



City of Tigard

Tigard Workshop Meeting – Agenda

TIGARD CITY COUNCIL

MEETING DATE AND TIME: February 19, 2013 - 6:30 p.m.

MEETING LOCATION: City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223

PUBLIC NOTICE:

Times noted are estimated.

Assistive Listening Devices are available for persons with impaired hearing and should be scheduled for Council meetings by noon on the Monday prior to the Council meeting. Please call 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

Upon request, the City will also endeavor to arrange for the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting by calling: 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

VIEW LIVE VIDEO STREAMING ONLINE:

<http://www.tvctv.org/government-programming/government-meetings/tigard>

**Workshop meetings are cablecast on Tualatin Valley Community TV as follows:
Replay Schedule for Tigard City Council Workshop Meetings - Channel 28**

- Every Sunday at 7 a.m.
- Every Monday at 1 p.m.
- Every Wednesday at 2 p.m.
- Every Thursday at 12 p.m.
- Every Friday at 3 p.m.

SEE ATTACHED AGENDA



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6:30 PM

1. WORKSHOP MEETING - FEBRUARY 19, 2013
 - A. Call to Order- City Council
 - B. Roll Call
 - C. Pledge of Allegiance
 - D. Council Communications & Liaison Reports
 - E. Call to Council and Staff for Non-Agenda Items
2. ANNUAL REPORT - TIGARD MUNICIPAL COURT
6:35 p.m. - time is estimated
3. BRIEFING - INTERGOVERNMENTAL AGREEMENT WITH METRO FOR MANAGEMENT OF THE FIELDS PROPERTY
6:55 p.m. - time is estimated
4. UPDATE - SW CORRIDOR PLAN PROJECT
7:05 p.m. - time is estimated
5. COUNCIL LIAISON REPORTS
6. NON AGENDA ITEMS
7. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.
8. ADJOURNMENT
8 p.m. - time is estimated

Workshop Meeting**Meeting Date:** 02/19/2013**Length (in minutes):** 20 Minutes**Agenda Title:** Tigard Municipal Court Annual Report**Prepared For:** Nadine Robinson**Submitted By:** Nadine Robinson,
Administrative Services**Item Type:** Update, Discussion, Direct Staff**Meeting Type:** Council Workshop Mtg.**Public Hearing:** No**Publication Date:****Information****ISSUE**

Judge Michael O'Brien and Nadine Robinson, Administrative Services Manager, will provide an update on the status of the Municipal Court and discuss how the implementation of the presumptive fine has impacted the court.

STAFF RECOMMENDATION / ACTION REQUEST

N/A

KEY FACTS AND INFORMATION SUMMARY

2012 was a busy year for the Tigard Municipal Court with over 9,000 violations processed. Along with the increase in violations came the accompanying increase in calls, paperwork, data entry, and time spent in the courtroom. Staff was very appreciative of the Police Department's use of e-citation technology. 67% of the violations received in 2012 were issued using electronic cites. The court was able to import the data into the case management system helping to keep entry of new citations manageable and errors at a minimum. The on-line payment system continues to be a successful tool with over 2,600 payments received through CitePay USA in 2012.

During the 2011 legislative session, the state established a uniform Presumptive Fines schedule. The presumptive fines are lower than the fines in the previous base fines schedule and includes a \$60 assessment. As a result, the number of violations disposed of in 2012 increased 13% but the amount of fine and fees imposed only increased 6.5%.

Disseminating information to the public concerning Oregon law and the judicial process remains a very high priority for the court. The judge continues to author a monthly "Rules of the Road" column for the Cityscape. His articles are available on-line as well as many of them being available to the public at the court counter.

The court's overall objectives remain the same: deterring unlawful and unsafe conduct through a combination of sanctions and education, while recognizing and accommodating individual needs as permitted by Oregon law.

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

N/A

DATES OF PREVIOUS COUNCIL CONSIDERATION

The annual court report for 2011 was presented February 21, 2012.

Attachments

2012 Court Report

2012 Court Report PowerPoint



MEMORANDUM

TO: Honorable Mayor and City Council

FROM: Michael J. O'Brien, Presiding Judge
Nadine Robinson, Court Manager

RE: 14th Annual Report from Tigard Municipal Court

DATE: February 5, 2013

We appreciate the opportunity to meet with Council and the City Manager for our 14th annual review of Tigard Municipal Court (TMC) operations. The information on the court's caseload is based on data from CY 2012 and previous calendar years. As always, we welcome your questions and comments.

1. Overview of court operations: As in past years, the vast majority of TMC's caseload consists of traffic violations cited under state statute. The court also adjudicates civil infractions under the Tigard Municipal Code and limited adult misdemeanors.

For many years, TMC has been among the busiest of approximately 150 municipal courts in Oregon. This caseload reflects Tigard's residential, commercial and industrial growth, along with heavy traffic volumes associated with the presence of three major state highways and a regional shopping center.

2. Caseload increase during CY 2012: As reflected in Table 1, the court's workload increased by 9% over 2011 to nearly match our record volume of 2009. The 9,105 cases filed in 2012 also represent a 30% increase over 2010.

2012	9,105
2011	8,349
2010	7,028
2009	9,165
2008	6,229

The above totals reflect all traffic, parking, civil infraction and misdemeanor cases filed with the court during the past five years. Despite the high volume in 2012, 93% of citations were disposed of within 90 days of filing.

The near-record caseload in 2012 is consistent with recent trends. During the 2005-2008 baseline period, for example, the average annual caseload was about 6,400 violations. From 2009-2012, the annual average was over 8,400, an increase of about one third.

During 2012, 759 cases were filed with the court each month on average. In August, 1,160 violations were filed, a new record for a single month. Although variations in case flow are not unusual, the quarterly fluctuations during the last two years were striking:

Quarter	2011	2012
I	1,594	2,221
II	2,088	2,506
III	2,893	2,891
IV	1,778	1,487

Note that the court’s caseload declined by about half during the fourth quarter of 2012 compared to the third quarter. A number of variables produce such variations, including PD staffing levels, work schedules and enforcement priorities. Downward fluctuations in the number of filings are sometimes helpful after peak periods since they allow court staff to catch up with trial settings, collections activity and other administrative duties.

As in past years, nearly half the court’s caseload consisted of just two categories of violations: Speeding and Failure to Obey a Traffic Control Device (primarily traffic lights and stop signs). Cellphone violations (Unlawful use of a Mobile Communications Device) increased substantially during 2012 compared to the two previous years, thanks in part to recent changes in Oregon law. Citations for Following Too Closely, the most common cause of collisions in Tigard, also increased.

Table 3

Violation types	2012
Speeding	3,103
Traffic control	984
Cellphones	857
Following viol	681
Seatbelts	467

In addition, TMC processed nearly a thousand license and insurance violations, or about 10% of our total caseload, during 2012. Defendants who showed valid proof of insurance at the time of the traffic stop qualified for dismissal under Oregon law. If they come into compliance before their first court appearance, defendants cited for license, registration and equipment violations receive substantial reductions in fines or even dismissals (usually upon payment of an administrative fee).

As in past years, roughly one-tenth of the caseload (857 violations in 2012) was docketed for trial after defendants entered “not guilty” pleas.

Based on data from 2008-09, we estimate that about a third of those cited were residents of Tigard.

3. Diversion programs: Teenage drivers (18 and under), seniors over 60 and drivers who commit seatbelt violations may qualify for dismissal of their citations if they complete a safety class approved by the court. To qualify, defendants are required to appear in court for arraignment, plead “no contest” and have a clear record for the past five years. They must also pay a fee to the court equal to the minimum fine and complete the class within 90 days. Upon proof of compliance, the citation will be dismissed and a conviction will not appear on the DMV driving record. Each diversion program is designed to be revenue-neutral for the court. Some nearby courts, like Beaverton and Sherwood, have less stringent eligibility requirements for diversion programs, offering them to all offenders with clear driving records.

With support from a private grant, Tigard PD is developing a Distracted Driving Safety Campaign. As the program is implemented, TMC will consider a proposal to create a diversion program based on the current seatbelt model.

4. Youth Court: Due to the discontinuation of PD’s Peer Court for budgetary reasons, no juvenile misdemeanors were filed in TMC’s Youth Court during 2012. With the potential reactivation of Peer Court, the City may wish to consider the role Youth Court might play in providing juvenile services. The analysis is complicated by recent case law (*State v. Fuller*) requiring court-appointed counsel for qualified defendants accused of certain misdemeanors that are reduced to violations by prosecutors. The fiscal viability of Youth Court could be affected by further court rulings or legislative action on this issue.

5. Public Information: Disseminating information to the public concerning Oregon law and the judicial process remains a very high priority for the court. The judge’s monthly “Rules of the Road” column in Cityscape began in 2007; many of these columns have been converted to handouts that are available to the public at the court counter. As noted above, the court plans to participate actively in Tigard PD’s Distracted Driving Safety Campaign.

6. Budget highlights: The court imposed \$1,467,304 in fines and fees during 2012, compared to \$1,377,227 million the previous year. Of the total fines imposed in 2012, TMC has collected 67% to date

7. Caselaw and pending legislation: During the 2011 legislative session, the state established a uniform Presumptive Fines schedule and imposed a \$60 assessment on all fines imposed for traffic violations. Proposed Senate Bill 180 would reduce the state's assessment to \$45, though it would still have first priority.

A recent appellate decision (*State v. Richardson*) imposed limits on DMV's ability to impose court-ordered license suspensions for defendants who fail to pay fines for traffic violations. This decision has limited the flexibility of Oregon courts in collecting unpaid judgments. About 12% of TMC defendants were suspended for failure to pay fines during 2012, so we will closely monitor the proposed legislative fix on this issue.

Senate Bill 6, if enacted, will enhance cellphone violations from Class D (\$110 presumptive fine) to Class B (\$260 presumptive fine). It would also require ODOT to place signs around the state notifying drivers that a violation is "subject to a maximum fine of \$1,000." Enhanced penalties could lead to an increase in trials for this type of violation.

8. Technology enhancements: Improved technologies continue to increase efficiencies both in and out of the courtroom. E-cite devices are becoming more widely available to officers, reducing data entry by court staff and increasing legibility. In 2012, 67% of our citations were filed electronically. Video evidence has become commonplace during trials and video quality has improved markedly. There are also fewer delays in retrieving video evidence from network directories. The court received 2,621 online payments last year through CitePay USA.

9. Other activities in 2012: With the judge now entering findings, judgments and other data on a laptop during trials, staff is free to perform other tasks while acting as judicial assistants in the courtroom.

The judge served on the Court Fines Research Workgroup formed by the League of Oregon Cities to analyze recent and proposed changes in Oregon law relating to fines and state assessments. The judge also attended ODOT's annual Judicial Education Conference in March.

In closing, we wish to express our deep appreciation of our court staff for their dedication, hard work and professionalism in the face of heavy workloads: Chris Snodgrass, Brenda Annis and Branden Taggart.

Please let us know if you would like any additional information. Thank you again for your time and interest.

City
of
Tigard



Respect and Care | Do the Right Thing | Get it Done

2013 Annual Report to Council

Tigard Municipal Court

Michael J. O'Brien, Presiding Judge

Nadine Robinson, Manager

Presented to: Tigard City Council

February 19, 2013



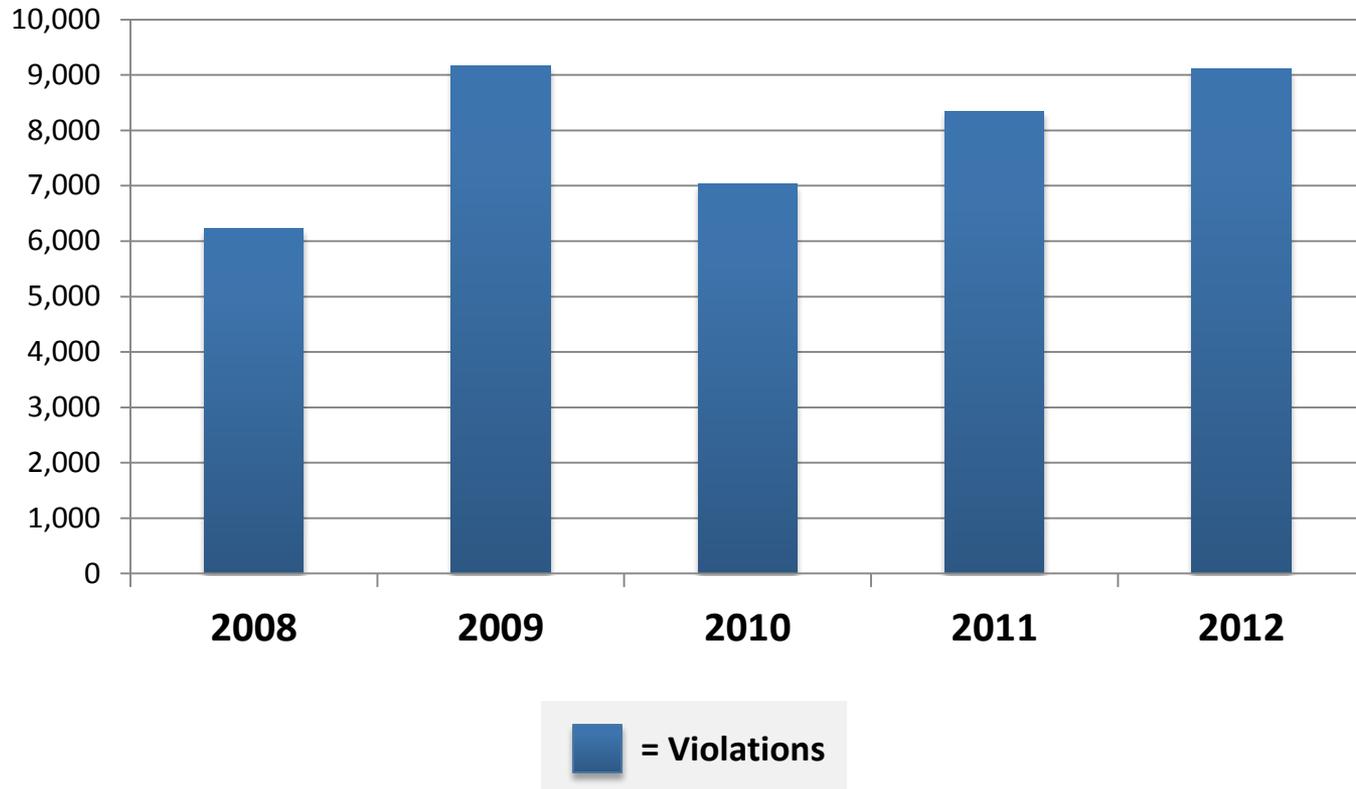
Municipal Court Programs

1. Traffic
2. Civil infractions
3. Public information

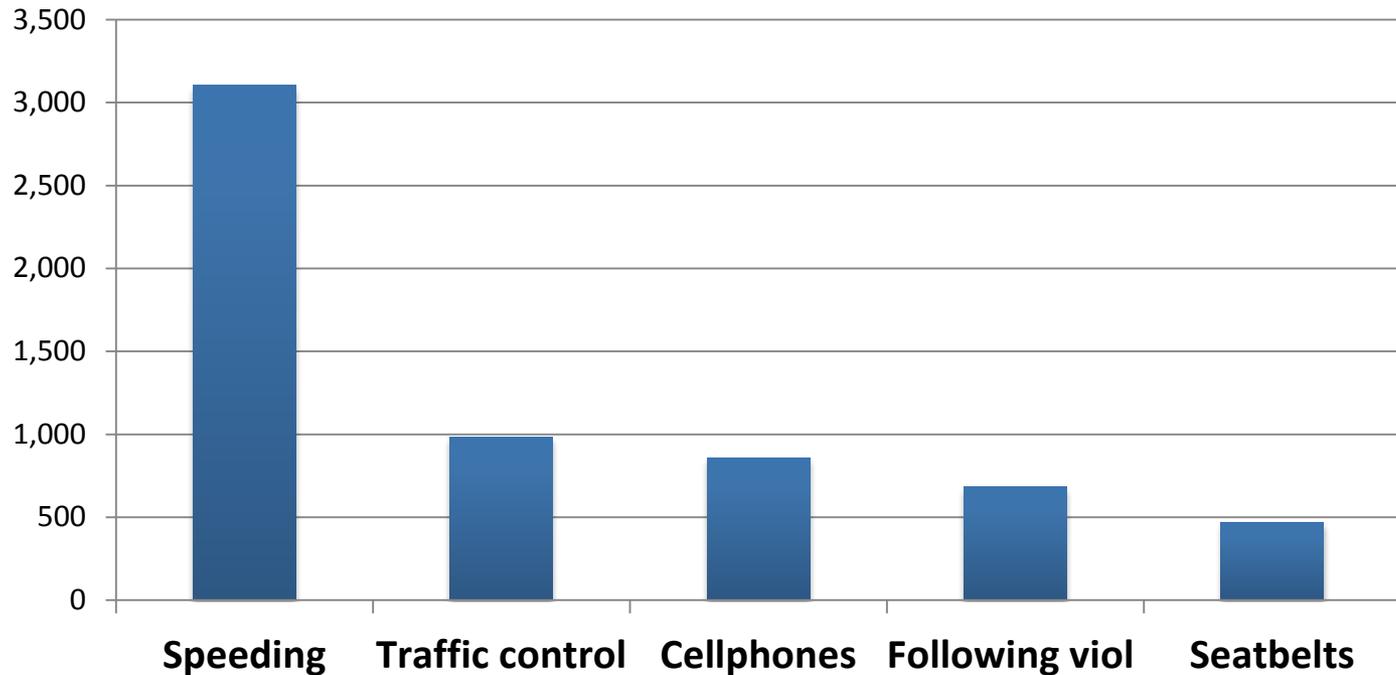
2012 Calendar Year Highlights

- ▶ **9,105 violations filed** — record volume
- ▶ **9% increase** over 2011
- ▶ **One-third increase** over 2005-08 baseline
- ▶ **1,160 violations in August** — record for a single month
- ▶ **857 violations docketed** for trial
- ▶ **93% of cases closed** within 90 days

Violations Filed 2008 – 2012



Top 5 Violation Types – 2012



Compliance Program - 2012

- ▶ **About 1,000** license and insurance violations filed
- ▶ **Insurance violations** dismissed under ORS if valid insurance at time of stop
- ▶ **Fines reduced** for license, insurance and equipment violations upon proof of compliance
- ▶ **Dismissals** in appropriate cases, usually with an administrative fee

Public Information Program

- ▶ **Traffic safety** programs for those in diversion
- ▶ **Judge and staff** provide information at counter and in the courtroom
- ▶ Monthly “**Rules of the Road**” column in Cityscape since 2007
- ▶ **Trial brochure** for “not guilty” pleas
- ▶ Possible role in PD’s **Distracted Driving Safety Program**

Diversion Programs – 2012

- ▶ **Teen drivers** 18 and under
- ▶ **Seniors** over the age of 60
- ▶ **Seatbelt** violations

Diversion Requirements – 2012

- ▶ **Clear DMV record** for past 5 years
- ▶ Pay **TMC administrative fee** equal to fine
- ▶ Attend approved **safety class** within 90 days
- ▶ Case then **dismissed** – no DMV entry
- ▶ **Revenue-neutral** for TMC

Tigard Youth Court

- ▶ **No juvenile misdemeanors** filed in 2012
- ▶ **PD's Peer Court discontinued** is being reactivated
- ▶ **TMC Youth Court** could be restored
- ▶ **Co-ordination** with Peer Court and Washington County Juvenile Court
- ▶ Evaluate **fiscal impacts** of case law on court-appointed attorneys

Budget Highlights – 2012

- ▶ **\$1,501,719** in fines imposed in 2012
- ▶ **\$1,179,203** imposed in 2011
- ▶ **27%** increase
- ▶ **87%** collection rate for 2012

Case Law and Pending Legislation

- ▶ 2012 **Court of Appeals decision** limits DMV's ability to suspend for nonpayment of fines – legislative fix pending
- ▶ **SB 180:** Would reduce state's \$60 priority share of fines to \$45
- ▶ **SB 6:** Raises fines for cellphone violations from \$110 to \$260

Technology Advances

- ▶ **Video evidence** commonplace during trials
- ▶ Videos **easier to retrieve** from PD directories
- ▶ **E-cite devices** available to more officers:
reduces data entry for court staff
- ▶ **67%** of citations filed electronically in 2012
- ▶ **2,600 online payments** via CitePay USA

Other Court Activities

- ▶ Judge served on **Court Fines Research Workgroup – League of Oregon Cities**
- ▶ Judge now **entering findings and judgments** during trials, freeing judicial assistant
- ▶ Judge attended ODOT's annual **Judicial Education Conference** in March

Tigard Municipal Court

13125 SW Hall Blvd.
Tigard, Oregon 97223

Court staff:

Chris Snodgrass

Brenda Annis

Branden Taggart

www.tigard-or.gov/court

Workshop Meeting

Meeting Date: 02/19/2013

Length (in minutes): 10 Minutes

Agenda Title: Briefing on an Intergovernmental Agreement with Metro Regarding the Management of the Fields Property

Prepared For: Steve Martin

Submitted By: Greer
Gaston,
Public Works
Council
Workshop

Item Type: **Meeting Type:** Mtg.

