



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Sherilyn Lombos, City Manager

DATE: November 14, 2011

SUBJECT: Work Session for November 14, 2011

- 1) **5:30 p.m. (15 min) - Dog Waste on Private Property Follow-Up**
At the October 24, 2011 Council meeting, a gentleman requested that the Council look into the issue of dog waste on private property. Attached is a brief memo from the City Attorney regarding her initial research into this issue. Staff is looking for further direction from the City Council.
- 2) **5:45 p.m. (20 min) - Transportation Task Force Update**
The Transportation Task Force members are all now in place and the first meeting is to be held the week of November 28. Attached is a brief memo from Dayna Webb regarding the Task Force. The discussion tonight will focus on the agenda and timeline.
- 3) **6:05 p.m. (30 min) - SW Corridor Project and Linking Tualatin Update**
This is intended as an update on Metro's Southwest Corridor Study and our complimentary project, Linking Tualatin. Attached are some documents from City Hahn as background.
- 4) **6:35 p.m. (15 min) - Council Meeting Agenda Review, Communications & Roundtable**
This is an opportunity for the Council to review the agenda for the November 14, 2011 City Council meeting and take the opportunity to brief the rest of the Council on any issues of mutual interest.



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Brenda Braden, City Attorney

DATE: 11/14/2011

SUBJECT: Discussion of Issues Regarding Dog Owners Who Don't Clean Up After Their Dogs

ISSUE BEFORE THE COUNCIL:

Whether Council should amend or adopt an ordinance to require dog owners to clean up after their dogs.

EXECUTIVE SUMMARY:

At the Council Meeting on October 24th, a citizen spoke under Citizen Comments about the problem he has been having with dog owners allowing their dogs to relieve themselves in his large corner property without cleaning up after them. Tualatin currently does not have an ordinance that requires people to clean up after their pets except in city parks.

In surveying other Oregon cities, it appears that many do not have such an ordinance. Beaverton relies on its "no animal may run at large" provisions (Tualatin has a similar provision), which would not apply to situations where the owner has the dog on a leash. Portland's ordinance applies only to its parklands, not private property. Lake Oswego has an Animal Regulation ordinance, 31.02.120, which makes it a violation to:

Fail to promptly remove excrement or other solid waste deposited by a dog in any area not designed to receive such wastes, including but not limited to public areas such as streets, sidewalks, parking strips, public parks and any private property owned by a person or persons other than the property of the keeper of the dog.

Of the other cities that have ordinances requiring pet owners to clean up after their pets, the City of Monmouth is clearer and less vague than some. It provides in section 42.321 as follows:

(1) Any person, with the exception of a sightless person, responsible for any dog off the premises of the owner or person responsible for the dog shall be in possession of tools or articles for the removal of, and shall remove, excrement deposited by the dog:

- (a) In any public area, including but not limited to streets, sidewalks, parking strips, city parks and trails, ditches, swales, culverts, and similar public property or facilities; or
- (b) On any private property. It is an affirmative defense to a prosecution on any charge

under this subsection that the property owner or person in charge of the property consented to such a use of the property.

(c) A violation of this section shall be a civil infraction.

The fines for violations in the other cities varied from \$25 (for a first offense) up to a possible maximum of \$500.

If Council decides to adopt an ordinance requiring dog owners to clean up after their pets, it could encourage owners to comply, rather than face a fine. Compliance may be easier to accomplish than enforcement because the City would have to be able to prove which dog owner failed to clean up after his or her dog. There would have to be a video, photos, a witness to the violation or other proof for a successful prosecution.

Attachments:



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Dayna Webb, Project Engineer
Alice Rouyer, Community Development Director

DATE: 11/14/2011

SUBJECT: Update on the Transportation Task Force

EXECUTIVE SUMMARY:

The Transportation Task Force will ask community members, city staff, and neighboring jurisdictions/agencies to work together - sharing the same information and hearing about each other's needs. The Transportation Task Force's purpose is to provide meaningful advice and guidance to inform staff, Tualatin Planning Advisory Committee and City Council concerning three priority projects:

- Tualatin Transportation System Plan Update,
- Linking Tualatin (our upcoming High Capacity Transit Study), and
- Joint planning with Washington County to support a new transportation system in the SW Concept Plan and Basalt Creek Concept Plan areas.

The group is charged with seeking consensus where possible and providing recommendations.

Transportation Task Force members who represent a City Advisory Committee or the Council were appointed by their respective group. The Chamber of Commerce selected their representative, as did the Citizen Involvement Organization. The Large and Small Employers and the Citizen Representatives applied for, and were selected by, the Citizen Involvement Committee. The Transportation Task Force is made up of the following members:

Community Partners

- City Councilor - Monique Beikman
- City Councilor - Joelle Davis
- City Councilor - Wade Brooksby
- TPAC Representative - Bill Beers
- TPAC Representative - Alan Aplin
- TPARK Representative - Bruce Andrus-Hughes
- Tualatin Tomorrow Representative - Bethany Wurtz
- Business Rep: Chamber of Commerce - Cheryl Dorman
- Business Rep: Large Employer - Allan Goodall, UPS
- Business Rep: Small Employer - Randall Thom, Strategic Manufacturing
- CIO Representative - Mike Riley

- Citizen Representative - Nancy Kraushaar
- Citizen Representative - Phil Anderson
- Citizen Representative - Ryan Boyle
- Citizen Representative - Travis Evans
- Alternate Citizen Representative - Charlie Benson
- Alternate Citizen Representative - Nic Herriges
- Alternate Business Representative - Gail Hardinger, Fujimi

Agency Advisors

- ODOT
- Metro
- Washington County
- Clackamas County
- TriMet
- City of Sherwood
- City of Wilsonville
- City of Tigard
- Tualatin Valley Fire & Rescue

The Transportation Task Force will hold its first meeting during the week of November 28, 2011. The first meeting agenda will include the following:

- Welcome & Member Introductions
- Introduction to Transportation Projects
- Member Roles, Responsibilities & Meeting Guidelines

The agenda & meeting information will be available on the Transportation Task Force webpage <http://www.ci.tualatin.or.us/government/TransportationTaskForce.cfm>

RECOMMENDATION:

This is an update for information purposes only. No action by the Council is needed at this time.

Attachments:



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Cindy Hahn, Associate Planner
and Ben Bryant, Management Analyst, with Alice Rouyer, Community Development Director

DATE: 11/14/2011

SUBJECT: Briefing on Southwest Corridor Chartering Agreement and Linking Tualatin Project

ISSUE BEFORE THE COUNCIL:

This memo is an update on the status of the Southwest Corridor Study and the Linking Tualatin project. The first item provides a briefing on the Southwest Corridor Study Chartering Agreement which outlines a collaborative regional process between the participating jurisdictions. In addition, this memo includes an update on the "Linking Tualatin" project that will provide significant local influence of the Southwest Corridor Study.

EXECUTIVE SUMMARY:

Staff last updated the Council on the Southwest Corridor Plan and Linking Tualatin on July 25, 2011, when Council signed Resolution 5053-11 authorizing execution of an intergovernmental agreement (IGA) with Metro for a Construction Excise Tax (CET) grant for the Linking Tualatin project. Part of the IGA with Metro outlined specific milestones that must be completed in order for the City of Tualatin to collect grant dollars. The first milestone was the execution of this IGA. Since July, work on both projects has proceeded and the City is near completion on two more milestones.

