

Council meeting agenda

Thursday, June 26, 2025

10:30 AM

**Metro Regional Center, Council chamber,
<https://zoom.us/j/615079992> (Webinar ID:
615079992) or 253-205-0468 (toll free),
www.youtube.com/live/WxkDVCEXlko**

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1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber. Those requesting to comment virtually during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Consent Agenda

- 3.1 Resolution No. 25-5509 For the Purpose of Authorizing [RES 25-5509](#)
the Chief Operating Officer to Purchase Property
Contiguous to Property Owned by Metro

Attachments: [Resolution No. 25-5509](#)
[Staff Report](#)

- 3.2 Resolution No. 25-5506 For the Purpose of Considering [RES 25-5506](#)
Public-Private Partnerships to Fulfill 2030 Regional Waste
Plan Goals

Attachments: [Resolution No. 25-5506](#)
[Staff Report](#)

4. Resolutions

- 4.1 Resolution No. 25-5507 For the Purpose of Approving [RES 25-5507](#)
Funding for Nature in Neighborhoods Capital Grants
Presenter(s): Jon Blasher (he/him), Parks and Nature Director
Crista Gardner(she/her), Program Manager for Nature in
Neighborhoods Capital Grants
Attachments: [Resolution No. 25-5507](#)
[Exhibit A to Resolution No. 25-5507](#)
[Staff Report](#)
- 4.2 Resolution No. 25-5495 For the Purpose of Endorsing the [RES 25-5495](#)
Locally Preferred Alternative for the 82nd Avenue Transit
Project
Presenter(s): Melissa Ashbaugh (she/her), Senior Transportation Planner
Attachments: [Resolution No. 25-5495](#)
[Exhibit A to Resolution No. 25-5495](#)
[Staff Report](#)
[Attachment 1 - Local Actions of Support](#)
- 4.3 Resolution no. 25-5496 for the Purpose of Endorsing the [RES 25-5496](#)
82nd Ave Development Strategy
Presenter(s): Brian Harper (he/him), Principal Regional Planner
Zachary Lauritzen (he/him), Oregon Walks Executive
Director - 82nd Ave Coalition and Project Manager
Attachments: [Resolution No. 25-5496](#)
[Exhibit A to Resolution No. 25-5496](#)
[Staff Report](#)
- 4.4 Resolution no. 25-5504 For the Purpose of Endorsing the [RES 25-5504](#)
Locally Preferred Alternative for the Tualatin Valley
Highway Transit and Safety Project
Presenter(s): Kate Hawkins, Metro
Attachments: [Resolution No. 25-5504](#)
[Exhibit A to Resolution No. 25-5504](#)
[Staff Report](#)
[Attachment 1 - Local Actions of Support](#)
- 4.5 Resolution No. 25-5494 For the Purpose of Amending the [RES 25-5494](#)
FY 2024-25 Budget and Appropriations Schedule and FY
-

2024-25 Through FY 2028-29 Capital Improvement Plan
to Provide for Changes in Operations

Presenter(s): Amanda Akers, Budget Manager
Jon Irwin, Financial Analyst

Attachments: [Resolution No. 25-5494](#)
[Exhibit A to Resolution No. 25-5494](#)
[Staff Report](#)
[Attachment 1 - Summary of June 2025 Amendments](#)
[Attachment 2 - Capital Improvement Plan Changes](#)

5. Ordinances (Second Reading and Vote)

- 5.1 Ordinance No. 25-1531 For the Purpose of Indexing the [ORD 25-1531](#)
Supportive Housing Services Personal Income Tax
Exemption Amounts for Tax Years 2026-2030 and
Adjusting Estimated Payment Requirements

Presenter(s): Justin Laubscher, Tax Compliance Program Manager

Attachments: [Ordinance No. 25-1531](#)
[Exhibit A to Ordinance No. 25-1531](#)
[Exhibit B to Ordinance No. 25-1531](#)
[Staff Report](#)

6. Chief Operating Officer Communication

7. Councilor Communication

8. Adjourn

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro
ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ
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បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គ

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ថ្ងៃធ្វើការ មន្ត្រីប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 3.1

File #: RES 25-5509

Agenda Date: 6/26/2025

Consent Agenda -

Resolution No. 25-5509 For the Purpose of Authorizing the Chief Operating Officer to Purchase Property Contiguous to Property Owned by Metro