Public Hearing

Newspaper Legal Ad Required?:

Public Hearing Publication

Date in Newspaper:

Information

ISSUE

Briefing on an intergovernmental agreement (IGA) with Metro regarding the management of the Fields property.

STAFF RECOMMENDATION / ACTION REQUEST

No action is required; the council will consider the IGA on its February 26, 2013, consent agenda.

KEY FACTS AND INFORMATION SUMMARY

On July 24, 2012, the council adopted Resolution No. 12-30 whereby the city:

1. Committed \$2 million toward the purchase of the Fields property.
2. Obtained joint ownership of the property with Metro.
3. Agreed to develop an intergovernmental agreement with Metro on the management of the property.

The attached IGA fulfills item 3 (above) by addressing how the Fields property will be managed. Significant terms of the IGA are summarized below:

- Metro will provide initial stabilization activities such as removal of invasive plants and installation of native plants.
- The city, at its expense, will manage the property during the interim period, which extends from the date this agreement is signed until a Site Conservation and Management Plan is developed and approved by Metro and the city.
- The city will continue to manage the property, including trails and restored and developed areas, beyond the interim period. Management will include ongoing maintenance, security and operation of facilities, projects or improvements such as fences, gates, outdoor furniture or structures, utilities, signage and lighting. The city will also be responsible for resolving nuisances (like illegal camping, graffiti, dumping of trash) and removal of invasive plants and maintenance of vegetation (following stabilization).
- When available, the city may participate in Metro programs that provide funding to resolve nuisances.
- If the city fails to resolve nuisances, Metro may abate the nuisance and charge the city.
- The initial term of the IGA will be five years. Unless terminated by Metro or the city, the agreement will automatically renew for additional five-year terms.

The city has similar management agreements for two other Metro-owned properties within the city.

This IGA is not related to the Site Conservation and Management Plan. That plan will spell out how the property is used—what portion of the property remains in a natural state versus what portion of the property is actively managed, developed, mowed, etc. That plan has not been developed, but will come before council for formal consideration at some future date.

OTHER ALTERNATIVES

The council could propose changes to the IGA. In adopting Resolution No. 12-30, the council committed to develop—in conjunction with Metro—an agreement regarding the management of the Fields property.

COUNCIL OR CCDA GOALS, POLICIES, MASTER PLANS

Not applicable

DATES OF PREVIOUS CONSIDERATION

July 24, 2012 - the council adopted Resolution No. 12-30 whereby the city agreed to develop an intergovernmental agreement with Metro on the management of the property.

April 24, 2012 - the council discussed the city's \$2 million contribution toward the purchase of the property in executive session.

Fiscal Impact

Cost: Estimated \$10,000

Budgeted (yes or no): No *

Where Budgeted (department/program): Parks Fund

Additional Fiscal Notes:

For the next few years, staff estimates the city's costs to manage the Fields property will be less than \$10,000 annually. Actual costs will depend upon the number and severity of nuisances, work required to maintain restoration efforts initiated during the stabilization period, etc. The cost to manage the property may increase in the future:

- As Metro phases out stabilization activities.
- If the property is developed and improvements necessitate a higher level of maintenance.

* Since the city did not anticipate purchasing the Fields property, it did not include property management costs in the fiscal year 2012-2013 budget. However, staff is confident that these expenses can be managed within the existing Park Division budget.

Attachments

Fields Property IGA

INTERGOVERNMENTAL AGREEMENT
(Fields Trust Property Management)

This Intergovernmental Agreement (“Agreement”) is entered into this _____ day of _____, 2012 (the “Effective Date”), by and between THE CITY OF TIGARD, a municipal corporation (the “City”), and METRO, a metropolitan service district established pursuant to Oregon law and the Metro Charter (“Metro”).

RECITALS

A. On September 13, 2012, Metro and City jointly purchased certain real property located in the City of Tigard, County of Washington, State of Oregon, commonly known as Tax Parcel 1200 (R0456081) in Section 1 of Township 2 South, Range 1 West of the Willamette Meridian, and more particularly described on the attached Exhibit A (the “Property”).

B. The Property is located within the Fanno Creek Target Area, an area specifically identified in Metro Ballot Measure 26-80 (the “2006 Natural Areas Bond Measure”) as regionally significant due to its wildlife habitat values and its contribution to water quality.

C. Metro and City wish to manage the Property to protect water, habitat, and to restore native species and therefore desire to enter into this Agreement to provide for the responsibilities and obligations of the parties with respect to the management, maintenance, and operation of the Property in accordance with the provisions of this Agreement.

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing and the mutual covenants of the parties set forth in this Agreement, the receipt and adequacy of which are acknowledged, the parties agree as follows:

1. Initial Stabilization Period. Metro may take whatever actions it deems appropriate, in the period immediately following Closing, to stabilize the Property, which stabilization activities may include construction, maintenance, or repair of facilities, projects, or improvements (such as fences or gates), removal of invasive plants, and replanting of native plants. Except for those items specifically delegated to the City as set forth on the Communication and Maintenance Schedule attached hereto as Exhibit B, Metro will bear all costs associated with implementation of the stabilization program. Notwithstanding the foregoing, Metro shall not construct permanent improvements without advance notice to the City and obtaining written consent from the City.

2. Interim Protection Guidelines

a. From the effective date of this Agreement until completion of the Site Conservation and Management Plan, as defined below in Section 3 (the “Interim Period”), the City shall manage, maintain, secure, and operate the Property in accordance and in a manner consistent with the Metro Greenspaces Master Plan, the Tigard Municipal Code, the Tigard

Parks and Recreation Master Plan, and this Agreement (this Agreement and these plans collectively referred to herein as the “Plans”). In case of conflict among Plans, the Plan affording the highest level of resource protection shall govern.

b. During the Interim Period, the City shall control security and access to the Property, and shall respond to neighborhood or citizen complaints regarding improper use on the Property in accordance with the Communication and Maintenance Schedule attached hereto as Exhibit B. Following Metro’s completion of its stabilization activities, the City may, at its discretion, allow informal public access to the Property for passive recreation, habitat enhancement, and pedestrian activity. All uses of the Property in the Interim Period shall be consistent with this Agreement and with the Plans. The City shall not allow any such informal use if to do so would effectively preclude any potential uses of the Property that could later be allowed in the Site Conservation and Management Plan.

c. Following Metro’s completion of its stabilization activities, the City shall not allow or permit any alteration of any water, timber, mineral, or other resource on the Property, except for the control of exotic, non-native, invasive, or pest plant species, as necessary to prevent Property degradation, or to address security or public safety concerns. A list of the anticipated vegetation management activities to be conducted by the City is set forth in the Communication and Maintenance Schedule attached hereto as Exhibit B. If the City believes that an improvement, trail, or alteration of any water or timber resource on the Property is necessary prior to adoption of a Site Conservation and Management Plan for the Property, Metro shall have the right to approve of such action, which approval shall be in writing, and the City shall provide Metro sixty (60) days advance written notice of its intent to construct any improvements, trails, or alteration of water or timber resource on the Property. In any event, no capital improvements or trails shall be constructed on the Property, and no alteration of water or timber resource shall occur, that are inconsistent with this Agreement or that would effectively preclude any potential uses of the Property that could later be allowed in the Site Conservation and Management Plan.

3. Long-Term Management, Maintenance, and Operation.

a. Metro and the City, in consultation with one another, shall jointly develop long-term management guidelines for the Property (the “Site Conservation and Management Plan”). The Site Conservation and Management Plan will divide the Property approximately between those areas that will be (i) kept natural, such that native vegetation planted on the Property during the stabilization period is free to grow, requiring decreasing maintenance over time (the “Natural Area”), and (ii) actively managed, developed, or mowed, requiring approximately the same amount of maintenance over time (the “Maintained Area”). With respect to each management area, the Site Conservation and Management Plan will set forth the acceptable management, operation, and maintenance for the area, the types and levels of programmed and public uses and trails, improvement standards, and signage plans and standards. Notwithstanding the foregoing, the parties acknowledge and agree that the division of the Property in this manner is somewhat approximate, and will cooperate in good faith in those portions of the Property that overlap or could be viewed to serve both purposes and functions.

b. In accordance with the terms of this Agreement and the Site Conservation and Management Plan, the City shall be responsible for the Management (as defined below) of both the Maintained Area and the Natural Area. As used in this Agreement, the term “Management” means the ongoing maintenance, security, and operation of the applicable portion of the Property and of any facilities, projects or improvements located thereon, such as fences, gates, outdoor furniture or structures, utilities, signage and lighting. Management includes, without limitation, removal of invasive weeds, maintenance of vegetation, abatement of nuisances, and the responsibility to coordinate with other governmental agencies regarding any issues that may arise under such other agencies’ jurisdiction. Specifically, if any permits are necessary for the Management of a management area, the City shall be responsible for obtaining the permit, and Metro shall reasonably cooperate in such efforts. Each party shall be responsible for its proportionate share of taxes or assessments for the Property, based on their percentage ownership interest in the Property. The City shall be responsible for funding the Management with its own financial and staffing resources. Notwithstanding the above, the City may, from time to time, in its sole discretion, seek Metro’s assistance with Management of the Property. Upon the City’s request, Metro may, in its sole discretion, agree to assist with Management of the Property as requested by the City.

c. The City shall act in a timely manner to resolve nuisance complaints and mitigate threats to the resources of its management area. If the City is issued a nuisance notice for activities occurring on the Property (“Nuisance Notice”), then the City shall forward the notice to Metro. If, at the time the City receives a Nuisance Notice, Metro has a program in place that would reduce or cover the cost to abate the nuisance (“Program”), and the City is eligible to participate in such Program, Metro agrees to work with the City, so that the City may become a participant in the Program and use the Program funds to assist in abating the nuisance and covering the costs associated with such abatement. If no Program exists, and the City does not abate the nuisance in accordance with the time set forth in the Nuisance Notice, Metro may, at its sole option, abate the nuisance and provide the City with an invoice for the reasonable cost of such work.

d. All requests for new easements, rights of way, and leases not already burdening or affecting the Property at Closing shall be submitted to Metro in accordance with the Metro Easement Policy, Resolution No. 97-2539B, passed by the Metro Council on November 6, 1997, attached hereto as Exhibit C. Any decision regarding the naming of all or any portion of the Property must be in accordance with Metro Code Chapter 2.16, as it may be amended.

e. The parties will jointly develop a Master Plan for the Property identifying which areas may be developed for recreational uses and which areas will be maintained in a natural state. The Master Plan for the Property is subject to the approval of each party and shall be developed collaboratively, with either Metro or the City performing the role of project manager.

4. Term. Unless modified or terminated as provided herein, this Agreement shall continue in effect for a period of five (5) years. This Agreement shall thereafter automatically renew for additional five-year terms unless, not later than ninety (90) days prior to the expiration of the then-current term of this Agreement, one of the parties provides the other party with notice that it does not wish to renew this Agreement. The parties may, by written agreement signed by

each party, terminate all or a part of this Agreement based upon a determination that such action is in the public interest. Termination under this section shall be effective as providing in such termination agreement. Termination shall have no affect on ownership of the Property.

5. Termination for Cause. Any party may terminate this Agreement in full, or in part, at any time if that party (the “terminating party”) has determined, in its sole discretion, that the other party has failed to comply with the conditions of this Agreement and is therefore in default (the “defaulting party”). The terminating party shall promptly notify the defaulting party in writing of that determination and document such default as outlined herein. The defaulting party shall have thirty (30) days to cure the default described by the terminating party. If the defaulting party fails to cure the default within such thirty (30) day period, then this Agreement shall terminate ten (10) days following the expiration of such thirty (30) day period.

6. Indemnification. The City, to the maximum extent permitted by law and subject to the Oregon Tort Claims Act, ORS Chapter 30, shall defend, indemnify, and save harmless Metro and Metro’s officers, employees, and agents from and against any and all liabilities, damages, claims, demands, judgments, losses, costs, expenses, fines, suits, and actions, whether arising in tort, contract, or by operation of any statute, including but not limited to attorneys’ fees and expenses at trial and on appeal, relating to or resulting from the performance of its obligations under this Agreement or actions taken by City pursuant to this Agreement on the Property including but not limited to the management, maintenance, security, or operation of the Property, including but not limited to construction of trails or in relation to any other improvements on the Property. Metro, to the maximum extent permitted by law and subject to the Oregon Tort Claims Act, ORS Chapter 30, shall defend, indemnify, and save harmless the City and the City’s officers, employees, elected officials, and agents from and against any and all liabilities, damages, claims, demands, judgments, losses, costs, expenses, fines, suits, and actions, whether arising in tort, contract, or by operation of any statute, including but not limited to attorneys’ fees and expenses at trial and on appeal, relating to or resulting from Metro’s performance of its obligations under this Agreement or actions taken by Metro pursuant to this Agreement on the Property including but not limited to those actions taken under Section above.

7. Insurance. Each party agrees to maintain insurance levels or self-insurance in accordance with ORS 30.282, for the duration of this Agreement at levels necessary to protect against public body liability as specified in ORS 30.270.

8. Oregon Constitution and Tax Exempt Bond Covenants. A source of funds for the acquisition of the Property is from the sale of voter-approved general obligation bonds that are to be paid from ad valorem property taxes exempt from the limitations of Article XI, section 11(b), 11(c), 11(d) and 11(e) of the Oregon Constitution, and the interest paid by Metro to bond holders is currently exempt from federal and Oregon income taxes. The City covenants that it will take no actions that would cause Metro to be unable to maintain the current status of the real property taxes as exempt from Oregon’s constitutional limitations or the income tax exempt status of the bond interest. In the event the City breaches this covenant, Metro shall be entitled to whatever remedies are available to either cure the default or to compensate Metro for any loss it may suffer as a result thereof.

9. Laws of Oregon; Public Contracts. The laws of the State of Oregon shall govern this Agreement, and the parties agree to submit to the jurisdiction of the courts of the State of Oregon. All applicable provisions of ORS chapters 279A, 279B, and 279C, and all other terms and conditions necessary to be inserted into public contracts in the State of Oregon, are hereby incorporated by this reference as if such provisions were a part of this Agreement.

10. Assignment. No party may assign any of its rights or responsibilities under this Agreement without prior written consent from the other party, except that a party may delegate or subcontract for performance of any of its responsibilities under this Agreement.

11. Notices. All notices or other communications required or permitted under this Agreement shall be in writing, and shall be personally delivered (including by means of professional messenger service) or sent by both (1) electronic mail or fax, and (2) regular mail. Notices shall be deemed delivered on the date personally delivered or the date of such electronic or fax correspondence, unless such delivery is on a weekend day, on a holiday, or after 5:00 p.m. on a Friday, in which case such notice shall be deemed delivered on the next following weekday that is not a holiday.

To Metro: Director, Sustainability Center
600 N.E. Grand Avenue
Portland, OR 97232-2736
Fax: (503) 797-1849

To City: Parks and Facilities Manager
City of Tigard
Parks and Recreation Department
13125 SE Hall Blvd
Tigard, OR 97223
Fax: (503) 684-7297

12. Severability. If any covenant or provision of this Agreement shall be adjudged void, such adjudication shall not affect the validity, obligation, or performance of any other covenant or provision which in itself is valid, if such remainder would then continue to conform with the terms and requirements of applicable law and the intent of this Agreement.

13. Entire Agreement; Modifications. This Agreement constitutes the entire agreement between the parties and supersedes any prior oral or written agreements or representations relating to the Property. No waiver, consent, modification, amendment, or other change of terms of this Agreement shall bind either party unless in writing and signed by both parties.

14. Counterparts; Facsimile Execution. This Agreement may be executed in counterparts, each of which, when taken together, shall constitute fully executed originals. Facsimile or e-mail signatures shall operate as original signatures with respect to this Agreement.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date.

CITY OF TIGARD

METRO

By: _____

Print Name: _____

Title: _____

Date: _____

Chief Operating Officer

Date: _____

Exhibit A
Property Description

Beginning at an iron pipe at the reentrant corner on the South line of the W.W. Graham Donation Land Claim No. 39, in Township 2 South, Range 1 West of the Willamette Meridian, in the City of Tigard, County of Washington and State of Oregon and running thence North 1°27' East 1020.7 feet to a square iron at the Northeast corner of EDGEWOOD; thence North 89°07' West along the North line of said subdivision 151.1 feet to a corner of that certain tract of land conveyed to Rudolph Hunziker and Sophia G. Hunziker by Deed as recorded January 30, 1912 in Book 90, page 271; thence North 4°13' East along the property line 597.1 feet to the Southwest corner of that certain tract of land conveyed to the Oregon Electric Railway Company by Deed as recorded in Deed recorded May 17, 1909 in Book 83, page 163; thence South 43°44' East along the Southerly line of said tract of land 400.0 feet to the most Easterly corner thereof; thence South 41°35' East along the Southerly boundary of the Oregon Electric Railroad right of way 1737.57 feet to an iron pipe on the South line of the said W.W. Graham Donation Land Claim, also being the North line of Government Lot 5 in Section 1, Township 2 South, Range 1 West of the Willamette Meridian; thence North 88°43' West 1349.96 along the South line of said W.W. Graham Donation Land Claim and the North line of Government Lot 5 and Government Lot 6 of in Section 1, Township 2 South, Range 1 West to the place of beginning.