Southwest Corridor Plan Chartering Agreement

The second milestone identified in the IGA is the execution of the Southwest Corridor Plan Chartering Agreement. The purpose of this agreement is to outline the process and forum by which the partnering agencies can discuss individual work efforts and determine how local, regional, and state actions fit into a cohesive strategy. This agreement was reviewed by the Southwest Corridor Project Team Leaders (PTL) on October 27, 2011, and is being forwarded to the governing body of each partnering agency. Staff members from each jurisdiction are in the process of scheduling a tour of the entire Southwest Corridor planning area, from downtown Portland to downtown Sherwood. During a stop in Sherwood, a ceremony will be held at which the mayors of the jurisdictions participating in the Southwest Corridor Plan will sign the Chartering Agreement. Metro has targeted December 6th or 13th for this event. More details will be provided to the Council as they become available. A copy of the latest draft is attached for Council review.

Linking Tualatin

The third milestone of the IGA is to execute a consultant contract for Linking Tualatin. Toward that effort, a Request for Proposals in search of Professional Services for Linking Tualatin was published on October 5, 2011. Staff received six high-quality submissions and short-listed two consultant teams for interviews on October 26, 2011. After careful consideration and discussion, Angelo Planning Group, with

sub consultants CH2M Hill, Criterion, DKS Associates, Johnson Reid, and SERA Architects, was chosen. Staff is currently negotiating a scope of work, budget and schedule with Angelo Planning Group. A City Council resolution authorizing the execution of this contract will be presented on November 28, 2011.

Staff has developed a tri-fold brochure for Linking Tualatin, a copy of which is attached for Council review. This brochure was available at the "Year of Transportation" booth at the Pumpkin Regatta on October 22, and is being distributed at the Citizen Involvement Organization (CIO) organizational meetings.

Next steps for Linking Tualatin include:

Monday, November 28, 2011	Council Meeting	Resolution to Authorize Consultant Contract, including Final Detailed Work Program, Schedule and Budget, with Angelo Planning Group
Monday, December 5, 2011	Staff and Consultant Team Meeting	Linking Tualatin Project "Kick-Off"
Monday, February 27, 2012	Council Work Session	Present Public Outreach Plan, Project Goals and Objectives, and Existing Conditions Report

RECOMMENDATION:

This is an update for information purposes only. No action by the Council is needed as this time.

Attachments: A - Chartering Agreement
 B - Linking Tualatin Brochure
 C - PowerPoint

Southwest Corridor Plan and Linking Tualatin

City Council Work Session
November 14, 2011



City of Tualatin



Portland • Sherwood • Tigard • Tualatin
Beaverton • Durham • King City • Lake Oswego
Multnomah County • Washington County
ODOT • TriMet • Metro





