from Highway 99W southwest of the Interstate 5/Highway 99W intersection to avoid impacts to auto and freight movement and commercial activities. Preferred locations would provide transit connections to potential station communities in Tigard and Tualatin.

During the first six months of 2013, Metro and project partner staff worked closely together to further narrow the set of HCT alternatives and supportive roadway, active transportation, and parks/natural areas projects. Projects were bundled and modeled to test performance, then screened according to their supportiveness of the local land use visions. On July 22, 2013, the Southwest Corridor Steering Committee unanimously approved the Shared Investment Strategy Recommendation to help guide funding collaboration and coordinated implementation of opportunities throughout the Southwest corridor.

Southwest Corridor Plan Shared Investment Strategy Recommendation

With its July 22, 2013 recommendation, the Southwest Corridor Steering Committee defined a set of investments and actions to support the community land use visions and gave direction on three main questions to further narrow the options for a potential HCT investment to serve the corridor land use vision. These questions include: 1) modes (bus rapid transit and/or light rail) for further study; 2) percentage of bus rapid transit in a dedicated transitway; and 3) the destination of a potential high capacity transit investment.

In the year following this recommendation, a refinement phase will give more information in each of these areas, and help the project partners define a possible project for analysis under the National Environmental Policy Act (NEPA) and explore implementation strategies for other elements of the Southwest Corridor Plan and Shared Investment Strategy.

A summary of the Shared Investment Strategy Recommendation follows.

Recommendation: Invest in transit

Transit is key to helping communities in the Southwest corridor achieve their development visions. This recommendation gives direction on both local bus service improvements and future high capacity transit (light rail or bus rapid transit) in the corridor.

Local service

To improve local bus service, the recommendation directs TriMet to develop and implement the Southwest Service Enhancement Plan to:

- ensure key corridor locations are connected by efficient and reliable local service – to one another, to the Westside Express Service (WES) and to a potential new high capacity transit line;
- make on-the-ground improvements to the transit system; and
- identify how cities and counties can create better access to transit (both to local service and to a potential bus rapid transit or light rail line).

High capacity transit

An investment in high capacity transit in the corridor would help achieve the local visions for development, revitalizing and encouraging private investment in future station areas. It would also create the ability to move people efficiently, which is especially important in a corridor where:

- it is difficult to build or expand roads due to hills, natural resources, established businesses and existing neighborhoods that would make new roads expensive and disruptive, and
- significant growth in jobs and population is anticipated.

To better understand the options for high capacity transit in the corridor, the Southwest Corridor Plan Steering Committee directs staff to study in more detail:

- two potential modes: light rail and bus rapid transit;
- for the bus rapid transit, between 50 to 100 percent of the alignment in exclusive right of way; and
- an alignment that connects Portland to Tualatin, via Tigard.

Recommendation: Invest in roadways and active transportation

Potential projects were gathered from the Regional Transportation Plan and other regional plans, transportation system plans and other local plans, and suggestions from the public. This list was narrowed from more than 500 projects to a list of 81 priority projects. *Attachment A* of the Shared Investment Strategy Recommendation contains the list of priority projects.

The 81 projects are recommended because they either:

- leverage and support the potential high capacity transit line, including:
 - walking and biking projects within one-quarter mile of potential station areas
 - trails within one mile of potential station areas
- highly support the community land use vision, including projects that:
 - leverage future development in places local communities have defined as “essential” or “priority”
 - are important to meet freight and capacity needs in employment and industrial districts
 - improve pedestrian connectivity, provide safe crossings or create high-demand bike connections.

The projects identified as highly supportive of high capacity transit will be included in further study of the high capacity transit project. Those projects that support the land use vision will move forward as the local jurisdictions develop and fund them, either individually or in collaboration with other project partners.

Recommendation: Invest in parks, trails and nature

Parks, greenspaces, trails and natural areas are consistently cited as some of the Southwest corridor’s most important and attractive features. To strengthen “green” elements, support community visions and leverage future transportation investments, the steering committee recommends that project partners work collaboratively and seize opportunities to implement projects included on the list contained in *Attachment A* as corridor development plans move forward.

Recommendation: Consider new regulations and policies, and develop incentives to promote private investment consistent with community vision

The public sector can help set the stage for development consistent with community goals through regulations, policies and development incentives that encourage private investment. *Attachment B* of the Shared Investment Strategy Recommendation contains a variety of proposed policies and incentive programs for communities to consider as they advance Southwest Corridor Plan projects and community development goals.

In the next phase of the Southwest Corridor Plan, project partners will explore specific tools to advance the corridor land use vision and enable the region to compete nationally for scarce federal dollars to help fund a possible high capacity transit investment.

Additionally, partners will collaboratively work to develop a coordinated set of multimodal performance measures reflecting state, regional and local goals.

Recommendation: Develop a collaborative funding strategy for the Southwest Corridor Plan

The recommendation urges project partners to develop a collaborative funding strategy that includes local, regional, state and federal sources. This could include innovative financing tools and non-transportation funding for parks and natural areas.

Public engagement in the Southwest Corridor Plan and Shared Investment Strategy

Metro and project partner staff held a number of public events to support the Steering Committee decision-making process, including the following:

Community Planning Forums (4)

“Invited” open houses targeted to engaged community members from each of the communities in the Southwest Corridor were held in different locations including Tualatin, Tigard and Southwest Portland.

Economic Summits (2)

These invited forums targeted individuals from the private sector and corridor institutions to solicit advice and input on the projects and process as related to supporting jobs and economic development.