TOGETHER WITH easement for ingress and egress as granted in Grant of Easement recorded February 22, 2006, Recording No. 2006-020491, described as follows:

Located in a tract of land situated in the Southeast one-quarter of Section 2, Township 2 South, Range 1 West of the Willamette Meridian, City of Tigard, Washington County, Oregon. The Easement is described as follows:

Commencing at the 5/8" iron rod with yellow plastic cap marked DEHAAS & ASSOC. INC. set at the intersection of the Easterly right-of-way of SW Hall Blvd 30 feet from center line, with the South line of Lot 1, EDGEWOOD as shown on Survey No. 29031 of the Washington County Survey Records; thence South 87°27' East, along said South line, a distance of 291.15 feet; thence North 75°44'01" East a distance of 47.71 feet to the True Point of Beginning and point of curve of a curve to the left; thence along said curve to the left with a radius of 479.00 feet, a central angle of 13°39'17" (a chord which bears North 68°54'23" East 113.89) and a length of 114.16 feet; thence North 52°04'44" East a distance of 472.50 feet to the East line of Lot 1 EDGEWOOD; thence North 02°52'19" East, along said East line, a distance of 43.09 feet to a 5/8" iron rod with yellow plastic cap marked DEHAAS & ASSOC. INC. at the Northeast corner of said Lot 1; thence North 87°40'14" West, along the Northerly line of said Lot 1, a distance of 45.63 feet; thence South 62°04'44" West a distance of 455.14 feet to a point of curve of a curve to the right; thence along said curve to the left with a radius of 419.00 feet, a central angle of 13°39'17" (a chord which bears North 68°54'23" East, 99.62) and a length of 99.86 feet; thence South 14°15'29" East a distance of 60.00 feet to the true point of beginning.

Exhibit B
Communication and Maintenance Schedule
Fields Property, City of Tigard

	Stabilization Period		Interim Period	
	Tigard	Metro	Tigard	Projected Costs
Communication	For all communication between the City of Tigard and Metro: Steve Martin, (503) 718-2583	Stabilization, vegetation control, natural area maintenance: Kate Holleran, 503-813-7543 Safety, security and general property issues: Dan Moeller, 503-797-1819	For all communication between the City of Tigard and Metro: Steve Martin, (503) 718-2583	
Site Inspection	The site will be inspected weekly for illegal use, safety issues or maintenance needs.		The site will be inspected weekly for illegal use, safety issues or maintenance needs.	
Mowing	The meadow will be mowed twice during growing season (early summer and early fall) to manage invasive plants and lower fuel levels.		The meadow will be mowed twice during growing season (early summer and early fall) to manage invasive plants and lower fuel levels.	
Illegal Camping Patrol/Removal	Monthly		Monthly	
Vandalism	Reports of vandalism will be responded to within 24 hours of notification.		Reports of vandalism will be responded to within 24 hours of notification.	
Safety Hazards	Immediate response after notification.	Immediate response after notification.	Immediate response after notification.	
Ivy Control		Invasive plants treatments will be conducted throughout the stabilization period.	Natural area should be inspected twice yearly to identify any EDRR species and evaluate need for targeted invasive plant control.	The forested site should be relatively stable after weed control is accomplished. ~\$40/ac/year for long term maintenance.
Blackberry Control		Blackberry in open forest/woodland will be sprayed during stabilization or cut/sprayed if larger concentrations are present	Maintenance spray of blackberry in open forest/woodland area on 3-5 year schedule.	Approximately \$1800 per treatment (crew 7 for 1 day).
Reed Canary Grass Control		Reed canarygrass will be treated to prepare planting sites for native vegetation.		
Weed Tree Control (Holly, hawthorn, laurel)		Cut stump treatment will be conducted on weed trees during stabilization period.	Inspected to monitor weed tree re-growth/seedlings. Plan on re-treatment every 5-7 years.	Approximately \$2100 per treatment (crew 7 for 1 day)
Planting		Revegetation of natural areas will occur throughout the stabilization period.	Final maintenance may transition to Tigard if Tigard manages entire site. Circle sprays should be conducted until plants are free to grow. (typically 5 years). Release cutting/mowing in conjunction with circle sprays may be necessary depending on competing vegetation.	Approximately \$1800 per yearly circle spray treatment (crew 7 for 1 day). Approximately \$2100 per yearly cutting/mowing treatment (if needed). Stabilization funds are typically available until plants are free to grow.

Exhibit C
Easement Policy

I HEREBY CERTIFY THAT THE FOREGOING
IS A COMPLETE AND EXACT COPY OF THE
ORIGINAL THEREOF

BEFORE THE METRO COUNCIL

Rebecca V. Shoemaker
METRO COUNCIL ARCHIVIST

FOR THE PURPOSE OF APPROVING GENERAL) RESOLUTION NO. 97-2539B
POLICIES RELATED TO THE REVIEW OF)
EASEMENTS, RIGHT OF WAYS, AND LEASES)
FOR NON-PARK USES THROUGH PROPERTIES)
MANAGED BY THE REGIONAL PARKS AND) Introduced by
GREENSPACES DEPARTMENT.) Mike Burton, Executive Officer

WHEREAS, Metro currently owns and manages more than 6,000 acres of regional parks, open spaces, natural areas, and recreational facilities; and

WHEREAS, additional lands are being acquired through the Open Space, Parks, and Streams Bond Measure, approved by voters in May of 1995; and

WHEREAS, the primary management objectives for these properties are to provide opportunities for natural resource dependent recreation, protection of fish, wildlife, and native plant habitat and maintenance and/or enhancement of water quality; and

WHEREAS, Metro will be approached with proposals to utilize regional parks, open spaces, natural areas, and recreational facilities property for utility, transportation, and other non-park purposes; and

WHEREAS, Metro seeks to insure that these uses have no negative impact upon the primary management objectives of Metro Regional Parks and Greenspaces properties; and

WHEREAS, it would be in Metro's best interest to provide for the orderly evaluation and consideration of proposals to utilize portions of Metro Regional Parks and Greenspaces properties for utility, transportation and other non-park uses; NOW THEREFORE,

BE IT RESOLVED, that the Metro Council hereby adopts the policy attached as Exhibit "A" for any and all requests related to formal proposals for the use of Metro Regional Parks and Greenspaces properties for the purposes noted therein.

ADOPTED by the Metro Council this 6th day of November, 1997.

Jon Kvistad
Jon Kvistad, Presiding Officer

ATTEST:

Cheryl
Recording Secretary

Approved as to Form:

Daniel B. Cooper
Daniel B. Cooper, General Counsel

Exhibit "A"

METRO POLICY RELATED TO THE REVIEW OF
EASEMENTS, RIGHT OF WAYS, AND LEASES
FOR NON-PARK USES

Metro owns and manages , either on its own or in partnership with other government and private entities, several thousand acres of regional parks, open spaces, natural areas and recreational facilities. These facilities are maintained to promote and preserve natural resources and recreational opportunities for the public consistent with the Greenspaces Master Plan adopted by the Metro Council in 1992, the Open Spaces Bond Measure approved by the voters in 1995 and other restrictions limiting the uses of specific properties in existence at the time of its acquisition by the public. Nothing in this policy shall be construed to allow these facilities to be used in any manner which detracts from this primary purpose. This policy is written from the perspective of Metro as the property owner, however, in those cases in which Metro co-owns a property with other entities, all decisions concerning the use of the property in question will be fully coordinated with the other owners. In addition, all new development and all proposed work within Water Quality Resource Areas or other environmentally sensitive work will be conducted in accordance with Metro or local government policies, to include where appropriate, application for permits and completion of environmental reviews. In event that local government policies are less restrictive than the Metro Model ordinances, Metro will apply the more restrictive Metro policies.

Regarding requests for easements, right of ways, and leases for non-park uses in Metro owned or managed regional parks, natural areas or recreational facilities, it is Metro's policy to:

- 1) Provide for formal review of all proposed easements, right of ways, and leases for non-park, uses by the Regional Parks and Greenspaces Advisory Committee, the Regional Facilities Committee and the full Council. Notwithstanding satisfaction of the criteria set forth herein, the final determination of whether to approve a proposed easement, right of way, or lease is still subject to the review and approval by the full Metro Council.
- 2) Prohibit the development of utilities, transportation projects and other non-park uses within corridors or on sites which are located inside of Metro owned or managed regional parks, natural areas, and recreational facilities except as provided herein.
- 3) Reject proposals for utility easements, transportation right of ways and leases for non-park uses which would result in significant, unavoidable impacts to natural resources, cultural resources, recreational facilities, recreational opportunities or their operation and management.
- 4) Accommodate utility easements, transportation right of ways or other non-park uses when the Regional Parks and Greenspaces Department (the Department) determines that a proposed easement, right of way or non-park use can be accommodated without significant impact to

natural resources, cultural resources, recreational facilities, recreational opportunities or their operation and management; and that the impacts can be minimized and mitigated.

5) Require full mitigation and related maintenance, as determined by the Department, of all unavoidable impacts to natural resources, recreational facilities, recreational opportunities or their operation and management associated with the granting of easements, right of ways, or leases to use Metro owned or managed regional parks, natural areas or recreational facilities for non-park uses.

6) Limit rights conveyed by easements, right of ways, and leases for non-park uses to the minimum necessary to reasonably accomplish the purpose of any proposal.

7) Limit the term of easements, right of ways and leases to the minimum necessary to accomplish the objectives of any proposal.

8) Require "reversion", "non-transferable" and "removal and restoration" clauses in all easements, right of ways and leases.

9) Fully recover all direct costs (including staff time) associated with processing, reviewing, analyzing, negotiating, approving, conveying or assuring compliance with the terms of any easement, right of way, or lease for a non-park use.

10) Receive no less than fair market value compensation for all easements, right of ways, or leases for non-park uses. Compensation may include, at the discretion of the Department, periodic fees or considerations other than monetary.

11) Require full indemnification from the easement, right of way or lease holder for all costs, damages, expenses, fines or losses related to the use of the easement, right of way or lease. Metro may also require appropriate insurance coverage and/or environmental assurances if deemed necessary by the Office of General Counsel.

12) Limit the exceptions to this policy to: grave sales, utilities or transportation projects which are included in approved master/management plans for Metro regional parks, natural areas and recreational facilities; projects designed specifically for the benefit of a Metro regional park, natural area, or recreational facility; or interim use leases as noted in the Open Spaces Implementation Work Plan.

13) Provide for the timely review and analysis of proposals for non-park uses by adhering to the following process:

a) The applicant shall submit a detailed proposal to the Department which includes all relevant information including but not limited to: purpose, size, components, location, existing conditions, proposed project schedule and phasing, and an analysis of other alternatives which avoid the Metro owned or managed regional park, natural area or recreational facility which are considered infeasible by the applicant. Cost alone shall not constitute infeasibility.

b) Upon receipt of the detailed proposal, the Department shall determine if additional information or a Master Plan is required prior to further review and analysis of the proposal. For those facilities which have master plans, require that all proposed uses are consistent with the master plan. Where no master plan exists all proposed uses shall be consistent with the Greenspaces Master Plan. Deficiencies shall be conveyed to the applicant for correction.

c) Upon determination that the necessary information is complete, the Department shall review and analyze all available and relevant material and determine if alternative alignments or sites located outside of the Metro owned or managed regional park, natural area, or recreational facility are feasible.

d) If outside alternatives are not feasible, the Department shall determine if the proposal can be accommodated without significant impact to park resources, facilities or their operation and management. Proposals which cannot be accommodated without significant impacts shall be rejected. If the Department determines that a proposal could be accommodated without significant impacts, staff shall initiate negotiations with the applicant to resolve all issues related to exact location, legal requirements, terms of the agreement, mitigation requirements, fair market value, site restoration, cultural resources, and any other issue relevant to a specific proposal or park, natural area or recreational facility. The Department shall endeavor to complete negotiations in a timely and business-like fashion.

e) Upon completion of negotiations, the proposed agreement, in the appropriate format, shall be forwarded for review and approval as noted in item "1" above. In no event shall construction of a project commence prior to formal approval of a proposal.

f) Upon completion of all Metro tasks and responsibilities or at intervals determined by the Department, and regardless of Metro Council action related to a proposed easement, right of way or lease for a non-park use, the applicant shall be invoiced for all expenses or the outstanding balance on expenses incurred by Metro.

g.) Permission from Metro for an easement or right-of-way shall not preclude review under applicable federal, state or local jurisdiction requirements.

Workshop Meeting**Meeting Date:** 02/19/2013**Length (in minutes):** 40 Minutes**Agenda Title:** SW Corridor Plan Update**Submitted By:** Judith Gray, Community Development**Item Type:** Receive and File**Meeting Type:** Council Workshop Mtg.**Public Hearing:** No**Publication Date:****Information****ISSUE**

Council will hear an update of the Southwest Corridor Plan project, including recent Steering Committee decisions and upcoming activities.

STAFF RECOMMENDATION / ACTION REQUEST

NA

KEY FACTS AND INFORMATION SUMMARY

At their February 11 meeting, the Southwest Corridor Plan Steering Committee was asked to select five “bundles” of projects to be advanced for detailed analysis. Each of the project bundles includes one high capacity transit (HCT) alternative (Attachment A) and a set of integrated roadway and active transportation projects (Attachment B). The outcome of the analysis will provide a wide range of evaluation measures including capital costs, transit operating cost, travel times for auto and transit, projected transit ridership, and property impacts, among others (Attachment C). These evaluation results will be used later by the Steering Committee to select and/or develop a preferred “shared investment strategy”, which could be one of the five alternatives or could combine individual elements of multiple alternatives. The HCT mode and alignment identified through this process will be carried forward for additional analysis and engineering, as required for federal transit funding.

HCT Alternatives

The HCT alternatives include one light rail transit (LRT) and four bus rapid transit (BRT) options. The alternatives reflect Steering Committee direction from their October meeting. Illustrations of the HCT alignments are provided in Attachment A. They include the following:

- A. LRT to Tigard, with potential extension to Tualatin
- B. BRT to Tigard
- C. BRT to Tualatin
- D. BRT to Sherwood
- E. BRT to Tigard, with Hub/Spoke options.

These alignments were developed to reflect the priority locations for making HCT connections, as well as local preferences for specific alignments. For example, in Tigard, each HCT alignment connects to downtown Tigard at the Transit Center and to at least one but potentially two locations in the Triangle. The alignments avoid Pacific Highway (99W within Tigard), respecting local concerns about impacts to traffic conditions and property access.

Transportation Project Bundles

Each HCT alignment has an associated set of roadway and active transportation projects which are being included in the analysis. These are provided in map and list form in Attachment B. These project bundles were compiled from a list of more than 500 projects and narrowed down to 48 roadway and 84 active transportation projects. In narrowing the project lists, staff sought to identify projects that would be needed to ensure the success of a new HCT line, improve

multimodal safety and mobility, and also support local land use visions.

Upcoming Steering Committee Meetings

This phase of the Southwest Corridor Plan is scheduled to be completed in June 2013. The following Steering Committee discussions and decisions are scheduled for upcoming months.

- April 8: Discussion of economic development strategies, housing strategies, policy changes, and green investments.?
- May 13: Discussion of evaluation results; Recommendation on preferred strategy(s)?
- June 10: Report on Community Input; Adoption of preferred shared investment strategy(s) and implementation plan

Attachment D shows the dates of upcoming Steering Committee meetings, as well as planned public involvement activities.

OTHER ALTERNATIVES

NA

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

Goal 1.b.ii.

Contribute to the Southwest Corridor Plan by adopting Tigard's land use policies and designations and identifying priorities for high-capacity transit (HCT) station location alternatives by mid-2012.

Long Term Goal.

Continue pursuing opportunities to reduce traffic congestion.

Long Range Objectives.

Tigard's interests in regional and statewide issues are coordinated with appropriate agencies and jurisdictions.

Tigard citizens are involved in the community and participate effectively.