Southwest Corridor Profile

Length: 14.4 miles

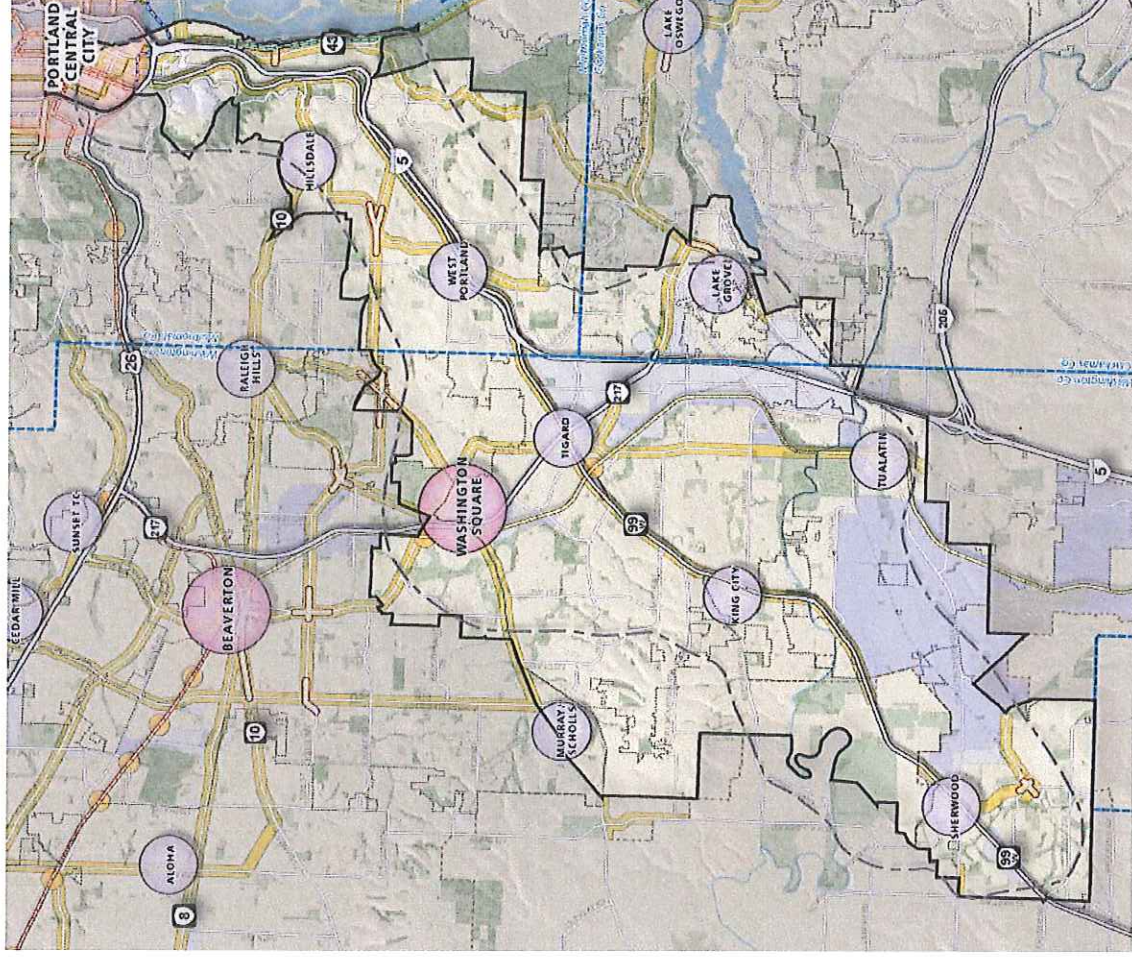
Population

- 2010 = 140,000
= 10% of region's population
- 2035 = 206,000

Employees

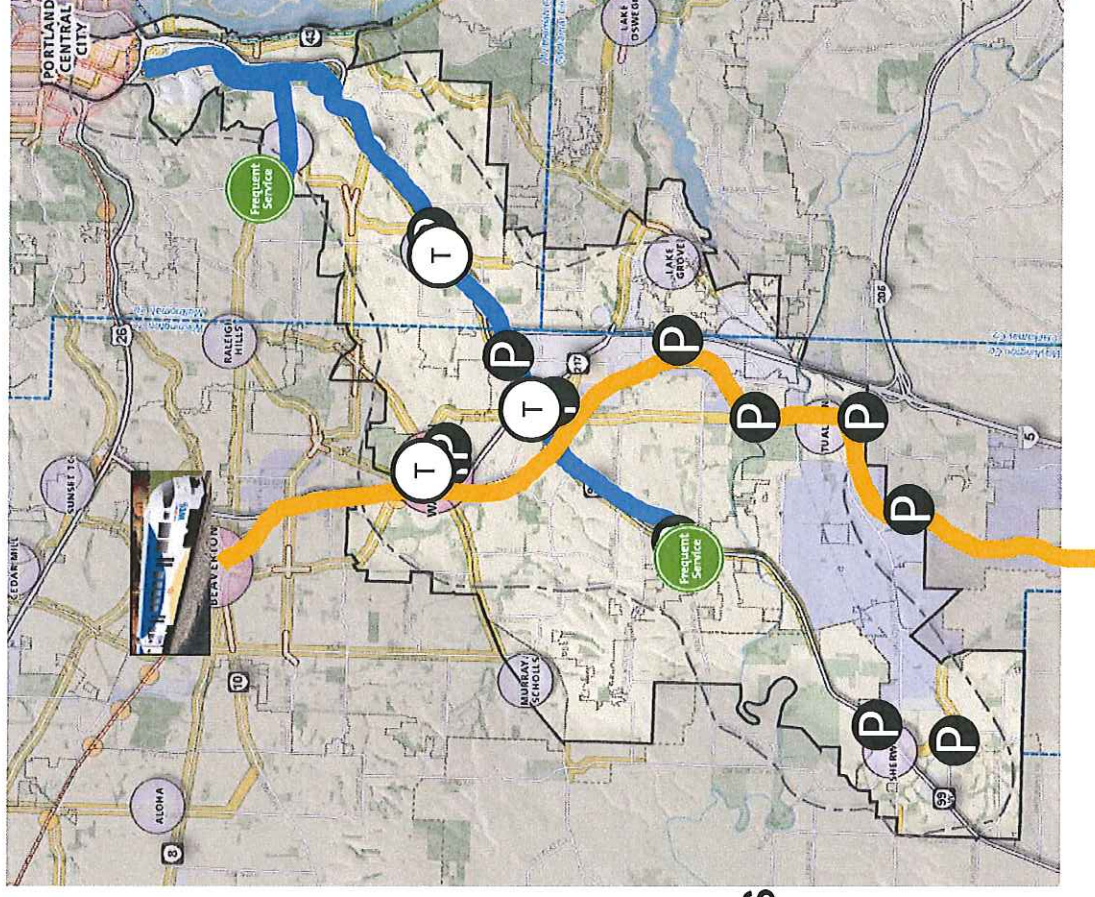
- 2010 = 163,000
= 19% of region's jobs
- 2035 = 251,000

**Projected travel time increase
30%**



Existing Major Transit Facilities

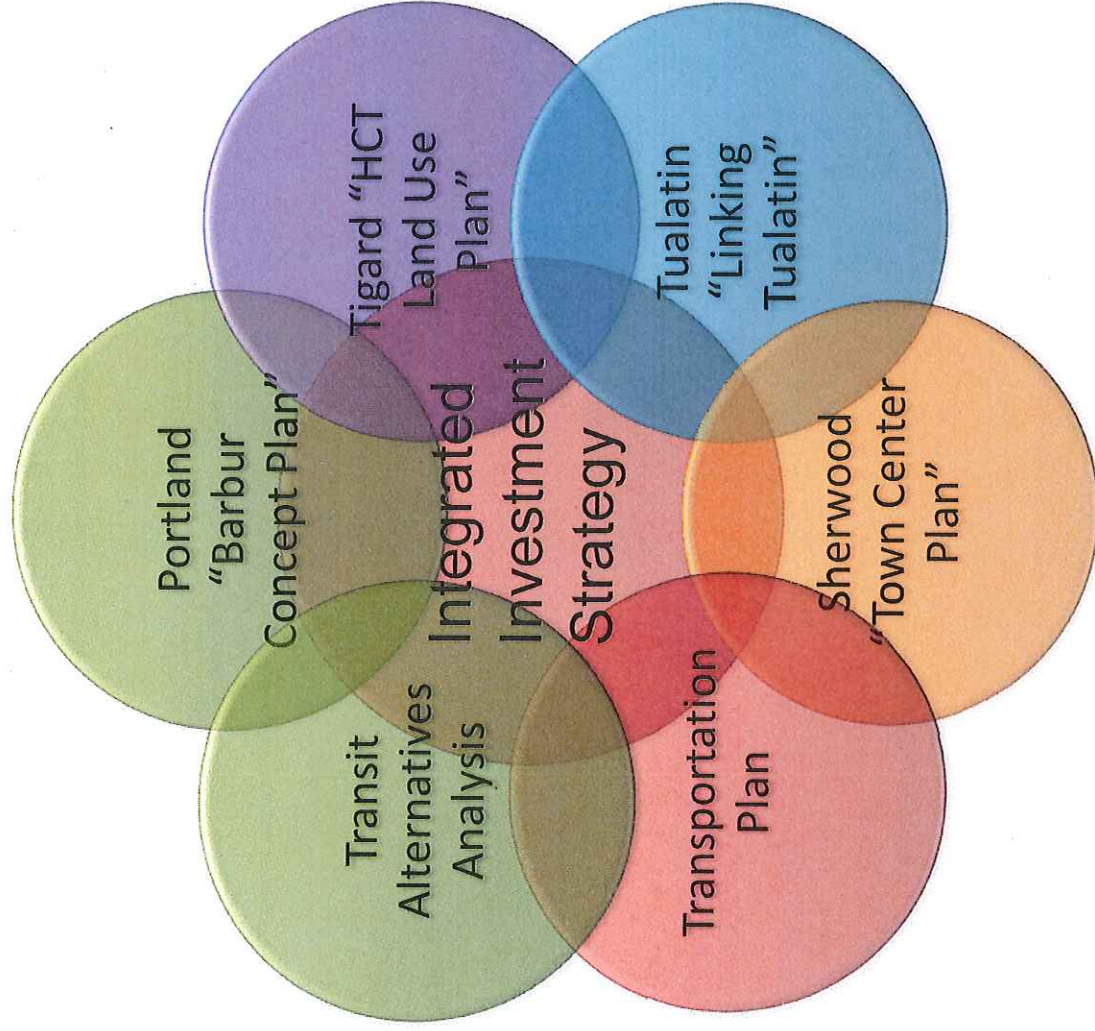
- WES commuter rail
- 15 bus lines
- 2 frequent bus routes
- 3 Transit Centers
- 2,000 park-and-ride spaces
- 27,000 daily transit riders



Collaborative effort

Thirteen Partners:

- Cities of
- Beaverton,
- Durham,
- King City,
- Lake Oswego,
- Portland,
- Sherwood,
- Tigard, and
- Tualatin.
- Multnomah and
- Washington counties.
- Oregon Department of
- Transportation
- TriMet
- Metro





Major timeline

Southwest Corridor Plan schedule

Phase I

Agreements, policy changes and strategic investments and partnerships

2011

2012

2013

Phase II

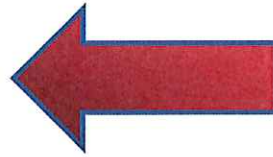
Actions to achieve goals, including investments, Draft Environmental Impact Statement(s) and major policy changes