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING THE	)	RESOLUTION NO. 25-5509
CHIEF OPERATING OFFICER TO PURCHASE)	
PROPERTY CONTIGUOUS TO PROPERTY	)	Introduced by Chief Operating Officer
OWNED BY METRO	)	Marissa Madrigal in concurrence with
	)	Council President Lynn Peterson

WHEREAS, on June 6, 2019, the Metro Council adopted Resolution 19-4988, referring to the voters of the Metro area the question of authorizing Metro to issue general obligation bonds in an amount not to exceed \$475 million for the purposes of protecting natural areas, water quality and fish and wildlife habitat and connecting people to nature (the “2019 Parks and Nature Measure”); and

WHEREAS, at the election held on November 5, 2019, the voters in the Metro area approved the 2019 Parks and Nature Measure (Ballot Measure 26-203); and

WHEREAS, on December 12, 2019, the Metro Council approved Resolution No. 19-5055, authorizing the Chief Operating Officer to continue to acquire property with 2019 Parks and Nature Measure funds in accordance with the Acquisition Parameters and Due Diligence Guidelines of the Amended and Restated Natural Areas Implementation Work Plan (adopted pursuant to Metro Council Resolution No. 14-4536) and Open Spaces Leasing Policy (adopted pursuant to Metro Council Resolution No. 97-2483); and

WHEREAS, under the Acquisition Parameters of the Amended and Restated Natural Areas Implementation Work Plan, the Chief Operating Officer is authorized to acquire property (a) identified on a Council-adopted target area confidential tax-lot map or (b) contiguous to property owned by Metro or by another public park-providing or conservation agency within the greater Metro region; and

WHEREAS, the Metro Council met in executive session on June 24, 2025, to conduct deliberations with persons designated by the governing body to negotiate real property transactions concerning certain real property, which property is contiguous to Metro-owned property (the “Property”) that will be offered for sale during an upcoming public auction by Clackamas County; and

WHEREAS, the timeline of the Property being offered up for sale will not allow Metro to comply fully with all of the Acquisition Parameters and Due Diligence Guidelines of the Amended and Restated Natural Areas Implementation Work Plan, the Chief Operating Officer must obtain Council approval to acquire the Property; now therefore,

BE IT RESOLVED that the Metro Council approves the purchase of the Property and authorizes the Chief Operating Officer or their designee to complete the acquisition of the Property based on the terms authorized in the executive session and execute any documents as may be required in connection with this acquisition, in the form approved by the Office of Metro Attorney.

ADOPTED by the Metro Council this 26th day of June 2025.

Lynn Peterson, Council President

Approved as to Form:

Shane Abma, Senior Attorney

IN CONSIDERATION OF RESOLUTION NO. 25-5509 FOR THE PURPOSE OF
AUTHORIZING THE CHIEF OPERATING OFFICER TO PURCHASE PROPERTY
CONTIGUOUS TO PROPERTY OWNED BY METRO

Date: June 20, 2025
Department: Parks and Nature
Meeting Date: June 26, 2025

Prepared by: Shannon Leary,
Shannon.leary@oregonmetro.gov

ISSUE STATEMENT

The Chief Operating Officer requests authorization from the Metro Council to acquire a particular property (the “Property”) as discussed at the June 24, 2025, executive session.

ACTION REQUESTED

Staff requests Council authorize the Chief Operating Officer (or her designee) to acquire the Property in accordance with the general terms discussed at the June 24, 2025, executive session.

IDENTIFIED POLICY OUTCOMES

Acquisition of this Property will fulfill the overarching goals and objectives set by the Metro Council through Resolution 19-4988, the 2019 Parks and Nature bond measure.

POLICY QUESTION(S)

Should the Metro Council authorize the Chief Operating Officer to acquire the Property in accordance with the general terms discussed at the June 24, 2025, executive session?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Option 1: The Metro Council authorizes the Chief Operating Officer to acquire the Property in accordance with the general terms discussed at the June 24, 2025 executive session. This enables the Property to be protected in perpetuity and is in alignment with previous Council legislation directing staff to achieve the goals and objectives of the 2019 Parks and Nature bond measure. Metro’s acquisition of the Property will be funded through the 2019 bond funds and funding is available in this fiscal year’s budget to acquire the Property.

Option 2: The Metro Council does not authorize the Chief Operating Officer to acquire the Property. This will prohibit Metro from implementing this portion of previous Council direction through the 2019 Parks and Nature bond measure.