DATES OF PREVIOUS COUNCIL CONSIDERATION

SW Corridor Plan

November 15, 2011

November 20, 2012

Agenda items associated with High Capacity Transit Land Use Plan

January 18, 2011

April 26, 2011

July 19, 2011

November 18, 2011

May 15, 2012

August 14, 2012

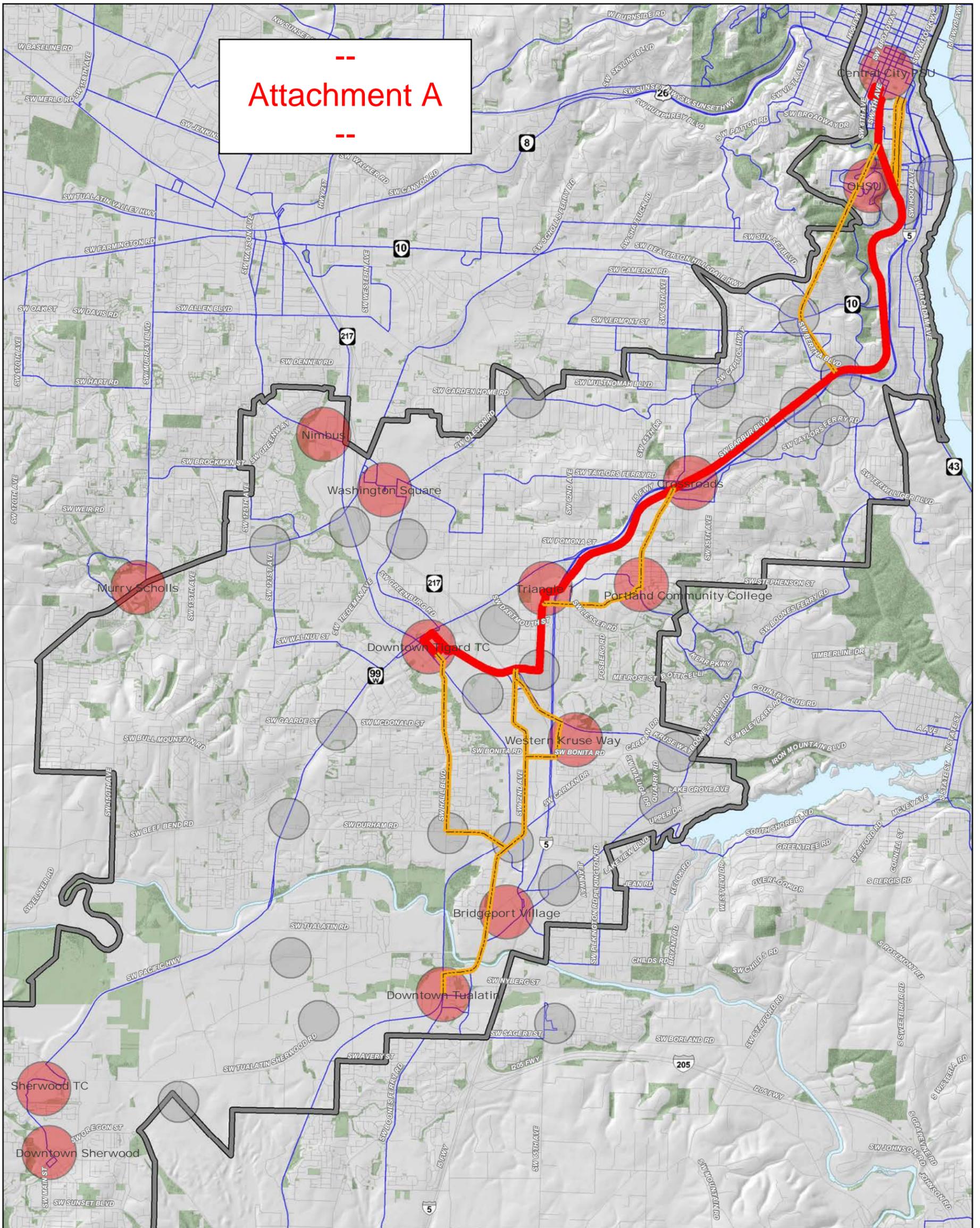
Attachments

Attachment A. HCT Alignment Options

Attachment B. Project Bundles

Attachment C. Analysis Measures

Attachment D. Project Schedule

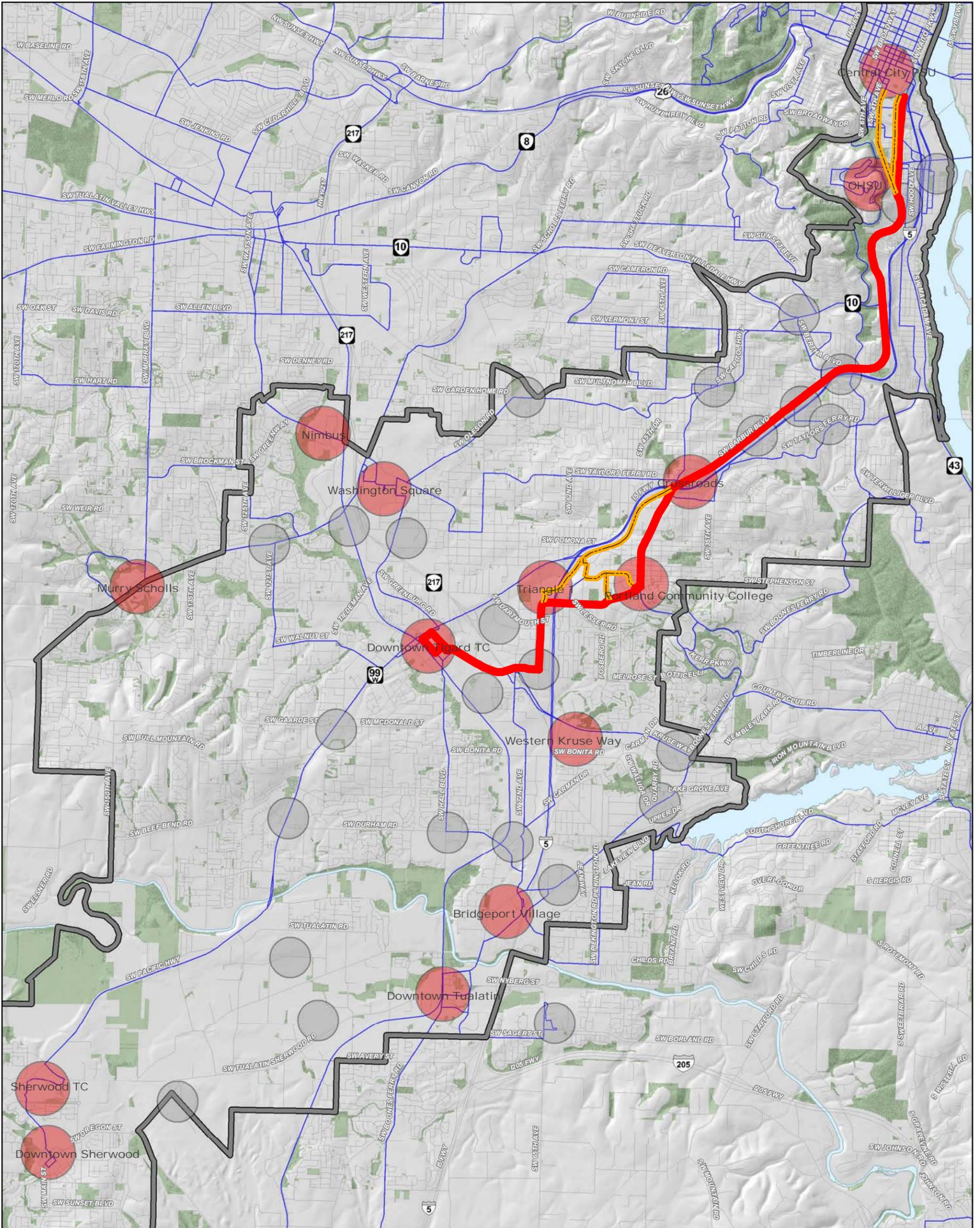


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Attachment A
 --

A: LRT to Tigard Representative Alignment Options

- Baseline
- - - Alternative Alignment
- Existing Transit
- Streets
- Study Area
- Prioritized Key Places
- Other Key Places

0 0.5 1 Miles



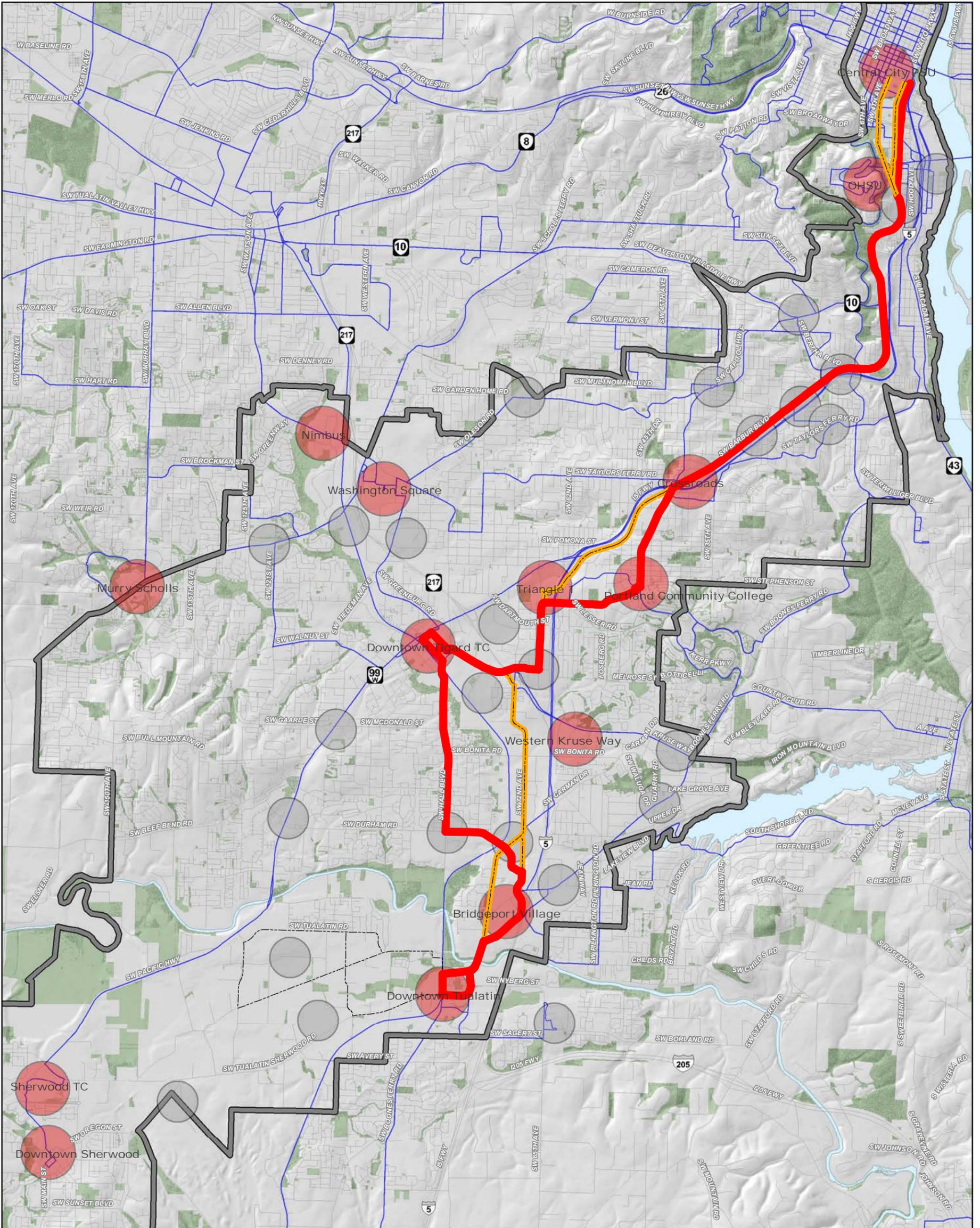
B: BRT to Tigard Representative Alignment Options

- Baseline
- - - Alternative Alignments
- Existing Transit
- Streets
- Study Area
- Prioritized Key Places
- Other Key Places

Metro Region

0 0.5 1 Miles

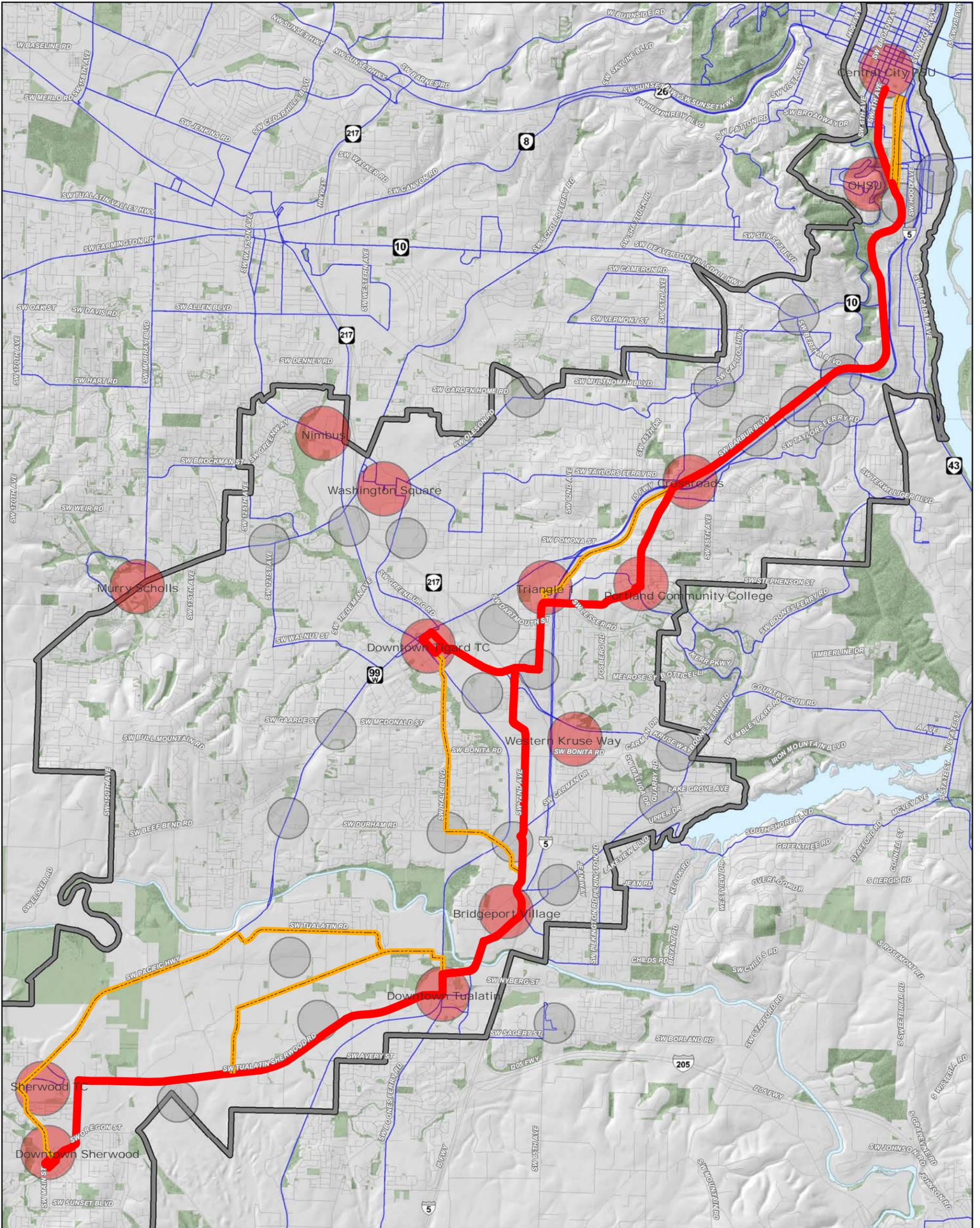
Metro



C: BRT to Tualatin Representative Alignment Options

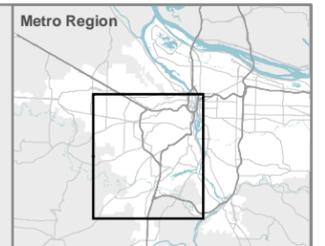
- Baseline
- - - Alternative Alignments
- Existing Transit
- Streets
- Study Area
- Prioritized Key Places
- Other Key Places

0 0.5 1 Miles



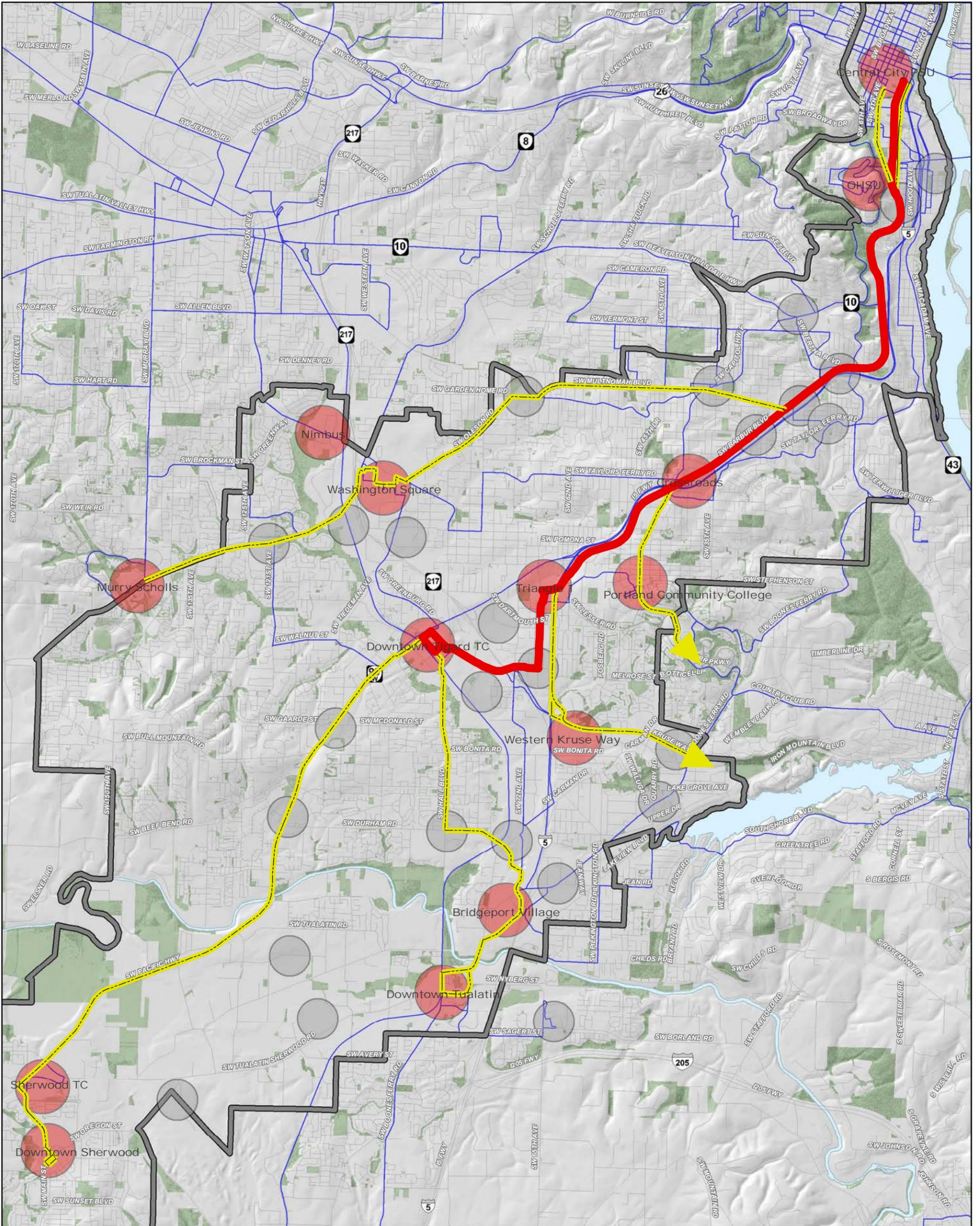
D: BRT to Sherwood Representative Alignment Options

- Baseline
- - - Alternative Alignments
- Existing Transit
- Streets
- Study Area
- Prioritized Key Places
- Other Key Places



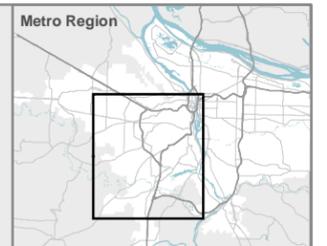
0 0.5 1 Miles





E: BRT Hub and Spoke Representative Alignment Options

- Baseline
- - - Spokes
- Existing Transit
- Streets
- Study Area
- Prioritized Key Places
- Other Key Places