2014

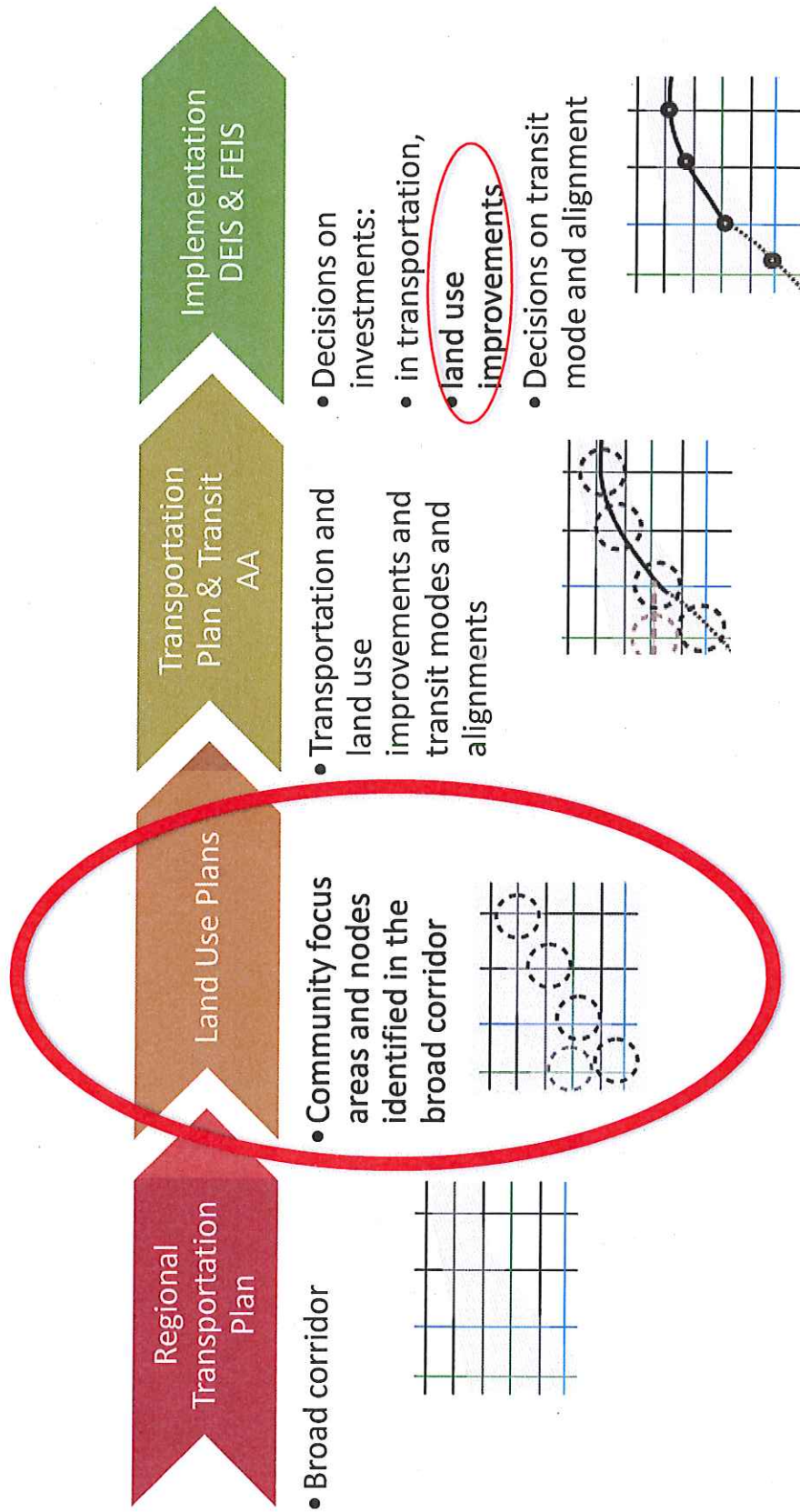
2015

Ongoing

Further project development and implementation



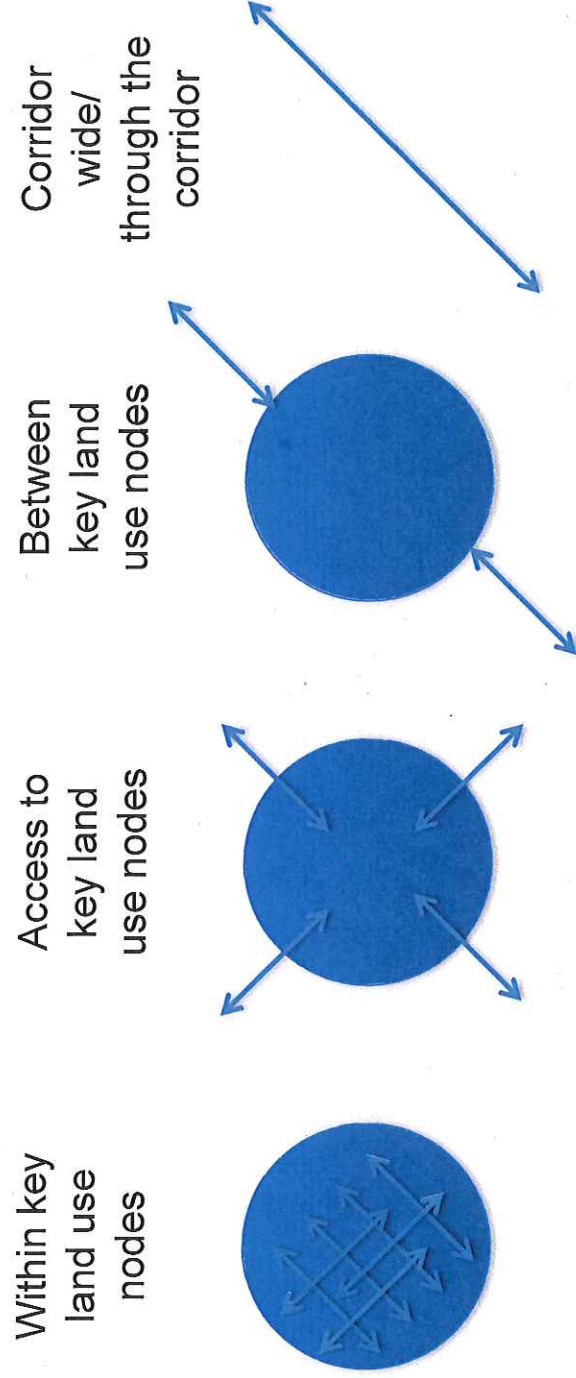
Integrated approach

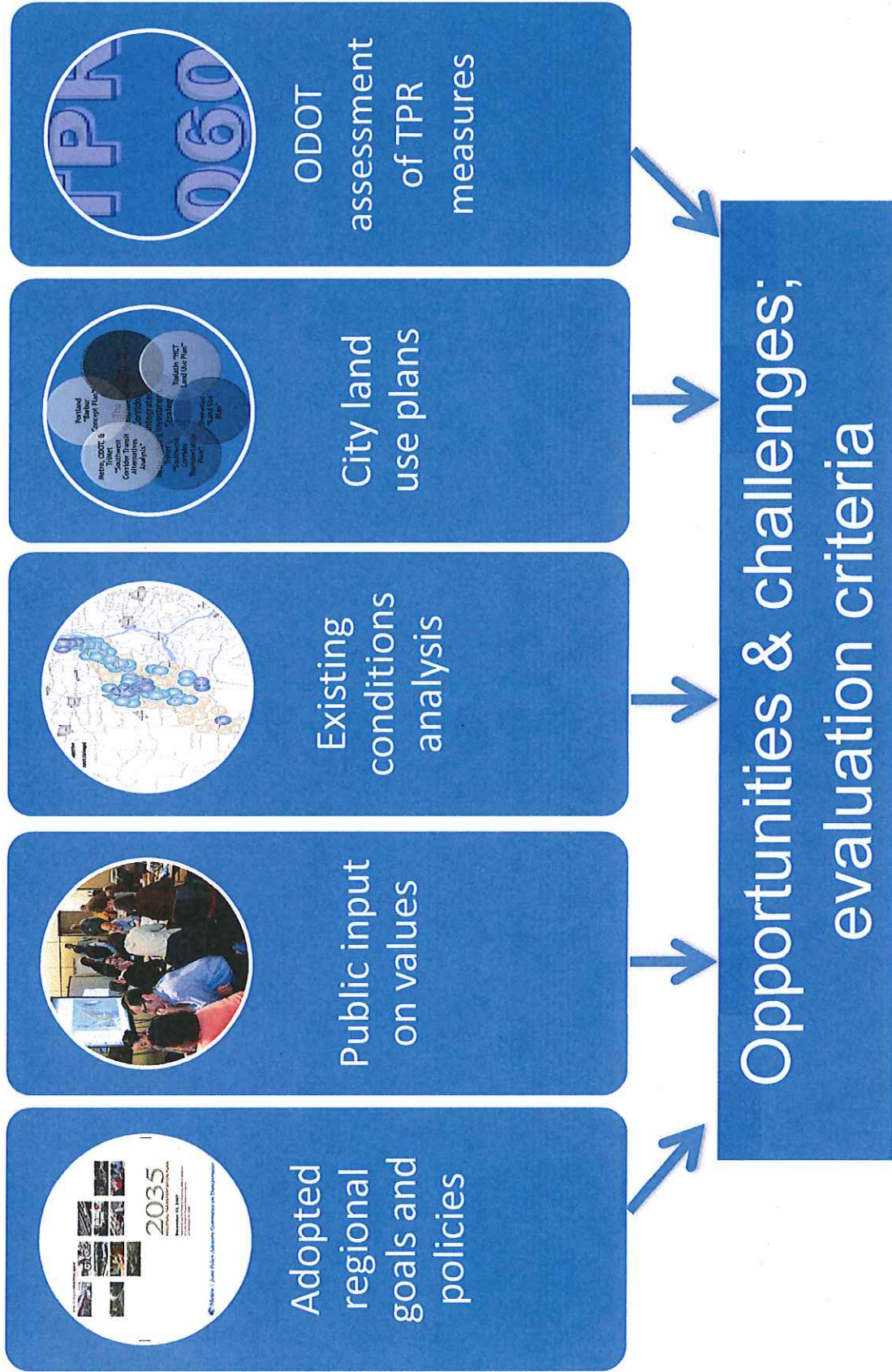


Opportunities & constraints

- winter 2011

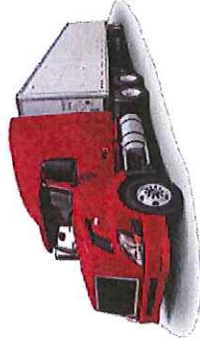
Needs analysis





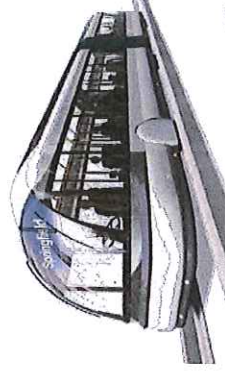
Wide range of alternatives – all Transportation Modes

- Roadway
- Bike/pedestrian
- Transit
- Freight



Wide range of alternatives – Transit

- Bus Rapid Transit
- Commuter Rail
- Rapid Streetcar
- Light Rail
- High Occupancy Vehicle Lanes /Toll Lanes
- Local Bus
- Parking Management
- Congestion Management