STAFF RECOMMENDATIONS

Staff recommends the Metro Council authorize the Chief Operating Officer to acquire the Property in accordance with the general terms discussed at the June 24, 2025, executive session.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The Property, 0.97 acres in size, is immediately adjacent to Metro's 253-acre Mount Talbert Nature Park. This is within the greater East Buttes Target Area, which has been a priority for acquisition since the 1995 Open Spaces, Parks and Streams bond measure and was again identified as a priority for the 2006 Natural Areas bond measure and the 2019 Parks and Nature bond measure. The property includes a drainage to Mt. Scott Creek, which is a tributary to Kellogg Creek which flows into the Willamette River. Metro's ownership of the Property will enable effective, consistent natural areas management while also removing the risk of private ownership within Mount Talbert Nature Park.

Known Opposition/Support/Community Feedback

There is no known opposition to the Metro's acquisition of the Property.

Legal Antecedents

1995 Open Spaces bond measure; 2006 Natural Areas bond measure

Resolution No. 19-4988, "For the Purpose of Submitting the Voters of the Metro Area General Obligation Bonds in the Amount of \$475 Million to Fund Natural Area and Water Quality Protection and to Connect People to Nature Close to Home; and Setting Forth the Official Intent of the Metro Council to Reimburse Certain Expenditures Out of the Proceeds of Said Bonds Upon Issuance", adopted by Metro Council on June 6, 2019.

Resolution No. 19-5055, "For the Purpose of Accepting the November 5, 2019 General Election Abstract of Votes for Metro and Authorizing Continuation of the Parks and Nature Program During Refinement Planning", adopted by Metro Council on December 12, 2019.

Anticipated Effects

Should Metro Council authorize the COO to acquire this property, Metro staff will attempt to acquire the Property at auction on July 8, 2025.

Financial Implications

Purchase of the Property will occur with 2019 Parks and Nature bond funds and is within the budget allocation for fiscal year 2026.

BACKGROUND

This work builds on the 1995 and 2006 bond measures, which included funds for land acquisition for conservation and future trail development. The 2019 bond measure,

referred to the voters by the Metro Council in June of 2019, established principles and criteria to guide protecting and restoring greater Portland's special places and securing gaps in the regional trail system in geographically specific target areas and regional trail corridors. The bond measure also directed staff to further refine these priority areas if the voters supported the measure, which was completed, and refinement plans adopted by the Metro Council in April 2022.

ATTACHMENTS

None



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 3.2

File #: RES 25-5506

Agenda Date:6/26/2025

Consent Agenda -

Resolution No. 25-5506 For the Purpose of Considering Public-Private Partnerships to Fulfill 2030 Regional Waste Plan Goals

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONSIDERING	)	RESOLUTION NO. 25-5506
PUBLIC-PRIVATE PARTNERSHIPS TO)	
FULFILL 2030 REGIONAL WASTE PLAN	)	Introduced by Deputy Council President
GOALS		Ashton Simpson

WHEREAS, in March 2025 the Metro Council adopted the Regional System Facilities Plan, which outlines the future infrastructure investments and services needed fulfill the 2030 Regional Waste Plan; and

WHEREAS, Metro Council has directed that Metro's role in managing the waste stream will focus on regulatory responsibilities with public investment focused on waste prevention and material recovery services that the private sector cannot feasibly or affordably provide the private sector; and

WHEREAS, the 2030 Regional Waste Plan and the Regional System Facilities Plan seek improved and enhanced organics collection and processing, as well as a network of small depots across the region to improve access for residential and small business customers; and

WHEREAS, Public-private partnerships are long-term, risk-adjusted, performance-based, contractual relationship between a public sector agency and private partners; and

WHEREAS, Public-private partnerships offer an approach for delivering public services and infrastructure by leveraging the strengths and resources of both the public and private sectors; and

WHEREAS, the Metro Council is interested in supporting industrial symbiosis opportunities for greater Portland through Public-private Partnerships; now therefore,

BE IT RESOLVED that the Metro Council directs the Chief Operating Officer to do the following:

- 1) Present to the Council a framework for Public-Private Partnerships (P3) by September 2025 that defines the process for consideration of public-private partnerships across the agency, including relevant criteria, the procurement process and guidelines for the selection of technical advisors.
- 2) Study and present to Council a report by March 31, 2026 documenting opportunities for Public-Private Partnerships (P3) to:
 - a. Reduce waste including via community drop-off depots and diversion of commercial food waste from landfills,
 - b. Advance recovery and reuse of system materials through strategic system investments, plans, policies, and actions that incorporate P3 principles of risk transfer, innovation, private sector expertise and best practices for project delivery,
 - c. Pursue market development opportunities to create demand for system materials or their end products,
 - d. Reduce landfill reliance, improve system resilience, and create economic opportunities for local businesses and nonprofits organizations working in the waste, reuse and recycling industry, and
 - e. Develop a circular, climate friendly solid waste management system that supports industrial symbiosis and local businesses, nonprofits and communities, subject to limitations of use of funds and other legal constraints.

- 3) In completing this report, staff will identify, among other things:
 - a. Key economic and local business or nonprofit partnership opportunities to pursue in the next 1-4 years that advance recovery, reuse or market development of system materials, or their components,
 - b. Obstacles to P3 implementation and the opportunities and recommendations to overcome them,
 - c. Changes to Metro Code to facilitate the creation of an innovative, climate friendly, economically impactful system that generates local economic impact, furthers material recovery and provides other public benefits,
 - d. Infrastructure investments including community depots, wet waste transfer and organics recovery, including pre-processing equipment to remove contamination;
 - e. Investments and/or areas for further research in higher education, research, workforce training or technical expertise needed to inform and support these and other P3 actions.
- 4) Present to the Metro Council a preliminary report on the most feasible P3 opportunities for waste reduction by November 30, 2025. This report should focus on opportunities where procurement can begin within 180 days or less.

ADOPTED by the Metro Council this 26th day of June 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

IN CONSIDERATION OF RESOLUTION NO. 25-5506, FOR THE PURPOSE OF
CONSIDERING PUBLIC-PRIVATE PARTNERSHIPS TO FULFILL 2030 REGIONAL
WASTE PLAN GOALS

Date: June 17, 2025
Department: Finance
Meeting Date: June 26, 2025

Prepared by: Brian Kennedy,
brian.kennedy@oregonmetro.gov, 503-
367-2770
Presenter(s), (if applicable): Brian
Kennedy, Chief Financial Officer, he/him
Length: 15 minutes

ISSUE STATEMENT

There is interest in evaluating alternative delivery models for public projects and services related to Metro's responsibilities for management of the solid waste system. Public-private partnerships (P3s) are one of the primary tools for alternative delivery, particularly for capital projects. This resolution directs staff to evaluate future solid waste projects for suitability for public-private partnerships.

ACTION REQUESTED

Direct staff to complete the following actions:

- Present a draft public-partnership framework by September 2025
- Preliminary report on P3 opportunities in the solid waste system by November 30, 2025
- Final report on P3 opportunities in the solid waste system by March 30, 2026

IDENTIFIED POLICY OUTCOMES

This work is focused on the methods used to achieve goals identified in the Regional Waste Plan and Regional System Facilities Plan.

POLICY QUESTION(S)

Should the Metro Council direct staff to evaluate P3s as a project delivery model for projects intended to fulfill the goals of the 2030 Regional Waste Plan?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

The primary policy options are to consider alternative project delivery models or continue using traditional public sector project delivery models for capital projects designed to achieve the outcomes identified in the 2030 Regional Waste Plan.

STAFF RECOMMENDATIONS

Staff recommends approval of Resolution 25-5506.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Public-private partnerships offer a mechanism to leverage private sector expertise, innovation, and capital to meet public objectives. In the solid waste system, they can be a strategic tool for delivering high-performing, cost-effective, and adaptive infrastructure and services, while upholding Metro's responsibilities.

BACKGROUND

The Regional System Facilities Plan provides direction and recommendations on a variety of system and facilities investments to meet the goals identified in the Regional Waste Plan. There have been ongoing conversations over the best ways to make those investments. The Metro Council discussed this draft resolution at a work session on June 17, 2025.