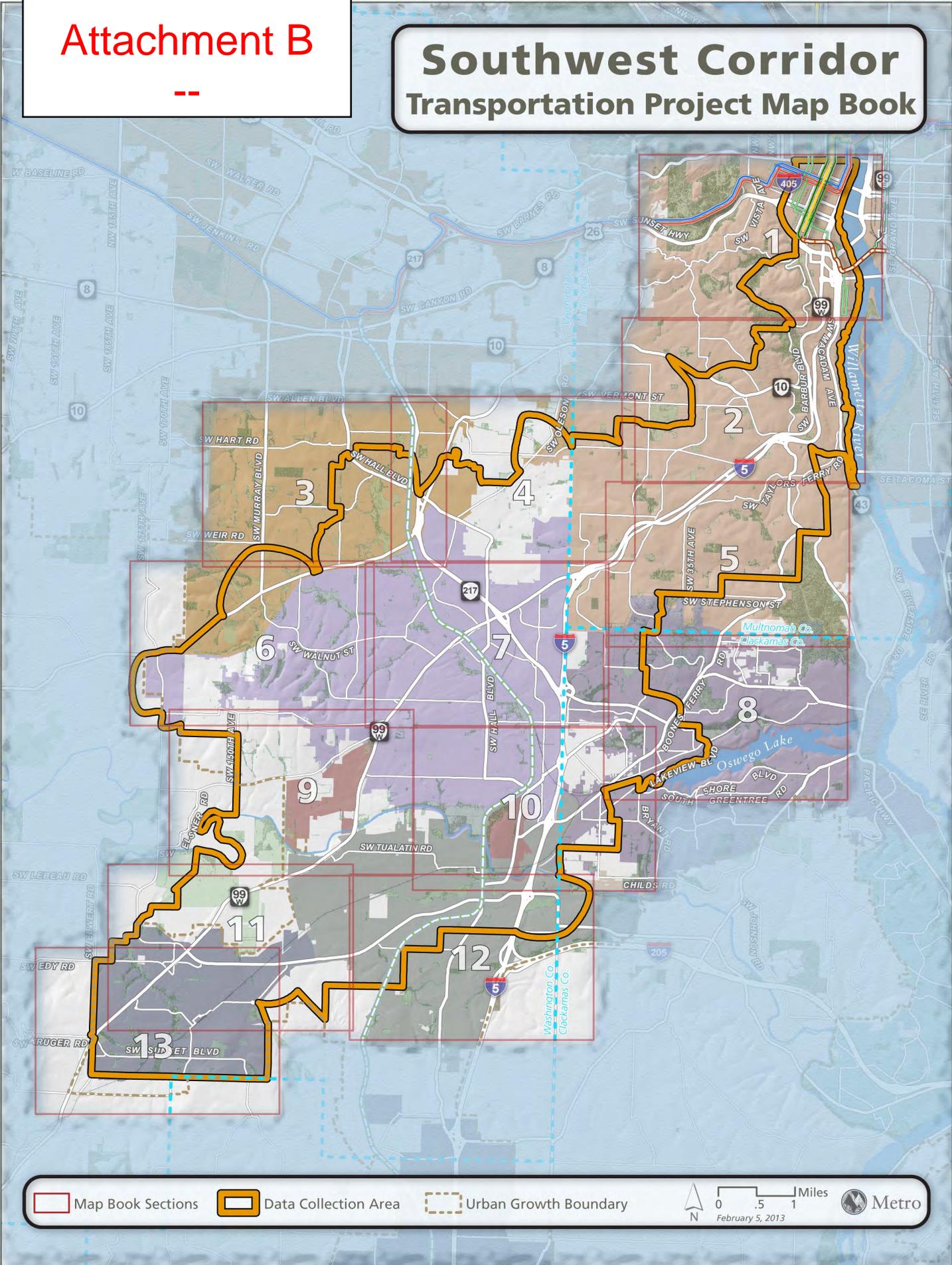


0 0.5 1 Miles



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Attachment B
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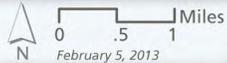
Southwest Corridor Transportation Project Map Book



Map Book Sections

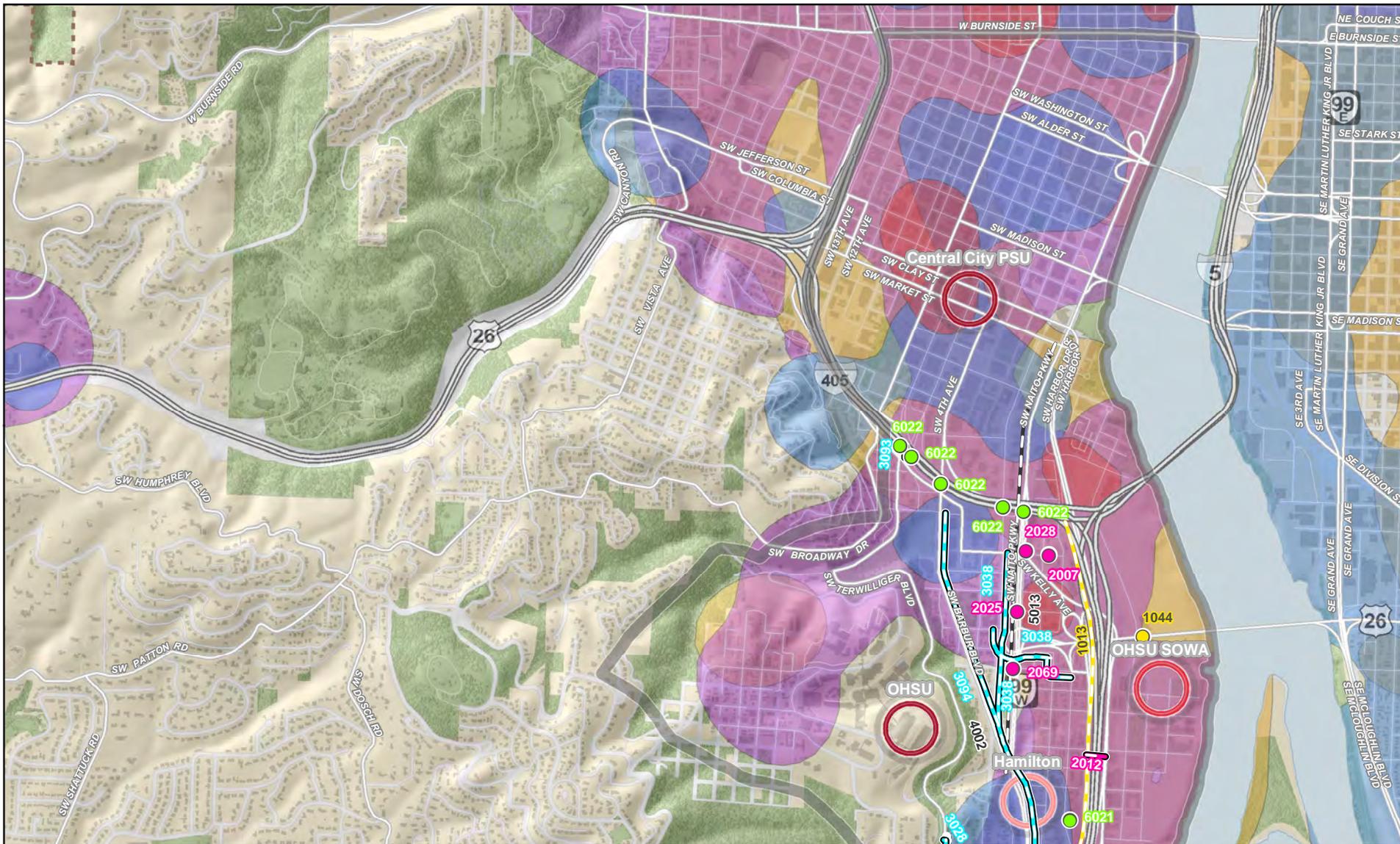
Data Collection Area

Urban Growth Boundary



Metro

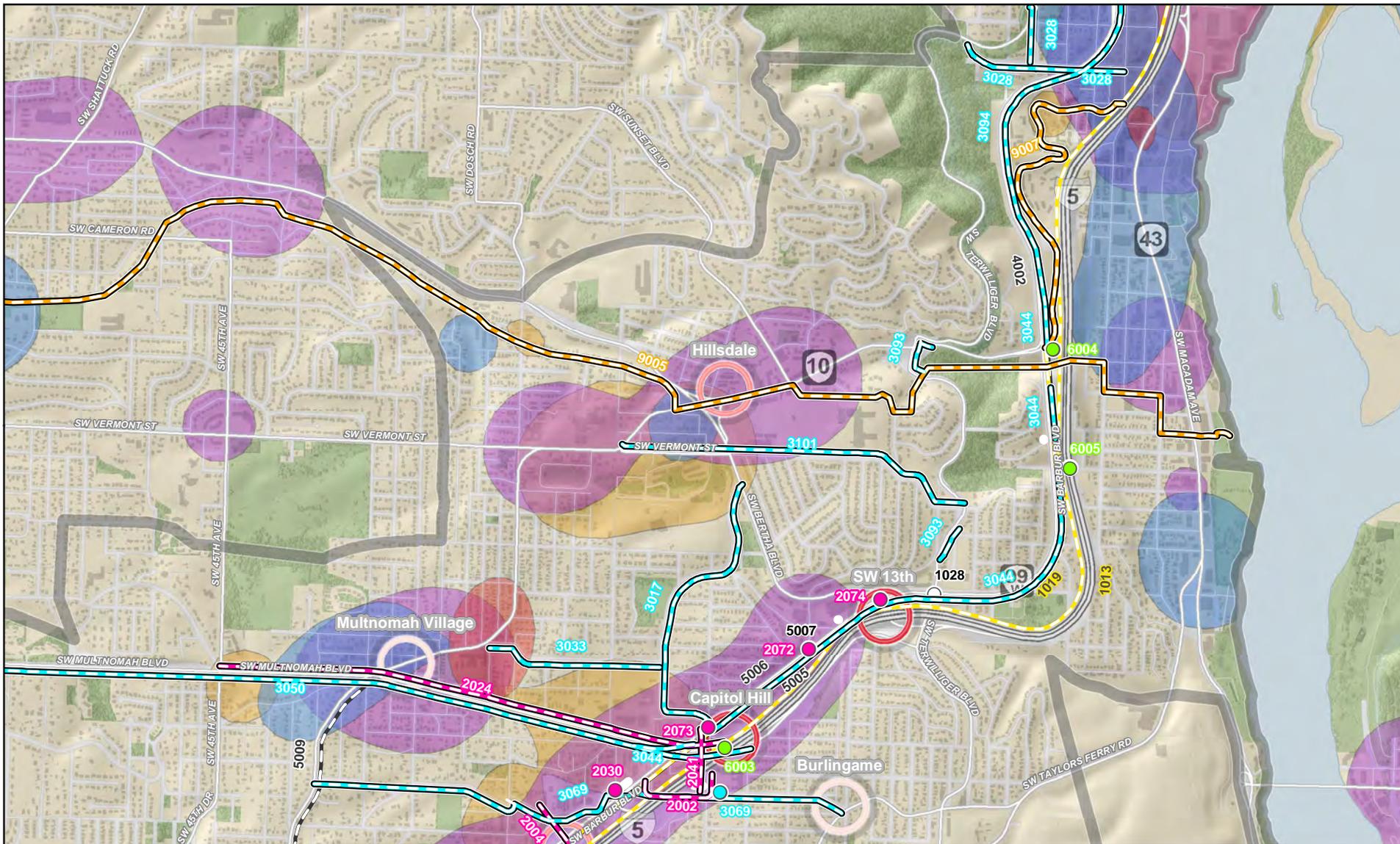
February 5, 2013



Projects by Mode Bicycle Bike/Ped Trail Pedestrian Auto/Freight Multimodal	Development Categories Commercial Employment Mixed Use HD Residential	Key Places Essential Priority Opportunity Neighborhood	Urban Growth Boundary Parks Data Collection Area	0 0.25 0.5 Miles	

Section 1

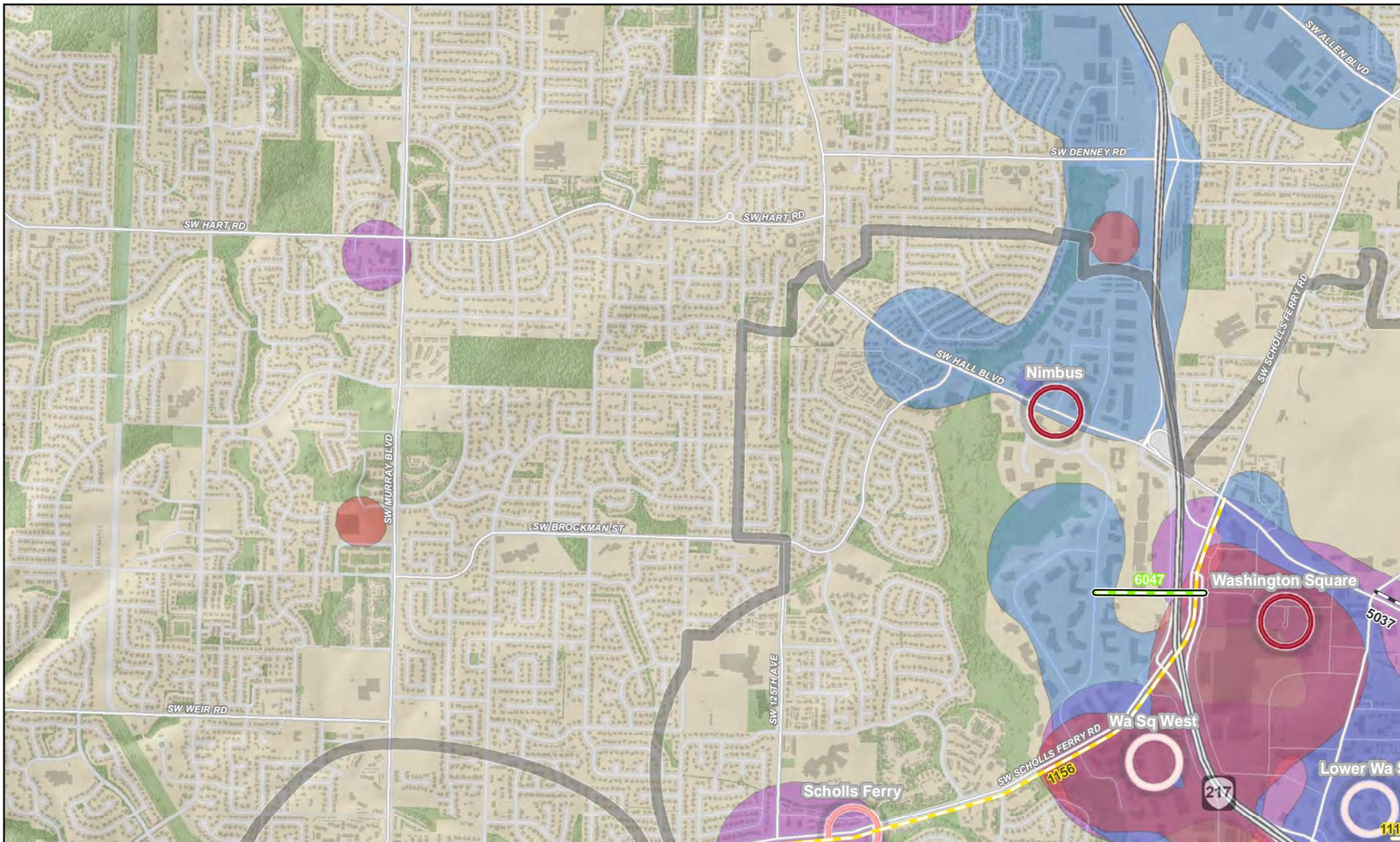
Section 1									
Roadway Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cos	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Portland, Tigard, ODOT	1013	I-5: Active Traffic Management	\$3,000,000	Auto/ Freight	X	X	X	X	X
Portland, ODOT	1044	South Portland Circulation and Connectivity	\$22,000,000	Auto/ Freight	X	-	-	X	-
Portland, ODOT	4002	Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements	\$6,594,100	Multimodal	X	X	X	-	X
Portland	5013	Naito/South Portland Improvements (left turn pockets with bike/ped and remove tunnel, ramps and viaduct)	\$39,695,079	Multimodal				X	
Active Transportation Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Portland	2007	Arthur Street Connection and Steps	\$15,000,000	Pedestrian	X	X	X	X	X
Portland	2012	Gaines Street Pedestrian Bridge	\$15,000,000	Pedestrian	X	X	X	X	X
Portland	2025	Naito Pedestrian Crossing at Porter St.	\$1,100,000	Pedestrian	X	X	X	X	X
Portland	2028	Ramp Crossing of Kelly Ave. to Naito Parkway Northbound	\$390,000	Pedestrian	X	X	X	X	X
Portland	2069	99W pedestrian improvements to serve Gibbs transit stops	\$50,000	Pedestrian	X	X	X	X	X
Portland	3028	INNER HAMILTON - from SW Terwilliger Blvd to SW Corbett Ave. Bikeway	\$9,000	Bicycle	X	X	X	X	X
Portland	3038	LOWER SW 1st - from SW Barbur Blvd to SW Arthur St. Bikeway	\$219,000	Bicycle	X	X	X	X	X
Portland	3093	TERWILLIGER GAPS: Bikeway	\$296,000	Bicycle	X	X	X	X	X
Portland	3094	UPPER BARBUR - from SW Capitol Hwy to SW Sherman St. bikeway	\$1,821,000	Bicycle	X	X	X	X	X
Portland	6021	Hamilton Street to South Portal Pedestrian/Bicycle Connection	\$1,000,000	Bike/Ped	X	-	-	-	-
Portland	6022	I-405 Crossing Ped/Bike Improvements	\$5,000,000	Bike/Ped	X	X	X	X	X



Projects by Mode <ul style="list-style-type: none"> — Bicycle — Bike/Ped — Trail — Pedestrian — Auto/Freight — Multimodal 	Development Categories <ul style="list-style-type: none"> ■ Commercial ■ Employment 5007 ■ Mixed Use ■ HD Residential 5007 	Key Places <ul style="list-style-type: none"> Essential Priority Opportunity Neighborhood 	<ul style="list-style-type: none"> Urban Growth Boundary Parks Data Collection Area 	<p>0 0.25 0.5 Miles</p>	<p>Metro</p> <p>February 5, 2013</p>	
				<p>0 0.25 0.5 Miles</p>		