Chartering Agreement

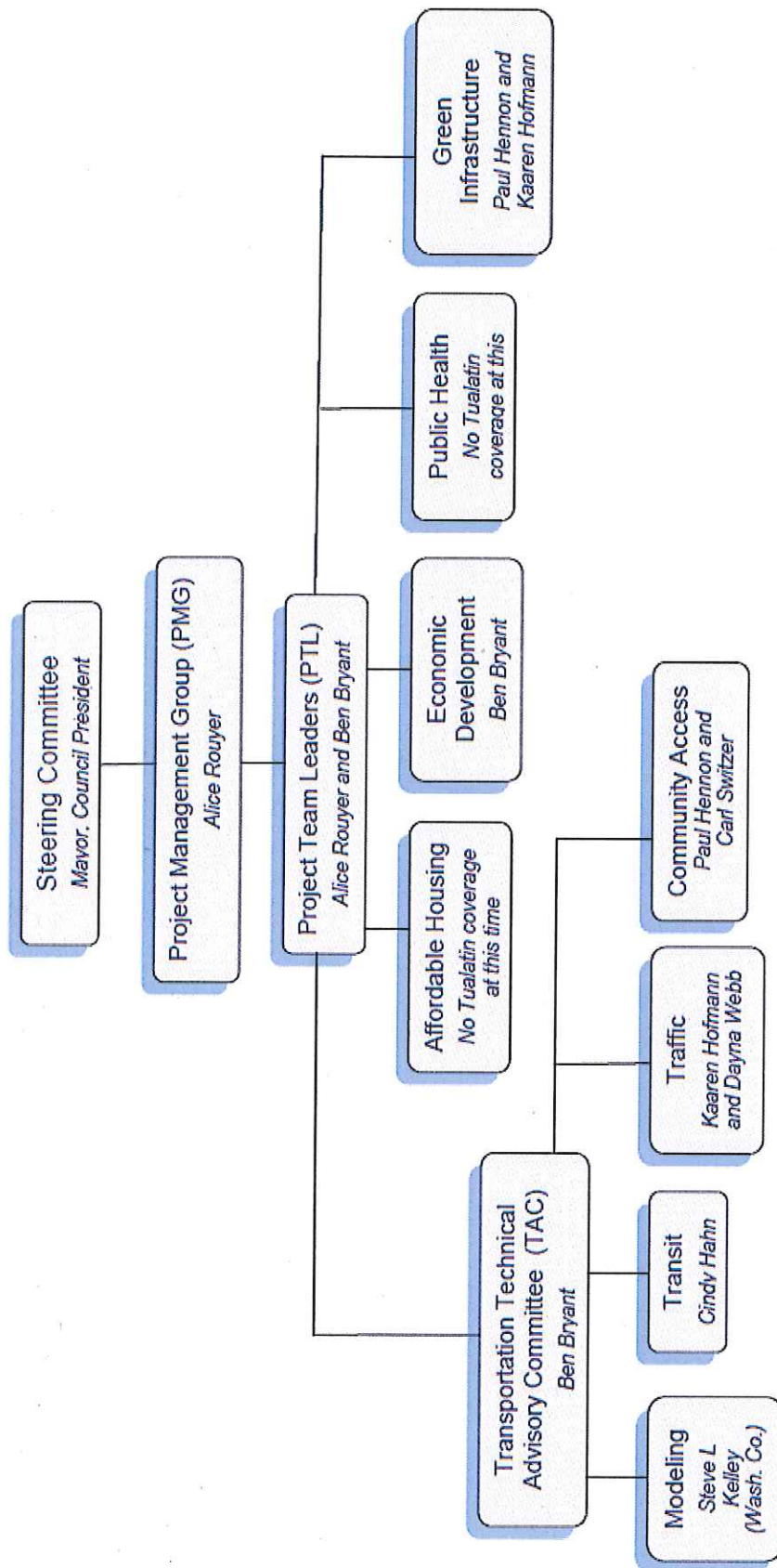
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 - Goals
 - Products
 - Steering Committee charge
 - Timeline and milestones
 - Roles and responsibilities
 - Signed agreement
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- Appendix 2: Geographic Area
- Appendix 3: Six Outcomes

Southwest
July

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A) Desired outcomes
B) Goals
C) Products
D) Steering Committee
E) Timeline and milestones
F) Roles and responsibilities
G) Signed agreement
Appendix 1: Decision-making structure and process
Appendix 2: Geographic Area
Appendix 3: Six Outcomes