Shape Southwest

This online tool was designed to engage broad audience in soliciting opinions on potential HCT and local transit connections, as well as values and where to focus public investments. 2098 visited the website to learn about the tool.

Online surveys (5)

This included a survey to gather feedback on the draft Steering Committee recommendation in July 2013, which received 954 responses.

Numerous neighborhood and community meetings

These included local community-specific public events (e.g., SWNI Open House, Tigard Town Hall), in addition to planning commission and city council presentations

Public engagement for the Southwest Corridor Plan and Investment Strategy was divided into four stages:

September 2011 to February 2012

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.

February to August 2012

Project partners aimed to demonstrate and validate the screening process of narrowing the wide range of ideas to a narrowed list of potential projects. Visiting an online, virtual open house, participants viewed video feeds that explained the purpose and process of the overall plan. Participants were 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.

August to December 2012

Project partners focused on discussions of the benefits and tradeoffs of different types of investments, beginning with the premise that we cannot afford everything. 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.

January to July 2013

Project staff sought feedback on potential projects and the draft high capacity transit alternatives through events and an online questionnaire. The public also reviewed the Southwest Corridor Plan staff draft recommendation and gave feedback in an additional online questionnaire.

Local jurisdiction actions

During September and October 2013, the Southwest Corridor partner jurisdictions have considered and taken action on the Southwest Corridor Steering Committee’s Shared Investment Strategy Recommendation. All of the partner cities and counties have endorsed the recommendation, either by Council action or by letter from the Mayor. TriMet and ODOT have endorsed the recommendation by letter to the Metro Council.

Neither the local jurisdiction supporting actions nor Metro Council endorsement of the Southwest Corridor Plan Shared Investment Strategy are intended to be binding land use decisions. Instead, the Shared Investment Strategy is intended to inform future adoption of plan and code amendments for its implementation.

Next steps

If the Metro Council votes in favor of this resolution, it adopts the Southwest Corridor Plan Shared Investment Strategy and directs staff to use it to inform the future adoption of plans, policies and code as necessary for its implementation.

In addition, specific next steps include:

1. Metro and partner staff participation in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements (2014)
2. Metro and partner staff participation in on-going Southwest Corridor Plan efforts, including
 - Refinement and analysis of HCT alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision (October 2013- June 2014); and
 - Potential further study and pursuit of federal funds for project elements.
3. Metro and partner staff participation in on-going public involvement and engagement with stakeholders to support implementation of the Southwest Corridor Shared Investment Strategy.

ANALYSIS/INFORMATION

Known Opposition

At this time there is not any known formal opposition to the Southwest Corridor Plan Shared Investment Strategy in its own right. However, two related efforts are of note:

- A resident of Tualatin, an attorney representing the Tonquin Group, has stated that entity's disapproval of the Ice Age Tonquin Trail (a project included in the Shared Investment Strategy Recommendation) and expressed an intention to take legal action blocking any land use decision that furthers the trail project.
- In Tigard, a citizens' group has successfully gathered the 4,122 signatures required to place an anti-HCT initiative on the March 2014 ballot. If passed, this measure would amend the Tigard Charter adopting a policy opposing construction of new high-capacity transit corridor within the City without voter approval. It would prohibit the City from adopting an ordinance amending its comprehensive plan or land use regulations to accommodate locating a new HCT project absent voter approval. That approval must be accompanied by information about changes in road capacity and housing density, as well as the cost of the HCT improvement.

The initiative identifies a "new high-capacity transit corridor" as any portion of regional transit system proposed for development within the City that reduces available road capacity in favor of light rail, rail transit or exclusive bus lanes. "Road capacity" includes any roadway within five miles of the City that currently permits public automobile traffic or any public rights-of-way that could provide additional road capacity at a future date. The City of Tigard would be required to annually send a letter to various regional, state and federal agencies notifying them of this policy.

Legal Antecedents

The Southwest Corridor Plan Shared Investment Strategy is completed to satisfy:

- Jun. 10, 2010, Ordinance No. 10-1241B: For the Purpose of Amending the 2004 Regional Transportation Plan to Comply With State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan (Appendix 3.1 2035 - Regional Transportation Plan Corridor Planning Priorities)
- Feb. 25, 2010, Resolution No. 10-4118: For the Purpose of Endorsing the Southwest High Capacity Transit Corridor as the Next Regional Priority to Advance into Alternatives Analysis
- Aug. 12, 2010, Resolution No. 10-4177: For the Purpose of Amending the January 2008 MTIP (FY 2008-2011) to Modify Funding Allocations for Southwest Corridor and East Metro Corridor Refinement
- Aug. 12, 2010, Resolution No. 10-4179: For the Purpose of Amending the FY 2010 Unified Planning Work Program (UPWP) to Modify Funding Allocations for Southwest Corridor and East Metro Corridor Refinement Plans
- Aug. 4, 2011, Resolution No. 11-4278: For the Purpose of Creating and Appointing Members of the Southwest Corridor Plan Steering Committee
- Nov. 17, 2011, Resolution No. 11-4306: For the Purpose of Appointing Additional Members to the Southwest Corridor Plan Steering Committee

Anticipated Effects

Council acceptance of the Southwest Corridor Plan Shared Investment Strategy will enable the project partners to carry into refinement and further study a set of public investments, including HCT alternatives, to support the corridor land use vision. It will also advance staff participation in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements in the corridor.

Budget Impacts

No additional resources are needed for FY13/14 to continue the refinement phase.

RECOMMENDED ACTION

Staff recommends that the Metro Council adopt the Southwest Corridor Plan Shared Investment Strategy to help guide funding collaboration and coordinated implementation of opportunities throughout the Southwest corridor.