Section 2

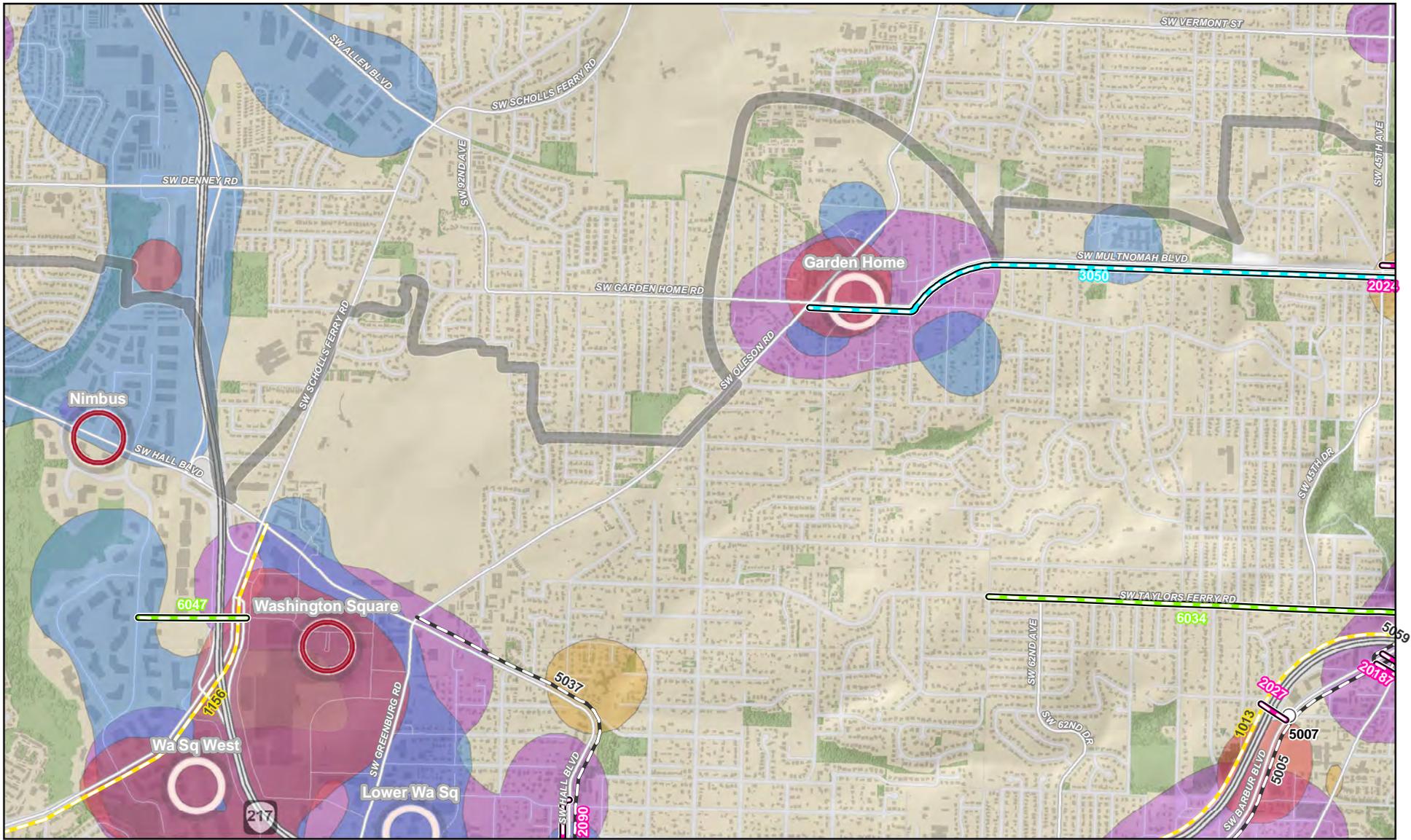
Section 2									
Roadway Projects					HCT Project Tiers				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Portland, Tigard, ODOT	1013	I-5: Active Traffic Management	\$3,000,000	Auto/ Freight	X	X	X	X	X
Portland, ODOT	1019	Barbur Road Diet - Capitol to Hamilton (reduce northbound lanes from three to two with multi-modal improvements)	\$250,000	Auto/ Freight	-	-	X	X	X
Portland, ODOT	1028	Barbur/Terwilliger Intersection Ped./Bike Improvements	\$2,000,000	Multimodal	-	-	X	X	X
Portland, ODOT	4002	Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements	\$6,594,100	Multimodal	X	X	X	-	X
Portland, ODOT	5005	Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements	\$24,833,100	Multimodal	X	X	X	-	X
Portland, ODOT	5006	Barbur Lane Diet: Terwilliger to Capitol	\$250,000	Multimodal	-	-	X	X	X
Portland, ODOT	5007	Barbur Signals (add signalized intersections)	\$1,800,000	Multimodal	-	-	X	X	X
Portland	5009	Capitol Hwy Improvements (replace roadway and add sidewalks)	\$19,100,000	Multimodal	X	-	-	-	-
Active Transportation Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Portland	2002	19th Ave. & 22nd Ave. Sidewalk Project (SW Spring Garden) - SW Barbur to Taylors Ferry Road	\$100,000	Pedestrian	X	X	X	X	X
Portland	2004	26th Ave, SW (Spring Garden - Taylors Ferry): Pedestrian Improvements	\$350,000	Pedestrian	X	X	X	X	X
Portland	2024	Multnomah Blvd. (Barbur to 45th): Pedestrian improvements	\$4,225,000	Pedestrian	X	X	X	X	X
Portland	2030	Spring Garden, SW (Taylors Ferry - 26th): Pedestrian Improvements	\$450,000	Pedestrian	X	X	X	X	X
Portland	2041	SW 19th Ave Pedestrian Improvements: Barbur - Spring Garden	\$415,000	Pedestrian	X	X	X	X	X
Portland	2072	Hillsdale: addition of crossings on Barbur	\$250,000	Pedestrian	X	X	X	X	X
Portland	2073	Hillsdale crossing improvements: Barbur/19th	\$3,504,000	Pedestrian	X	X	X	X	X
Portland	2074	Hillsdale crossing improvements: Barbur/Bertha	\$500,000	Pedestrian	X	X	X	X	X
Portland	3017	CAPITOL HILL RD -from SW Barbur Blvd to SW Bertha Blvd.	\$164,000	Bicycle	X	X	X	X	X
Portland	3028	INNER HAMILTON -from SW Terwilliger Blvd to SW Corbett Ave. Bikeway	\$9,000	Bicycle	X	X	X	X	X
Portland	3033	INNER TROY -from SW Capitol Hwy to SW Capitol Hill Rd. bike boulevard	\$114,000	Bicycle	X	X	X	X	X
Portland	3044	MIDDLE BARBUR -from SW 23rd Ave to SW Capitol Hwy-Barbur Blvd Bikeway	\$1,650,000	Bicycle	-	-	X	X	X
Portland Beaverton	3050	MULTNOMAH -from SW Oleson Rd to SW Terwilliger Blvd. Bikeway	\$3,466,000	Bicycle	X	X	X	X	X
Portland	3069	Spring Garden, SW (Taylors Ferry - Capitol Hwy): Bikeway	\$4,165,000	Bicycle	X	X	X	X	X
Portland	3093	TERWILLIGER GAPS: Bikeway	\$296,000	Bicycle	X	X	X	X	X
Portland	3094	UPPER BARBUR -from SW Capitol Hwy to SW Sherman St. bikeway	\$1,821,000	Bicycle	X	X	X	X	X
Portland	3101	VERMONT-CHESTNUT -from SW Capitol Hwy to SW Terwilliger Blvd. Bike Boulevard	\$238,000	Bicycle	X	X	-	-	-
Portland	6003	Multnomah viaduct bicycle and pedestrian facilities	\$1,664,243	Bike/Ped	-	-	X	X	X
Portland, ODOT	6004	Newbury viaduct bicycle and pedestrian facilities	\$3,711,412	Bike/Ped	-	-	X	X	X
Portland, ODOT	6005	Vermont viaduct bicycle and pedestrian facilities	\$5,183,724	Bike/Ped	-	-	X	X	X
Portland	6022	I-405 Crossing Ped/Bike Improvements	\$5,000,000	Bike/Ped	X	X	X	X	X
Portland	9005	Fanno Creek Greenway (Red Electric) Trail	\$17,653,000	Trail	X	X	X	X	X
Portland	9007	Trail on Slavin Road to Red Electric Trail	\$1,500,000	Trail	X	X	X	X	X



Projects by Mode Bicycle Bike/Ped Trail Pedestrian Auto/Freight Multimodal	Development Categories Commercial Employment Mixed Use HD Residential	Key Places Essential Priority Opportunity Neighborhood	Urban Growth Boundary Parks Data Collection Area	0 0.25 0.5 Miles	N Metro February 5, 2013	

Section 3

Section 3									
Roadway Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Tigard, Beaverton	1156	Scholls Ferry Rd. ATMS	\$1,109,000	Auto/ Freight	X	X	X	X	X
Active Transportation Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Tigard, Beaverton	6047	Washington Square Regional Center Highway 217 Pedestrian/Bike Over Crossing	\$3,700,000	Bike/Ped	X	X	X	X	X



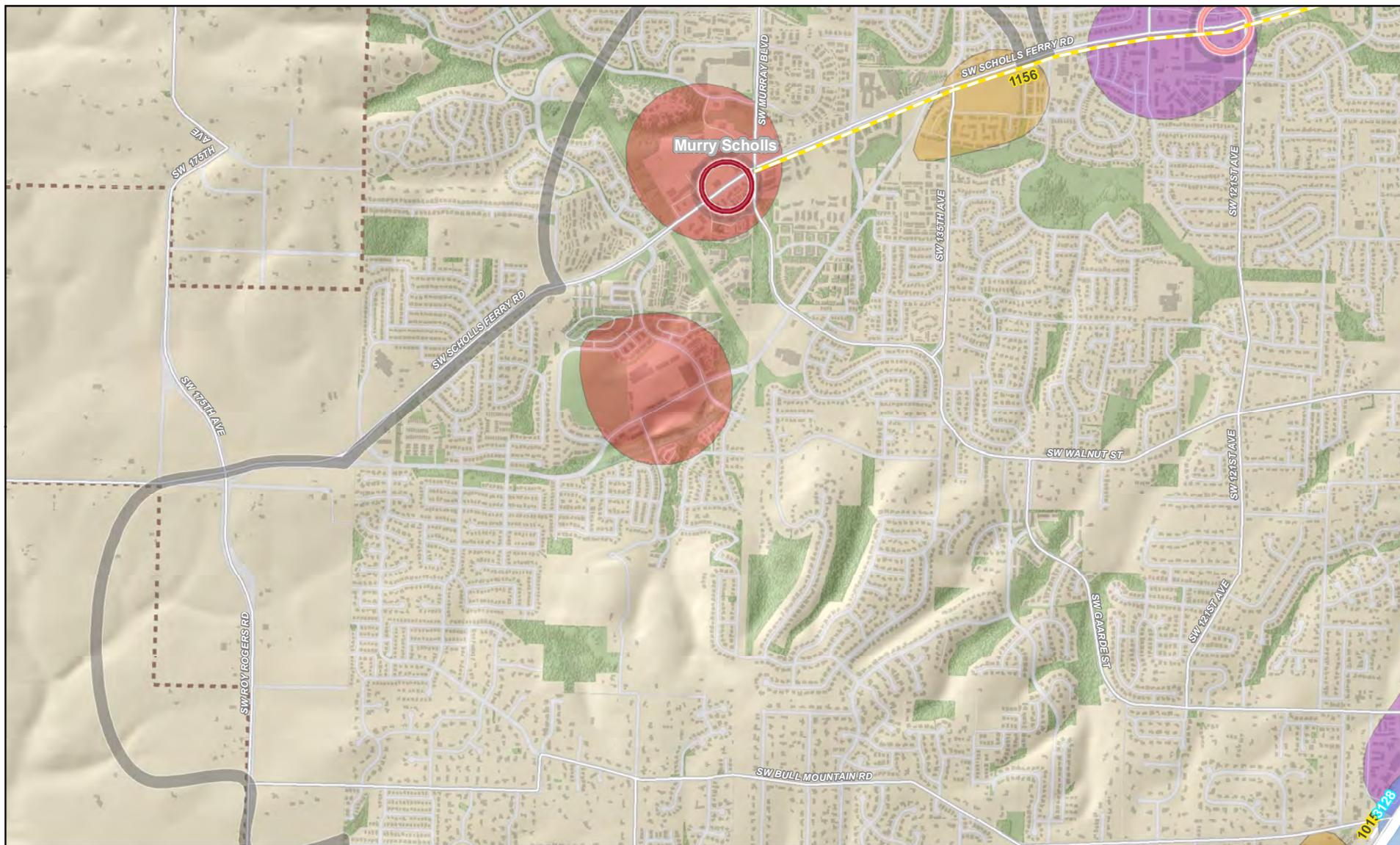
Projects by Mode Bicycle Bike/Ped Trail Pedestrian Auto/Freight Multimodal	Development Categories Commercial Employment Mixed Use HD Residential	Key Places Essential Priority Opportunity Neighborhood	Urban Growth Boundary Parks Data Collection Area	0 0.25 0.5 Miles	

Section 4

Section 4									
Roadway Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Portland, Tigard, ODOT	1013	I-5: Active Traffic Management	\$3,000,000	Auto/ Freight	X	X	X	X	X
Tigard, Beaverton	1156	Scholls Ferry Rd. ATMS	\$1,109,000	Auto/ Freight	X	X	X	X	X
Portland, ODOT	5005	Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements	\$24,833,100	Multimodal	X	X	X	—	X
Portland, ODOT	5007	Barbur Signals (add signalized intersections)	\$1,800,000	Multimodal	—	—	X	X	X
Tigard, Beaverton, ODOT, Washington Co.	5037	Hall Boulevard Widening, Oleson to 99W	\$3,500,000	Multimodal	—	X	X	—	—
Active Transportation Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Portland	2027	Pedestrian Overpass near Markham School	\$4,861,395	Pedestrian	X	X	X	X	X
Tigard	2090	Hall Blvd Pedestrian Infill	\$2,000,000	Pedestrian	X	X	X	X	X
Portland Beaverton	3050	MULTNOMAH -from SW Oleson Rd to SW Terwilliger Blvd. Bikeway	\$3,466,000	Bicycle	X	X	X	X	X
Portland	6034	Taylor's Ferry, SW (Capitol Hwy - City Limits): Bicycle & Pedestrian Improvements	\$4,209,000	Bike/Ped	X	X	X	X	X
Tigard, Beaverton	6047	Washington Square Regional Center Highway 217 Pedestrian/Bike Over Crossing	\$3,700,000	Bike/Ped	X	X	X	X	X

Section 5

Section 5									
Roadway Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Portland, Tigard, ODOT	1013	I-5: Active Traffic Management	\$3,000,000	Auto/ Freight	X	X	X	X	X
Portland, ODOT	1019	Barbur Road Diet - Capitol to Hamilton (reduce northbound lanes from three to two with multi-modal improvements)	\$250,000	Auto/ Freight	-	-	X	X	X
Portland, ODOT	1037	SW Portland I-5 Partial Split Spring Garden Interchange (includes closing existing SB and NB off-ramps)	\$79,900,000	Auto/ Freight					X
Portland, ODOT	5005	Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements	\$24,833,100	Multimodal	X	X	X	-	X
Portland, ODOT	5006	Barbur Lane Diet: Terwilliger to Capitol	\$250,000	Multimodal			X	X	X
Portland, ODOT	5007	Barbur Signals (add signalized intersections)	\$1,800,000	Multimodal	-	-	X	X	X
Portland, ODOT	5008	Barbur/ Capitol Hwy./ Huber/Taylors Ferry Intersection Safety Improvements	\$1,403,000	Multimodal	X	X	-	-	-
Portland	5009	Capitol Hwy Improvements (replace roadway and add sidewalks)	\$19,100,000	Multimodal	X	-	-	-	-
Portland	5057	SW 53rd and Pomona (improves safety of ped/bike users)	\$500,000	Multimodal	-	-	X	X	X
Portland, ODOT	5059	SW Portland/ Crossroads Multimodal Project (roadway realignments and modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp)	\$40,000,000	Multimodal	X	-	-	-	-
Active Transportation Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Portland	2004	26th Ave, SW (Spring Garden - Taylors Ferry): Pedestrian Improvements	\$350,000	Pedestrian	X	X	X	X	X
Portland	2011	SW Taylors Ferry road to Barbur steps at Transit Center	\$50,000	Pedestrian	X	X	X	X	X
Portland	2017	Huber St, SW (Barbur - 35th): Pedestrian Improvements	\$480,000	Pedestrian	X	X	X	X	X
Portland	2018	Huber Street Sidewalk Project 37th Ave. - 43rd Ave./I-5 On-Ramp	\$300,000	Pedestrian	X	X	X	X	X
Portland	2027	Pedestrian Overpass near Markham School	\$4,861,395	Pedestrian	X	X	X	X	X
Portland	2033	West Portland Town Center: Pedestrian Improvements	\$5,775,000	Pedestrian	X	X	X	X	X
Portland	2068	99W pedestrian improvements at Barbur TC	\$250,000	Pedestrian	X	X	X	X	X
Portland	6006	Sylvania Pathways	\$1,000,000	Bike/Ped	X	X	X	X	X
Portland Lake Oswego	6008	35th Ave, SW (Taylors Ferry - Stephenson): Bicycle & Pedestrian Improvements	\$1,570,000	Bike/Ped	X	X	X	X	X
Portland	6013	Barbur/PCC Bikeway Connection	\$250,000	Bike/Ped	X	X	X	X	X
Portland	6026	Pomona St: Bicycle and Ped improvements (35th to Barbur)	\$2,700,000	Bike/Ped	X	X	X	X	X
Portland	6034	Taylors Ferry, SW (Capitol Hwy - City Limits): Bicycle & Pedestrian Improvements	\$4,209,000	Bike/Ped	X	X	X	X	X