CITY OF TUALATIN COVERAGE FOR METRO SW CORRIDOR PROJECT





Linking Tualatin

A study of
land use
and transit
in Tualatin



- Making connections between land use, transit, and employment
- Helping employees get to and from their jobs more easily
- Looking for ways to reduce car use, while improving walking and bicycle connections

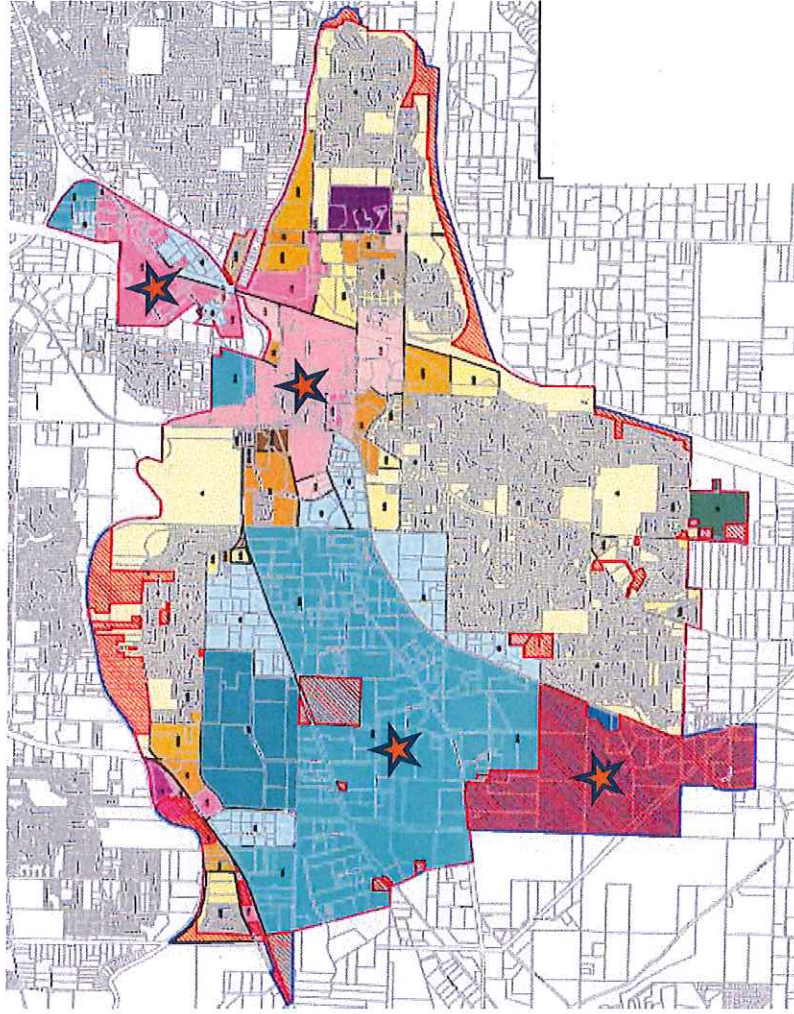


Linking Tualatin

Focused on areas with the most industrial and commercial businesses:

- Downtown,
- Bridgeport Village,
- ★ • Western Industrial District, and
- Southwest Concept Plan area.

Goal: Enhancing access to jobs and reducing congestion in our employment areas.





Questions?



Southwest Corridor Plan Charter

October 27, 2011 Draft

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

Appendix 1: Decision-making structure and process

Appendix 2: Geographic Area

DRAFT

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

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

A) Desired outcomes

Each member of the Steering Committee represents an agency or jurisdiction with priorities and objectives that help shape the Southwest Corridor. The charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region² guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process.

B) Goal

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

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

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

² As adopted in the Regional Framework Plan by Metro Council Ordinance #10-1244B, the six characteristics that define a successful region are:

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

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

- Improve access to regionally significant employment, educational and commercial centers;
- Improve mobility throughout the Southwest Corridor for all transportation modes;
- Improve access to affordable living, considering the combined housing, transportation and utility costs;
- Improve watershed health and habitat function, and enhance the natural environment;
- Equitably distribute the benefits and burdens of growth;
- Improve the quality of the region's air, water and land resources;
- Support active lifestyles;
- Integrate health strategies; and
- Integrate trails and parks plans and improvements.

C) Products

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

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

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

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

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

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

(3a) Southwest Transportation Plan

The Southwest Transportation Plan and the Southwest Corridor Transit Alternatives Analysis are complementary projects that have typically been done sequentially, and, in the context of the Southwest Corridor Plan, are now being done simultaneously. The two products will be iterative, consistent, and leverage

analysis and public engagement. The Southwest Corridor Transit Alternatives Analysis, a subset of the Southwest Transportation Plan, will be led by Metro while the Southwest Transportation Plan will be co-led by ODOT and Metro. There will be two products, as described in this charter. Development of the Southwest Transportation Plan will include, as appropriate:

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

The Southwest Transportation Plan will result in the following products:

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

(3b) Southwest Corridor Transit Alternatives Analysis

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

(3c) Portland Barbur Concept Plan

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

(3d) Tigard HCT Land Use Plan

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

including changes to the comprehensive plan, zone map, and coordinated amendments to the TSP. Future considerations will include:

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

(3e) Linking Tualatin

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

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

(3d) Sherwood Town Center Plan

The project will result in a Town Center Plan for Sherwood. The project will determine the appropriate boundary of the Town Center, identify opportunities and constraints for the successful development of the town center and create a strategy for development and re-development of the area. The project would be completed to comply with the Metro functional plan policies and guidelines to be eligible for regional investments.

D) Southwest Corridor Plan Steering Committee Charge

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

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

- Follow decision-making protocols as established by the committee.
- Provide information to and from constituents and the Southwest Corridor Implementation Partners regarding the process, substance, and implementation of the Southwest Corridor Plan.
- Represent constituents' perspectives, concerns and priorities.
- Receive input from, and provide guidance to, the Project Management Group and the Project Team Leaders (described in Appendix 1) at project milestones, which may include:
 - Project goals;
 - An opportunity and challenges statement of desired outcomes for the plan area;
 - A methodology for assessing the effectiveness of strategies in meeting the plan goals and objectives;
 - A wide range of alternative strategies for testing;
 - Prioritized strategies;

- Identified commitments to support the strategies; and
 - An Implementation Strategy for the Southwest Corridor.
- Recommend a Plan and Implementation Strategy (including phasing and funding for physical improvements and commitments and timeframe for implementing land use and related policy changes) for the plan area to the project participants, as appropriate.
- Provide leadership, foster the creation of partnerships, and encourage local actions to implement the plan.

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

DRAFT

E) Timeline and milestones

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

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

F) Roles & Responsibilities

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

Definitions:

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

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

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

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

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

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

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

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

IGA: Intergovernmental Agreement

MOU: Memorandum of Understanding

ODOT: Oregon Department of Transportation

RTP: Regional Transportation Plan

TIP: Transportation Investment Plan

TSP: Transportation System Plan

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

Plan	Southwest Corridor Plan	Southwest Corridor Implementation Strategy	Component plans					Linking Tualatin	Sherwood Town Center Plan
			Southwest Transportation Plan	Southwest Corridor Transit Alternatives Analysis	Portland Barbur Concept Plan	Tigard HCT Land Use Plan			
Charter signatory	Metro	Owner Convener	Owner – RTP Co-convenor	Owner Convener	Collaborate Grant funder Technical support	Collaborate Grantee Technical support	Collaborate Grant funder Technical support	Collaborate Grant funder Technical support	Collaborate Technical support
	ODOT	Owner	Owner – ODOT Facility Plan Co-convenor	Collaborate	Collaborate Technical support	Collaborate Grant funder Technical support	Collaborate Technical support	Collaborate Grant funder Technical support	
	TriMet	Owner	Owner – TIP	Collaborate	Collaborate	Collaborate	Collaborate	Collaborate	
	King City	Owner	Owner – TSP	Collaborate Coordinate with land use analysis	Collaborate	Collaborate	Collaborate	Collaborate	
	Portland	Owner	Owner – TSP	Collaborate Coordinate with land use analysis	Owner Convener Grantee	Collaborate	Collaborate	Collaborate	
	Sherwood	Owner	Owner – TSP	Collaborate Coordinate with land use analysis	Collaborate	Collaborate	Collaborate	Owner Convener Grantee	
	Tigard	Owner	Owner – TSP	Collaborate Coordinate with land use analysis	Collaborate	Owner Convener Grantee	Collaborate	Collaborate	
	Tualatin	Owner	Owner – TSP	Collaborate Coordinate with land use analysis	Collaborate	Collaborate	Owner Convener Grantee	Collaborate	
	Beaverton	Owner	Owner – TSP	Collaborate	Coordinate	Collaborate	Collaborate	Collaborate	
	Durham	Owner	Owner – TSP	Collaborate	Coordinate	Collaborate	Collaborate	Collaborate	
Lake Oswego	Owner	Owner – TSP	Collaborate	Coordinate	Collaborate	Collaborate	Collaborate		
Washington County	Owner	Owner – TSP	Collaborate	Coordinate	Collaborate	Collaborate	Collaborate		
Multnomah County	Owner	Owner – TSP	Coordinate	Coordinate	Coordinate	Coordinate	Coordinate	Coordinate	