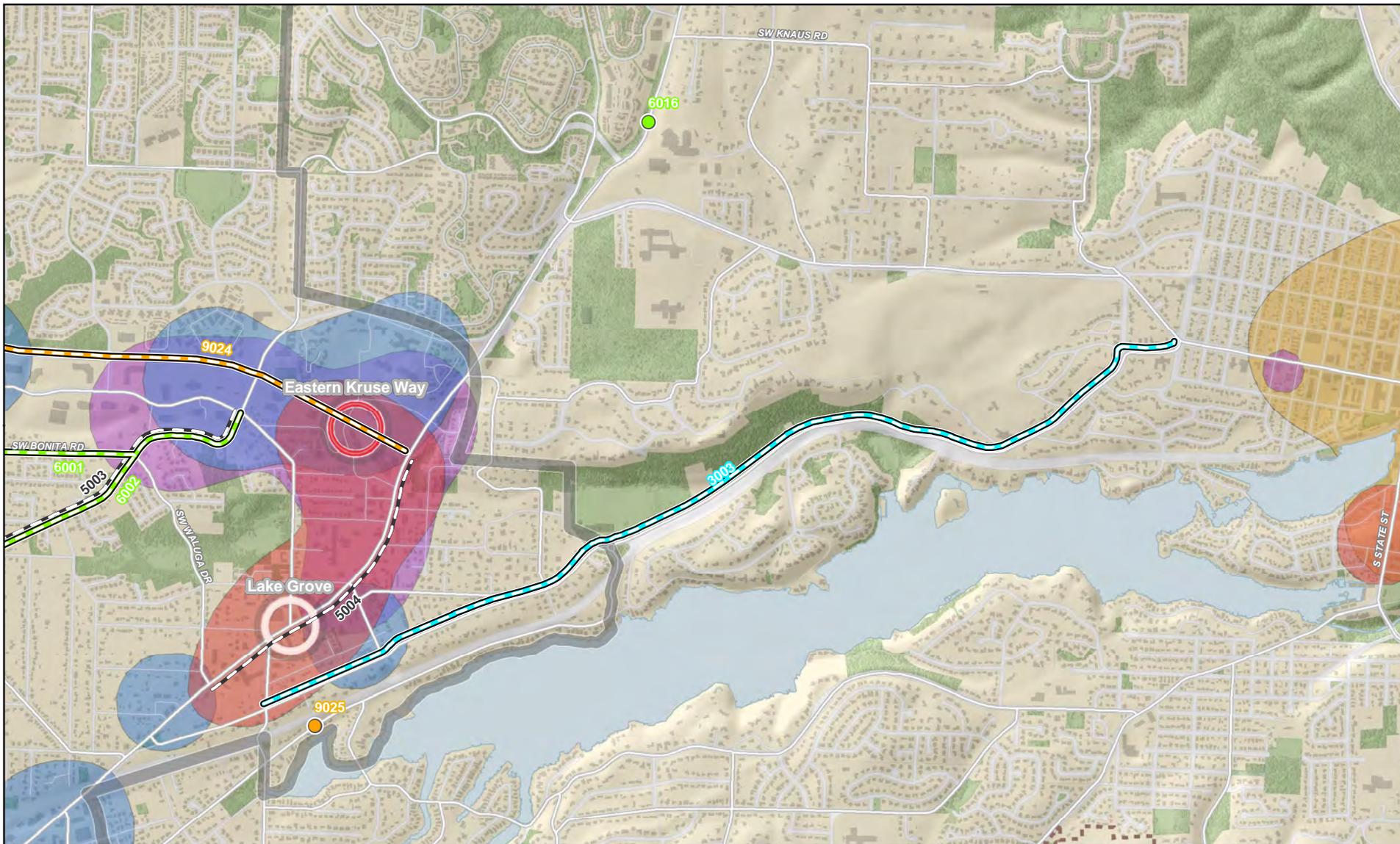
Projects by Mode ● Bicycle ● Bike/Ped ● Trail ● Pedestrian ● Auto/Freight ● Multimodal	Development Categories ■ Commercial ■ Employment ■ Mixed Use ■ HD Residential	Key Places ○ Essential ○ Priority ○ Opportunity ○ Neighborhood	■ Urban Growth Boundary ■ Parks ■ Data Collection Area	0 0.25 0.5 Miles	

Section 6

Roadway Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Tigard, Beaverton	1156	Scholls Ferry Rd. ATMS	\$1,109,000	Auto/ Freight	X	X	X	X	X

Section 7

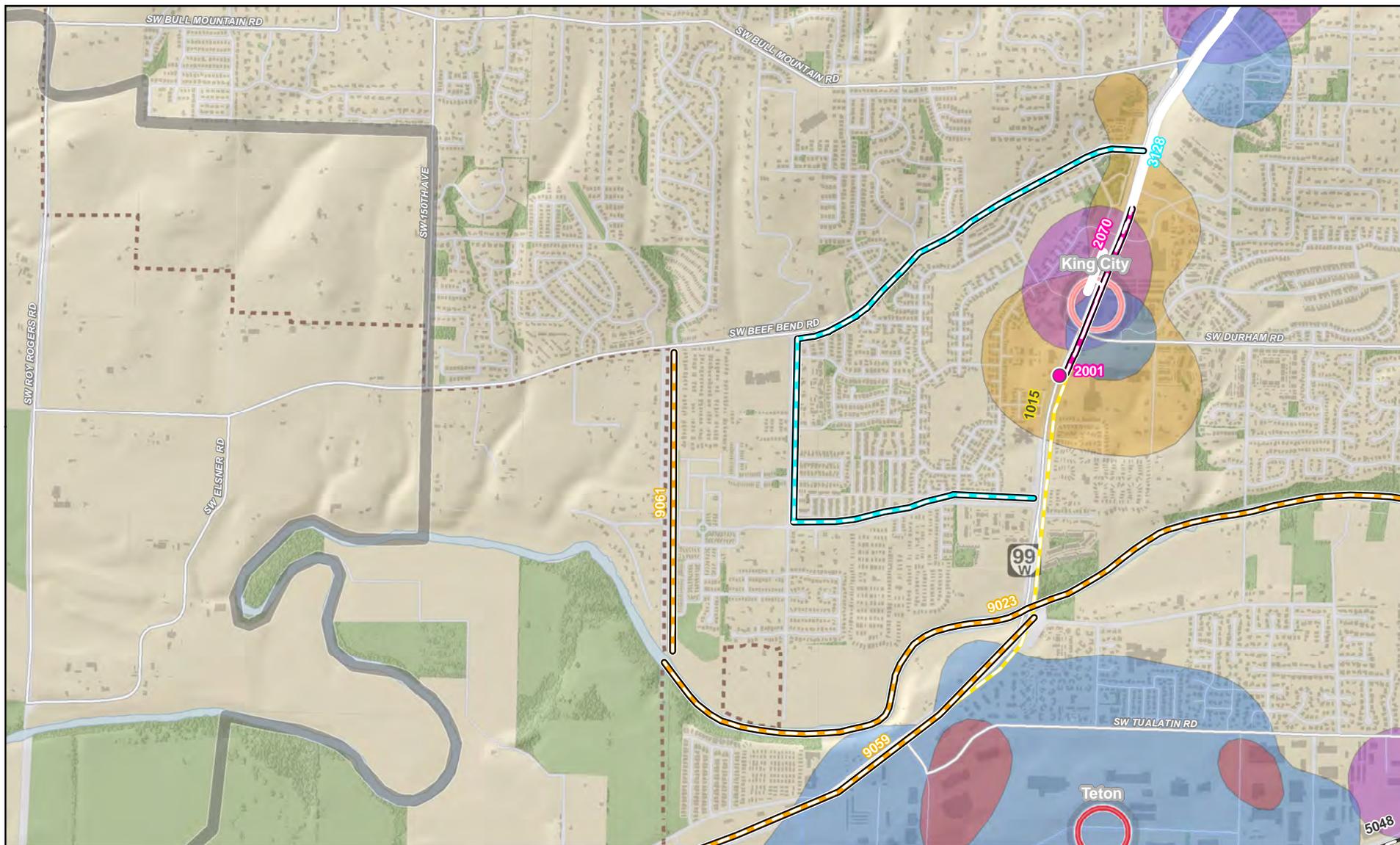
Roadway Projects						HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke	
Portland, Tigard, ODOT	1013	I-5: Active Traffic Management	\$3,000,000	Auto/ Freight	X	X	X	X	X	
Portland, Tigard, Tualatin, Sherwood, ODOT	1015	Hwy 99W TSMO: Downtown Portland to SW 124th	\$500,000	Auto/ Freight	X	X	X	X	X	
Tigard	1077	Ash Avenue railroad crossing (new roadway)	\$3,000,000	Auto/ Freight	X	X	X	X	X	
Tigard	1078	Atlanta Street Extension (new roadway)	\$3,800,000	Auto/ Freight	X	X	X	X	X	
Tigard, Washington Co.	1098	Hall Boulevard Widening, Bonita Road to Durham	\$3,000,000	Auto/ Freight	_	X	X			
Tigard, Washington Co.	1100	Hall/Hunziker/Scoffins Intersection Realignment	\$5,000,000	Auto/ Freight	X	X	X	X	X	
Tigard, Washington Co.	1107	Hwy. 217 Over-crossing - Hunziker Hampton Connection	\$51,400,000	Auto/ Freight	X	X	X	X	X	
Tigard	1111	Oak-Lincoln-Locust Street Collector System (Connectivity Improvements)	\$1,000,000	Auto/ Freight					X	
Portland, ODOT	1113	Highway 99W/I-5 SB (includes dual turn lanes)	\$5,000,000	Auto/ Freight	X	X	X	X	X	
Tigard, ODOT	1114	Highway 99W/68th Ave (intersection improvements)	\$1,000,000	Auto/ Freight	X	X	X	X	X	
Tigard, ODOT	1129	Highway 99W access management	\$6,000,000	Auto/ Freight	X	X	X	X	X	
Tigard, ODOT	1149	Hwy 217/72nd Ave. Interchange Improvements (reconstruction w/added ramps)	\$37,000,000	Auto/ Freight				X		
Portland, ODOT	5005	Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements	\$24,833,100	Multimodal	X	X	X	_	X	
Tigard	5024	68th Avenue (widen to 3 lanes)	\$13,500,000	Multimodal	X	X	X	X	X	
Tigard, Washington Co.	5027	72nd Ave. Widening: Hunziker to Durham (widen to 3 or 5 lanes)	\$14,000,000	Multimodal	_	_	_	X	_	
Tigard, Washington Co.	5028	72nd Avenue Widening: 99W to Hunziker	\$6,000,000	Multimodal	_	X	X	X	_	
Tigard, ODOT, Washington Co.	5035	Hall Boulevard Widening, Highway 99W to Fanno Creek	\$2,500,000	Multimodal	_	X	X	_	_	
Tigard, Washington Co.	5036	Hall Boulevard Widening, McDonald Street to Fanno Creek including creek bridge	\$12,500,000	Multimodal	_	X	X	_	_	
Tigard, Beaverton, ODOT, Washington Co.	5037	Hall Boulevard Widening, Oleson to 99W	\$3,500,000	Multimodal	_	X	X	_	_	
Tigard, Washington Co.	5039	McDonald Street Widening, 99W to Hall	\$8,000,000	Multimodal	X		X	_	_	
Active Transportation Projects						HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke	
Tigard	2045	72nd Avenue Sidewalks	\$2,500,000	Pedestrian	X	X	X	X	X	
Tigard	2054	Commercial Street Sidewalks	\$110,000	Pedestrian	X	X	X	X	X	
Tigard	2057	Hall Boulevard Sidewalks	\$1,800,000	Pedestrian	X	X	X	X	X	
Tigard	2058	Hunziker Street Sidewalks	\$540,000	Pedestrian	X	X	X	X	X	
Tigard	2066	Tigard Town Center (Downtown) Pedestrian Improvements	\$4,880,000	Pedestrian	X	X	X	X	X	
Tigard	2076	Tigard Transit Center 99W sidewalk infill.	\$500,000	Pedestrian	X	X	X	X	X	
Tigard	2077	Tigard Transit Center crossing improvements.	\$750,000	Pedestrian	X	X	X	X	X	
Tigard	2078	Tigard Transit Center Park & Ride pedestrian path.	\$100,000	Pedestrian	X	X	X	X	X	
Tigard	2079	Tigard Transit Center pedestrian path	\$100,000	Pedestrian	X	X	X	X	X	
Tigard	2080	Tigard Transit Center sidewalk infill.	\$100,000	Pedestrian	X	X	X	X	X	
Tigard	2090	Hall Blvd Pedestrian Infill	\$2,000,000	Pedestrian	X	X	X	X	X	
Portland	3055	OR99W over I-5: pedestrian and bicycle improvements	\$4,579,313	Bicycle	X	X	X	X	X	
Tigard, Tualatin	3117	72nd Avenue Bikeway	\$2,000,000	Bicycle	X	X	X	X	X	
Tigard, Lake Oswego	3121	Bonita Road Bikeway	\$200,000	Bicycle	_	X	X	_	X	
Portland Tigard	3128	Pacific Hwy-99W Bike Lanes	\$500,000	Bicycle	X	X	X	X	X	
Tigard	3129	Tigard Transit Center Bicycle Hub	\$23,000	Bicycle	X	X	X	X	X	
Lake Oswego	6001	Bonita Rd.- Carman Dr. to Bangy Rd.sidewalks and bike lanes	\$300,000	Bike/Ped	X	X	X	_	X	
Tigard	9014	Fanno Creek Trail - 10 foot wide paved trail	\$3,000,000	Trail	X	X	X	X	X	
Lake Oswego	9024	Kruse Way Path	\$5,000,000	Trail	X	X	X	_	X	
Tigard	9042	Tigard Street trail connection	\$200,000	Trail	_	X	_	_	X	
Portland Tigard	9053	Bike/Ped Connection between Tigard Triangle and PCC-Sylvania	\$500,000	Trail	X	X	X	X	X	



Projects by Mode Bicycle Bike/Ped Trail Pedestrian Auto/Freight Multimodal	Development Categories Commercial Employment Mixed Use HD Residential	Key Places Essential Priority Opportunity Neighborhood	Urban Growth Boundary Parks Data Collection Area	0 0.25 0.5 Miles	

Section 8

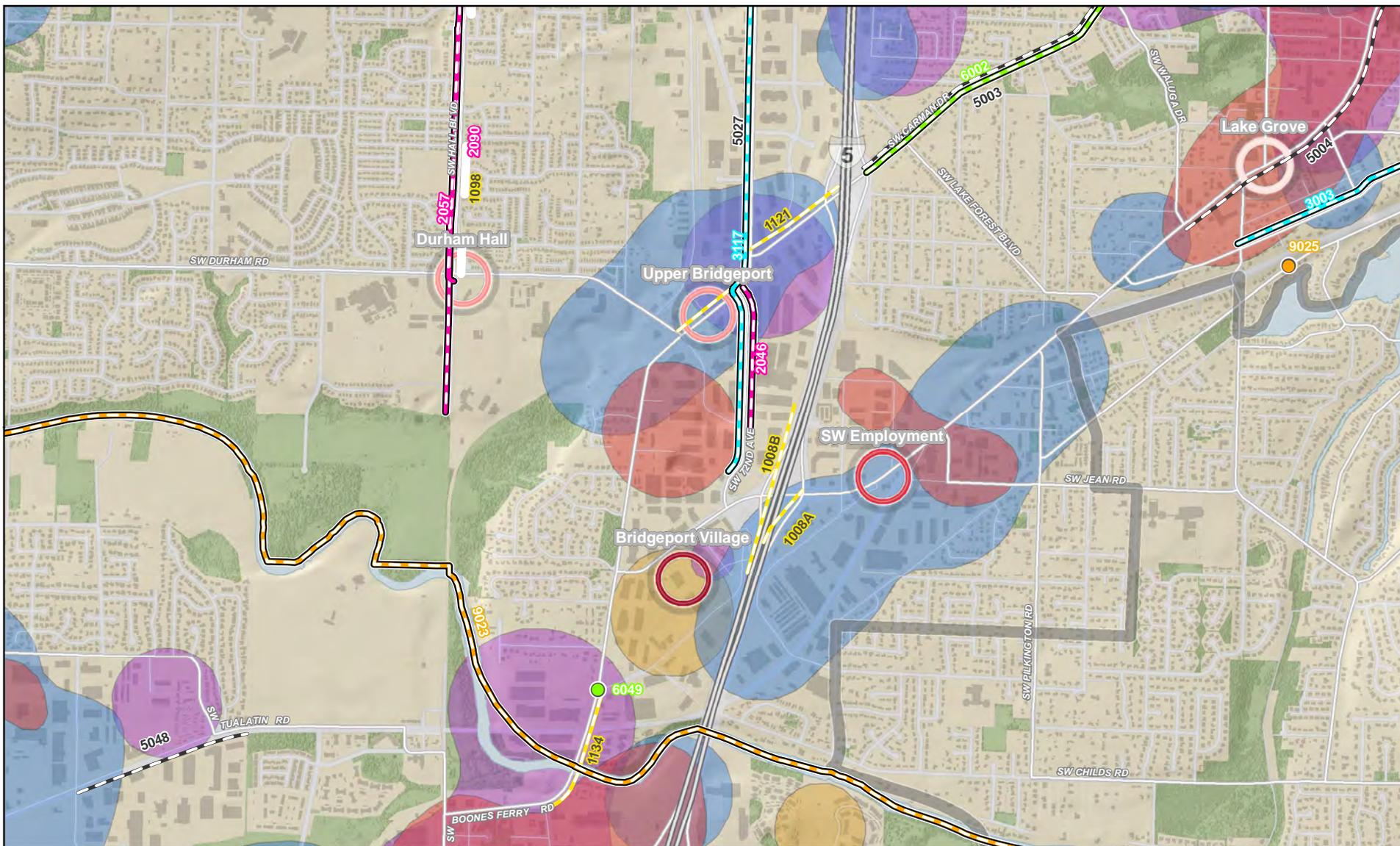
Roadway Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Lake Oswego	5003	Carman Dr. Improvements (widen to 3 lanes w/bike lanes)	\$8,979,923	Multimodal			X		X
Lake Oswego	5004	Boones Ferry Road Boulevard improvements (turn lanes with bike/ped. - Madrona to Kruse Way)	\$32,000,000	Multimodal					X
Active Transportation Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Lake Oswego	3003	Iron Mountain/ Upper Drive bike lanes	\$57,000,000	Bicycle	-	-	-	-	X
Lake Oswego	6001	Bonita Rd.- Carman Dr. to Bangy Rd.sidewalks and bike lanes	\$300,000	Bike/Ped	X	X	X	-	X
Lake Oswego	6002	Carmen Dr. sidewalks and bike lanes	\$790,000	Bike/Ped	-	X	X	-	X
Lake Oswego	6016	Boones Ferry Rd bike Lanes (Country Club to northern City Limits)	\$8,011,130	Bike/Ped	-	-	X	-	X
Lake Oswego	9024	Kruse Way Path	\$5,000,000	Trail	X	X	X	-	X
Lake Oswego	9025	Surf to Turf Trail connects Fanno Creek Trail and the Tonquin Trail	\$5,000,000	Trail	-	-	X	-	X



Projects by Mode <ul style="list-style-type: none"> --- Bicycle --- Bike/Ped --- Trail --- Pedestrian --- Auto/Freight --- Multimodal 	Development Categories <ul style="list-style-type: none"> ■ Commercial ■ Employment ■ Mixed Use ■ HD Residential 	Key Places <ul style="list-style-type: none"> ○ Essential ○ Priority ○ Opportunity ○ Neighborhood 	<ul style="list-style-type: none"> Urban Growth Boundary Parks Data Collection Area 	<p>0 0.25 0.5 Miles</p> <p>North Arrow</p> <p>Metro February 5, 2013</p>	
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Section 9