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

G) Agreement

City of Portland Date

ODOT Date

City of Tigard Date

Metro Date

TriMet Date

Washington County Date

City of Tualatin Date

City of Sherwood Date

City of King City Date

Multnomah County Date

City of Durham Date

City of Beaverton Date

City of Lake Oswego Date

Appendix 1: Decision-making structure & Process

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

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

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

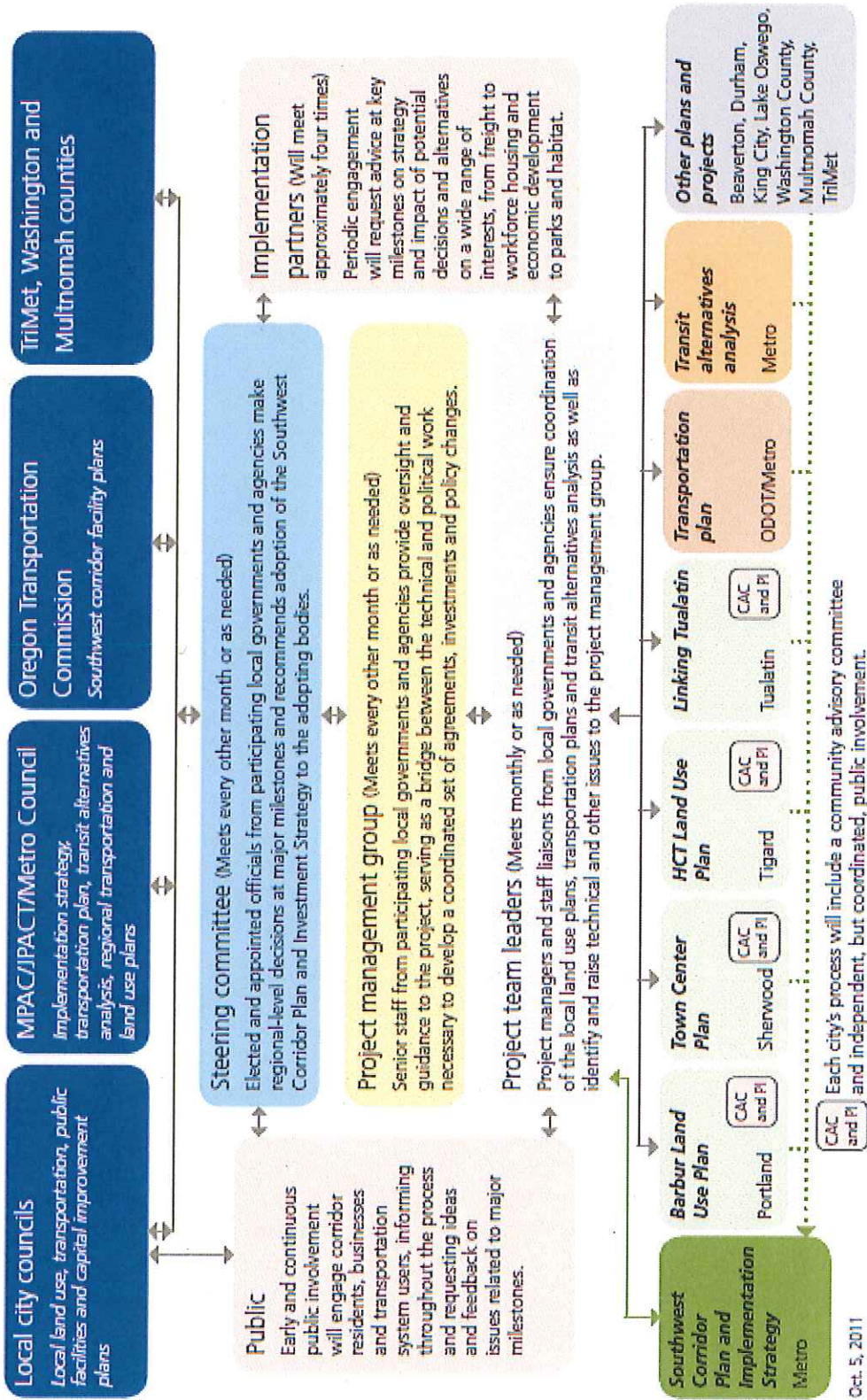
1: Decision-making structure

SOUTHWEST CORRIDOR PLAN

Decision-making structure

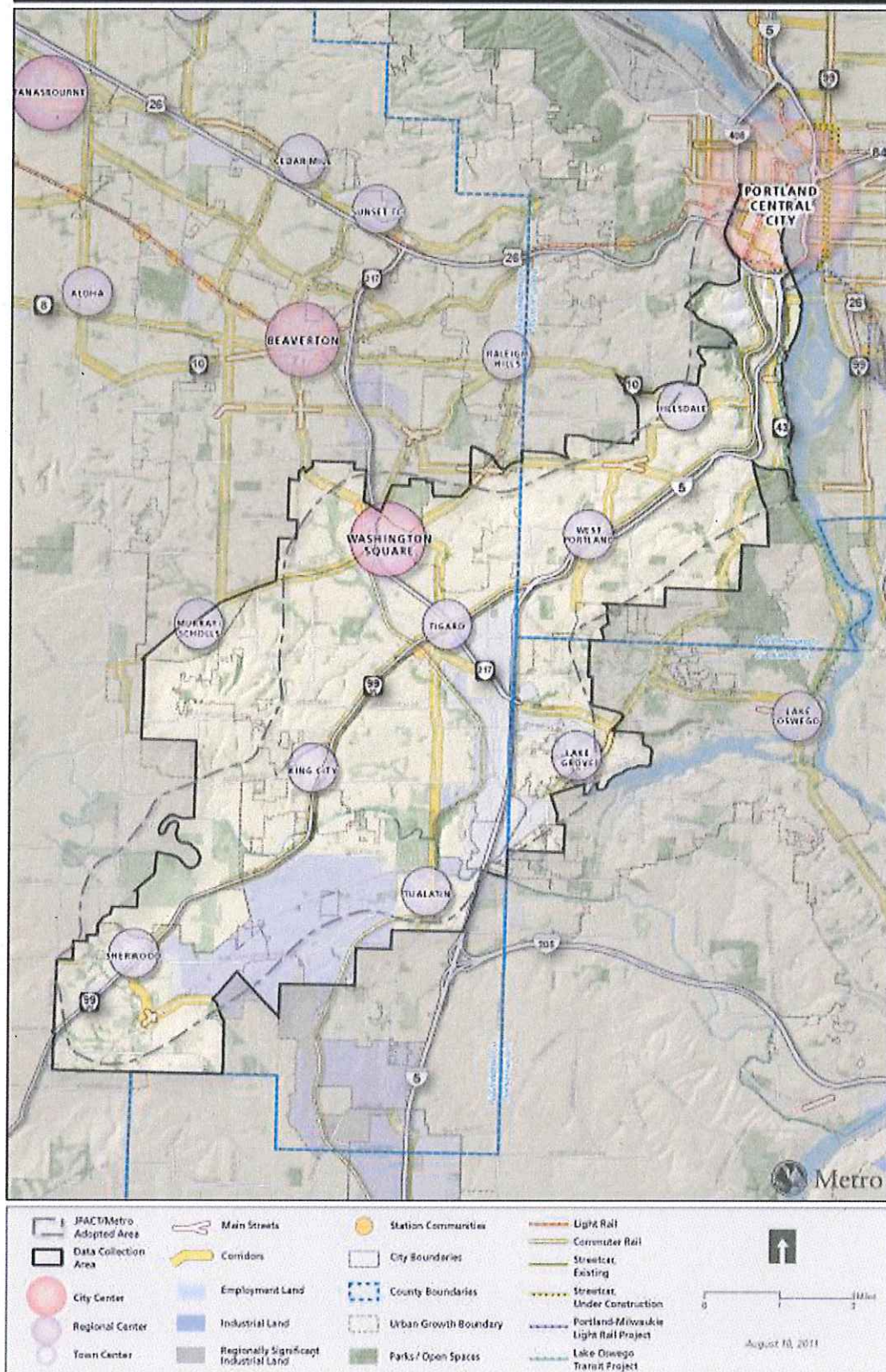
with summary of plans and agreements adopted by local governments, Metro and the Oregon Transportation Commission

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



Appendix 2: Geographic Area

Southwest Corridor



The Southwest Corridor Plan is a comprehensive planning effort to create livable and sustainable communities along the corridor between Portland, Tigard, Tualatin, and Sherwood through integrated community investments in land use and transportation. This effort also includes the cities of Lake Oswego, Durham, and King City, and is a partnership among Metro and numerous other agencies.



Sherwood



Linking Tualatin

A study of land use and transit in Tualatin.

For information:
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Tualatin

Linking Tualatin

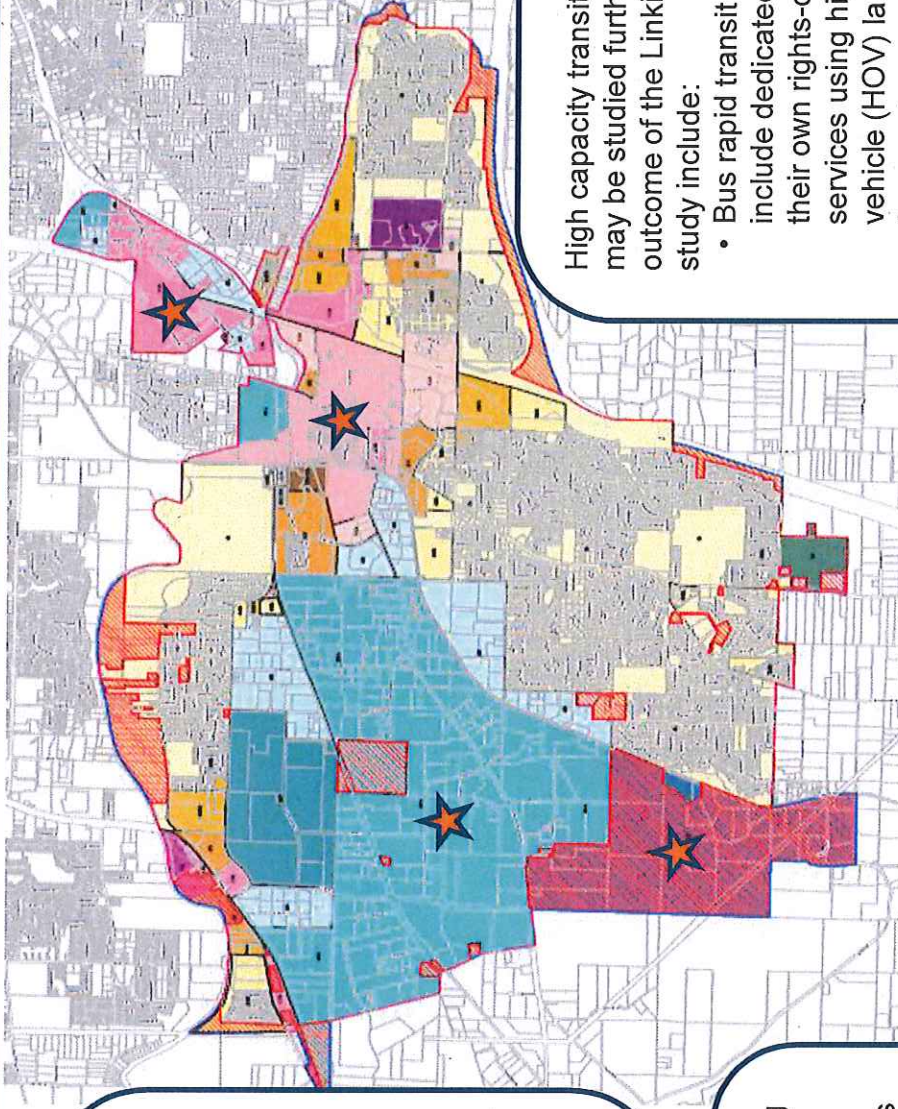
Linking Tualatin focuses on areas in the city with the most industrial and commercial businesses.

These areas include:

- Downtown,
- Bridgeport Village,
- Western Industrial District, and
- Southwest Concept Plan area.

Because these areas require the greatest number of workers, they have the best potential for generating riders for transit, whether that is local bus service or high capacity transit.

Linking Tualatin is all about making connections between land use, transit, and employment. It is looking for ways to help employees get to and from their jobs more easily, especially from downtown Tualatin to the areas where large employers are located. In addition, it is looking for ways to reduce car use, while improving walking and bicycle connections.



High capacity transit options that may be studied further based on the outcome of the Linking Tualatin study include:

- Bus rapid transit – this may include dedicated bus ways with their own rights-of-way, bus services using high-occupancy-vehicle (HOV) lanes, dedicated freeway lanes and limited-stop buses on pre-existing routes;
- Commuter rail – expansion of service on WES from Wilsonville to Beaverton; and
- Light rail – possible extension of MAX to serve areas between downtown Portland and Sherwood in the southwest metro area.

Tualatin