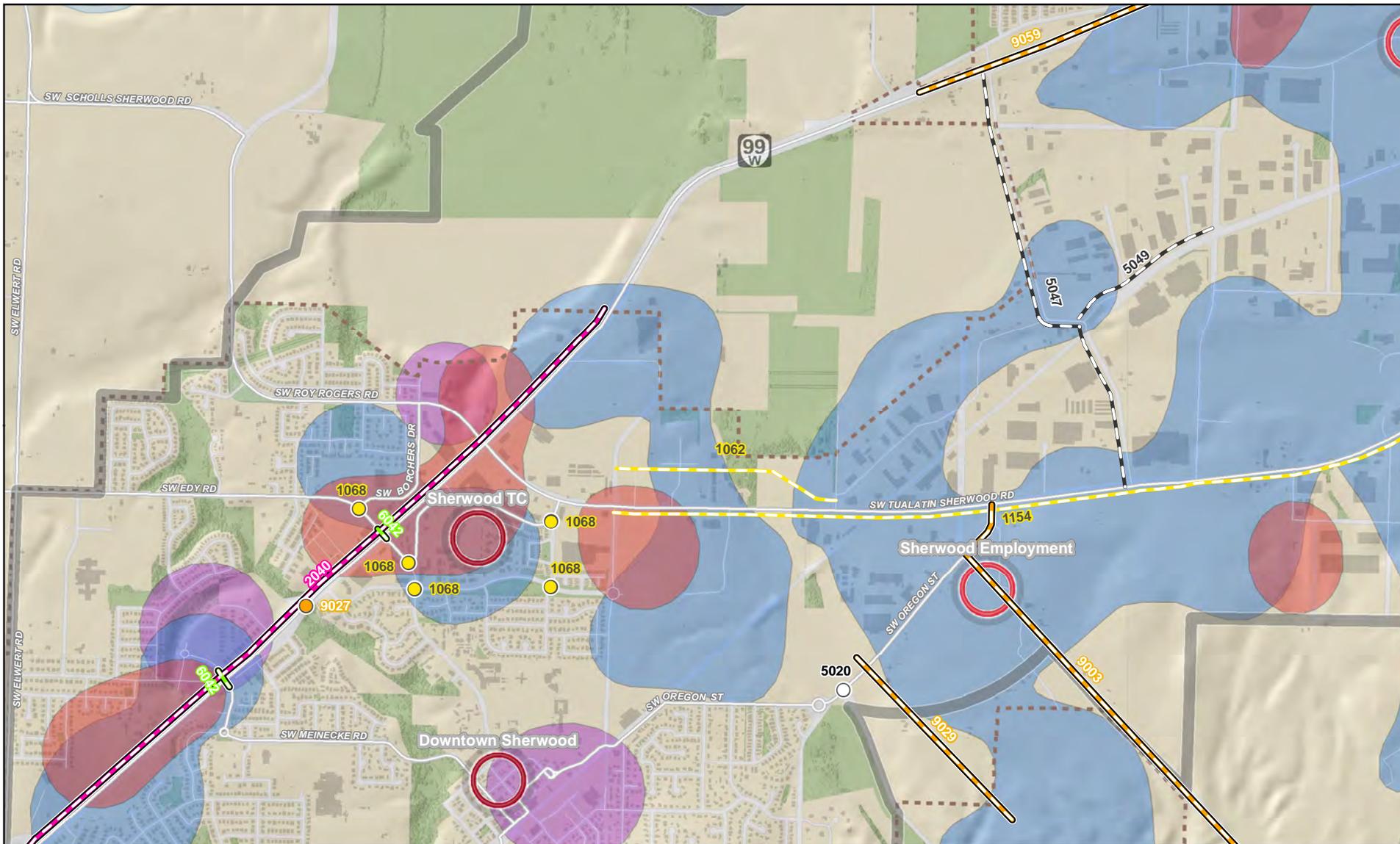
Section 9									
Roadway Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Portland, Tigard, Tualatin, Sherwood, ODOT	1015	Hwy 99W TSMO: Downtown Portland to SW 124th	\$500,000	Auto/ Freight	X	X	X	X	X
Active Transportation Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
King City	2001	King City Town Center Pedestrian Improvements	\$1,000,000	Pedestrian	X	X	X	X	X
Tigard	2070	99W pedestrian improvements to serve King City transit stops	\$200,000	Pedestrian	X	X	X	X	X
Portland Tigard	3128	Pacific Hwy-99W Bike Lanes	\$500,000	Bicycle	X	X	X	X	X
Tigard, Tualatin	9023	Tualatin River Pathway	\$8,600,000	Trail	X	-	X	X	-
Tualatin	9059	99W Parallel Path	\$500,000	Trail	-	-	-	-	X
Tualatin	9061	Westside Trail	\$5,000,000	Trail	-	-	X	-	X
King City, Washington Co.	9999	131st Ave and Fischer Road sidewalk infill and bike lanes	\$500,000	Bike	X	X	X	X	X



Projects by Mode Bicycle Bike/Ped Trail Pedestrian Auto/Freight Multimodal	Development Categories Commercial Employment Mixed Use HD Residential	Key Places Essential Priority Opportunity Neighborhood	Urban Growth Boundary Parks Data Collection Area	0 0.25 0.5 Miles	

Section 10

Roadway Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Tigard, Washington Co.	1098	Hall Boulevard Widening, Bonita Road to Durham	\$3,000,000	Auto/ Freight	-	X	X		
Tigard, Washington Co.	1121	Upper Boones Ferry at 72nd and Durham Intersection Improvements (reconfigure)	\$11,630,000	Auto/ Freight	-	X	X	-	-
Tualatin, Washington Co.	1134	Boones Ferry Road (reconstruct/widen from Martinazzi to Lower Boones Ferry)	\$12,300,000	Auto/ Freight	-	-	X	X	X
Lake Oswego	5003	Carman Dr. Improvements (widen to 3 lanes w/bike lanes)	\$8,979,923	Multimodal			X		X
Lake Oswego	5004	Boones Ferry Road Boulevard improvements (turn lanes with bike/ped. - Madrona to Kruse Way)	\$32,000,000	Multimodal					X
Tigard, Washington Co.	5027	72nd Ave. Widening: Hunziker to Durham (widen to 3 or 5 lanes)	\$14,000,000	Multimodal	-	-	-	X	-
Tualatin	5048	Herman (multi-modal improvements, Teton to Tualatin Rd.)	\$2,500,000	Multimodal	-	X	X	-	-
Tualatin, ODOT	1008A	I-5 Northbound - Lower Boones Ferry exit ramp (add a lane)	\$1,500,000	Auto/ Freight	X	X	X	X	X
Tualatin, ODOT	1008B	I-5 Southbound - Auxiliary lane Lower Boones Ferry exit ramp to Lower Boones Ferry entrance ramp.	\$7,500,000	Auto/ Freight	-	X	X	-	-
Active Transportation Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Tigard	2046	72nd Avenue Sidewalks	\$800,000	Pedestrian	X	X	X	X	X
Tigard	2057	Hall Boulevard Sidewalks	\$1,800,000	Pedestrian	X	X	X	X	X
Tigard	2090	Hall Blvd Pedestrian Infill	\$2,000,000	Pedestrian	X	X	X	X	X
Lake Oswego	3003	Iron Mountain/ Upper Drive bike lanes	\$57,000,000	Bicycle	-	-	-	-	X
Tigard, Tualatin	3117	72nd Avenue Bikeway	\$2,000,000	Bicycle	X	X	X	X	X
Lake Oswego	6002	Carmen Dr. sidewalks and bike lanes	\$790,000	Bike/Ped	-	X	X	-	X
Durham	6049	Boones Ferry Sidewalks	\$10,000	Bike/Ped	X	X	X	X	X
Tigard, Tualatin	9023	Tualatin River Pathway	\$8,600,000	Trail	X	-	X	X	-
Lake Oswego	9025	Surf to Turf Trail connects Fanno Creek Trail and the Tonquin Trail	\$5,000,000	Trail	-	-	X	-	X



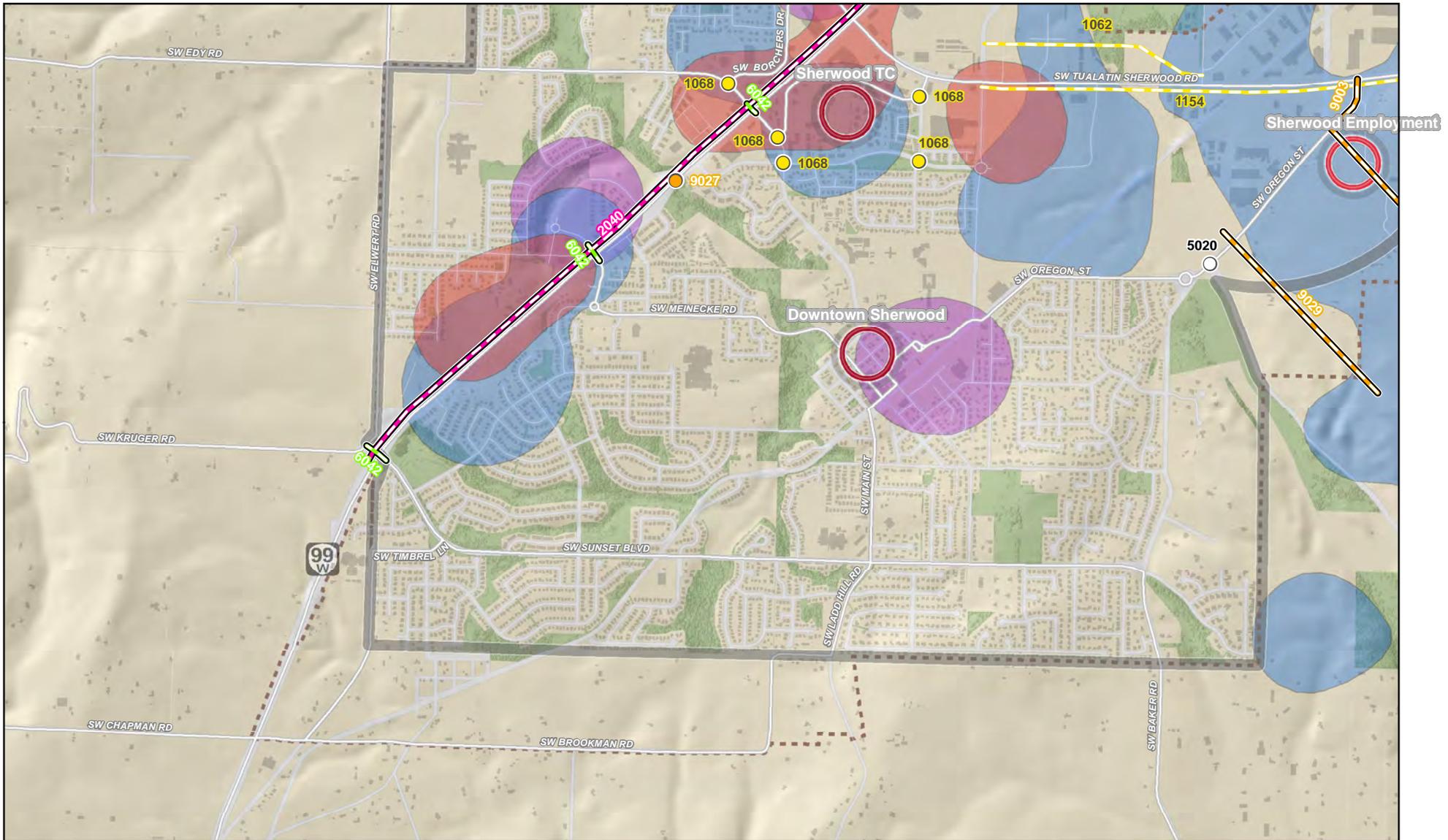
Projects by Mode Bicycle Bike/Ped Trail Pedestrian Auto/Freight Multimodal	Development Categories Commercial Employment Mixed Use HD Residential	Key Places Essential Priority Opportunity Neighborhood	Urban Growth Boundary Parks Data Collection Area	0 0.25 0.5 Miles	

Section 11

Roadway Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Sherwood	1062	Herman Road (Arrow Street) - Build 3 lanes with sidewalks and bike lanes	\$8,190,000	Auto/ Freight	-	X	X	-	-
Sherwood	1068	Town Center Signal & Intersection Improvements (Downtown Sherwood)	\$2,812,000	Auto/ Freight	X	X	X	X	X
Tualatin, Sherwood, ODOT, Washington Co.	1154	Tualatin-Sherwood Rd. (Langer Parkway to Teton Ave.) - Widening to 5 lanes with ped./bike	\$36,000,000	Auto/ Freight	-	X	X	X	X
-	5020	Oregon-Tonquin Intersection & Street Improvements	\$1,945,000	Multimodal	-	-	-	X	X
Tualatin, Sherwood, Washington Co.	5047	Cipole Rd. (widen to 3 lanes with ped./bike)	\$13,000,000	Multimodal	-	X	X	-	-
Tualatin	5049	Herman (multi-modal improvements, Cipole to 124th)	\$4,100,000	Multimodal	-	X	X	-	-
Active Transportation Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Sherwood	2040	99W Pedestrian Improvements	\$1,090,000	Pedestrian	X	X	X	X	X
Sherwood	6042	99W - Sherwood TC Bicycle/Ped. Bridges	\$13,300,000	Bike/Ped	X	X	X	X	X
Sherwood	9003	Tonquin Trail	\$3,000,000	Trail	-	-	X	X	X
Sherwood	9027	Cedar Creek Trail	\$500,000	Trail	-	-	-	X	X
Sherwood	9029	Westside Trail	\$500,000	Trail	-	-	X	X	X
Tualatin	9059	99W Parallel Path	\$500,000	Trail	-	-	-	-	X

Section 12

Section 12									
Roadway Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Tualatin, Washington Co.	1134	Boones Ferry Road (reconstruct/widen from Martinazzi to Lower Boones Ferry)	\$12,300,000	Auto/ Freight	-	-	X	X	X
Tualatin, Washington Co.	1135	Boones Ferry (Interconnect 4 signals south of TS Road)	\$78,000	Auto/ Freight	X	X	X	X	X
Tualatin, Sherwood, ODOT, Washington Co.	1154	Tualatin-Sherwood Rd. (Langer Parkway to Teton Ave.) - Widening to 5 lanes with ped./bike	\$36,000,000	Auto/ Freight	-	X	X	X	X
Tualatin	5048	Herman (multi-modal improvements, Teton to Tualatin Rd.)	\$2,500,000	Multimodal	-	X	X	-	-
Active Transportation Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Tualatin	2083	Tualatin-Sherwood Pedestrian	\$300,000	Pedestrian	X	X	X	X	X
Tigard, Tualatin	9023	Tualatin River Pathway	\$8,600,000	Trail	X	-	X	X	-
Tualatin	9057	Nyberg Creek Greenway Trail	\$500,000	Trail	X	X	X	X	X
Tualatin	9066	North/South I-5 Parallel Path	\$9,000,000	Trail	-	-	X	-	-



Projects by Mode Bicycle Bike/Ped Trail Pedestrian Auto/Freight Multimodal	Development Categories Commercial Employment Mixed Use HD Residential	Key Places Essential Priority Opportunity Neighborhood	Urban Growth Boundary Parks Data Collection Area	0 0.25 0.5 Miles	

Section 13

Section 13									
Roadway Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Sherwood	1062	Herman Road (Arrow Street) - Build 3 lanes with sidewalks and bike lanes	\$8,190,000	Auto/ Freight	-	X	X	-	-
Sherwood	1068	Town Center Signal & Intersection Improvements (Downtown Sherwood)	\$2,812,000	Auto/ Freight	X	X	X	X	X
Tualatin, Sherwood, ODOT, Washington Co.	1154	Tualatin-Sherwood Rd. (Langer Parkway to Teton Ave.) - Widening to 5 lanes with ped./bike	\$36,000,000	Auto/ Freight	-	X	X	X	X
-	5020	Oregon-Tonquin Intersection & Street Improvements	\$1,945,000	Multimodal	-	-	-	X	X
Active Transportation Projects					HCT Project Bundles				
Jurisdiction	Project ID	Project Title	Estimated Cost	Primary Mode	LRT Tigard	BRT Tigard	BRT Tualatin	BRT Sherwood	Hub & Spoke
Sherwood	2040	99W Pedestrian Improvements	\$1,090,000	Pedestrian	X	X	X	X	X
Sherwood	6042	99W - Sherwood TC Bicycle/Ped. Bridges	\$13,300,000	Bike/Ped	X	X	X	X	X
Sherwood	9027	Cedar Creek Trail	\$500,000	Trail	-	-	-	X	X

Southwest Corridor Plan Key Measures

No	Measure
1	Capital costs of all projects
2	Transit operating costs
3	Development potential
4	Distribution of jobs (by type and location)
5	Distribution of housing (by type and location)
6	Residential and business displacements
7	Transportation and housing costs by household
8	Increased tree canopy and other desirable vegetation
9	Improvements in fish passage and wildlife connectivity
10	Water quality
11	People (jobs and residents) within ½ mile of a bikeway, natural area, public park or trail
12	People (jobs and residents) within ½ mile of potential high capacity transit stations
13	Traffic safety (reduction in serious crashes)
14	Sidewalk connectivity on major roads within ½ mile of potential high capacity transit stations and within ¼ mile of other transit routes
15	Motor vehicle mobility
16	Transit travel time between specific locations (peak and off-peak)
17	Projected transit ridership
18	Projected bike trips
19	Vehicle miles traveled
20	Mode share



SWCP Steering Committee Proposed Meeting Topics and Major Engagement Opportunities

Draft 2/5/2013

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Attachment D
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Month	Groups and topics
January 2013	1/14: Steering Committee meeting <ul style="list-style-type: none"> • Overview of Southwest Corridor Plan, where w • Transit options based on 10/2012 SC recomme • Draft shared investment strategies and evaluation approach DISCUSS
February 2013	2/11: Steering Committee meeting <ul style="list-style-type: none"> • Shared investment strategies for evaluation ADOPT
April 2013	4/8: Steering Committee meeting <ul style="list-style-type: none"> • Economic development strategies DISCUSS • Housing strategies DISCUSS • Policy changes DISCUSS • Green investments DISCUSS
	<i>April 29?:</i> Community Planning Forum: advice on refinement process; implementation ideas
	<i>Late April/Early May:</i> Economic Summit: which strategy(s) best support economic development
	Throughout April: Local advisory committee/community presentations: offer project update presentations to Planning Commissions, Transportation or other local advisory committees, neighborhood and business groups, etc.
May 2013	<i>May 7?:</i> OptIn/online information: describe key tradeoffs between shared investment strategies in terms of outcomes (based on evaluation) and ask for preferences to help with refinement of preferred strategy
	5/13: Steering Committee meeting (or workshop) <ul style="list-style-type: none"> • Evaluation results DISCUSS • Guidance on preferred strategy(s) RECOMMENDATION
	Throughout May: Local jurisdiction and agency presentations: provide presentations to city councils, county commissions and agencies to prepare them for future action on the preferred shared investment strategy
June 2013	6/10: Steering Committee meeting <ul style="list-style-type: none"> • Community input on refinement of shared investment strategies DISCUSS • Preferred shared investment strategy(s) and implementation plan for the Southwest Corridor ADOPT
	Local jurisdiction and agency action: final presentations to city councils, county commissions and agencies to act on shared investment strategy (may involve public testimony)
July – September 2013	Community Planning Forum: celebrate accomplishments for corridor, discuss next steps to support implementation