Agenda #: 4.1

File #: RES 25-5507

Agenda Date: 6/26/2025

Resolution No. 25-5507 For the Purpose of Approving Funding for Nature in Neighborhoods Capital Grants

Jon Blasher (he/him), Parks and Nature Director

Crista Gardner (she/her), Program Manager for Nature in Neighborhoods Capital Grants

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING FUNDING) RESOLUTION NO. 25-5507
FOR NATURE IN NEIGHBORHOODS CAPITAL)
GRANTS) Introduced by Chief Operating Officer
) Marissa Madrigal in concurrence with
) Council President Lynn Peterson

WHEREAS, in June 2019, the Metro Council referred to the Metro area voters a ballot measure, Resolution No. 19-4988, authorizing the issuance of general obligation bonds in an amount not to exceed \$475,000,000.00 for the purpose of funding natural area and water quality protection and to connect people to nature close to home (the Bond Measure); and

WHEREAS, at the general election held on November 5, 2019, the Metro Area voters approved the Bond Measure, creating a Nature in Neighborhood capital grants program (the Program) to fund community-led projects that benefit people and nature, with an emphasis on historically marginalized communities; and

WHEREAS, the Program requires Metro to establish a Capital Grants Review Committee (the Committee) to review all projects and make recommendations to the Metro Council and also requires the Metro Council to make all grant awards; and

WHEREAS, the Committee has reviewed and evaluated the Program grant applications and recommends to the Metro Council for award the twelve projects listed in Exhibit A; now therefore

BE IT RESOLVED that the Metro Council

1. Awards Program grant funds for the twelve projects listed in Exhibit A; and
2. Directs the Chief Operating Officer to execute all contracts necessary to implement the grant awards.

ADOPTED by the Metro Council this ___ day of June 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Nature in Neighborhoods Capital Grants Program
Third Round Grant Awards
Grant Review Committee Recommendations to the Metro Council

Total award amount recommended: \$ 6,266,853

Organization Name: City of Tigard
Application Title: Red Rock Creek Trail Implementation
Requested Amount: \$ 1,000,000
Property owner: City of Tigard
Partners: ESG Partners LLC, SWEC/Unite Oregon, Energy Trust of Oregon, PGE, ODOE, ODOT,
Project Summary: Construction of a pedestrian/bike bridge over the Trimet WES and Pacific & Western Railroad line and Fuller rail yard for improved access to Nature within the Tigard Town Center as part of the Red Rock Creek Trail and Tigard/Lake Oswego regional trail.

Organization Name: Friends of Gladstone Nature Park
Application Title: Gladstone Nature Park Inclusive Bird Pavilion
Requested Amount: \$ 132,000
Property owner: City of Gladstone
Partners: City of Gladstone; Bird Alliance of Oregon; Washington School for the Deaf; Gladstone School District; Clackamas County Library; Clackamas Bookshelf; Backyard Bird Shop; Portland State University; Greater Clackamas Watershed Council
Project Summary: The Inclusive Bird Pavilion near the new ADA loop trail in Gladstone Nature Park will enable all visitors to enjoy the park's 100+ bird species out of the rain on a paved trail. It includes features for the blind and visually-impaired, ADA accessibility.

Organization Name: Housing Authority of Washington County
Application Title: Aloha-Reedville Housing Wetland Restoration
Requested Amount: \$ 750,000
Property owner: Metro purchased the site through regional housing bond in partnership with WA County, however, the long-term owner will be the Housing Authority of Washington County.
Partners: Unite Oregon
Project Summary: Restore wetland habitat at affordable housing development, enhancing existing natural resources, water quality, and climate resilience. Integrates ecological restoration with community needs by providing open space, wildlife habitat, stormwater management.

Organization Name: Human Access Project
Application Title: Central Eastside Willamette River Seasonal Activation Pilot
Requested Amount: \$ 250,000
Property owner: Portland Parks and Recreation - Audrey McCall Beach, Eastbank Esplanade, and Holman Dock. Portland Fire and Rescue - Public Fire House Dock
Partners: Portland Parks and Recreation (PP&R), Central Eastside Industrial Council (CEIC), Oregon Museum of Science and Industry (OMSI), Hosford-Abernethy Neighborhood District (HAND), Portland Fire and Rescue (PF&R), Friends of Green Loop and Secret Roller Disco.

Project Summary: Audrey McCall Beach, the public Fire House Dock and vicinity in Central Eastside are prime river edge spaces that have not reached their potential. Activation will transform use of our city's 2nd largest public space and natural area the Willamette River.

Organization Name: King City, OR

Application Title: King City Community Park Forest Path

Requested Amount: \$ 407,300

Property owner: City of King City

Partners: Clean Water Services

Project Summary: This project will fund development and maintenance of a nature trail in the King City Community Park. There is currently a roughly 5 acre wooded area immediately adjacent to the current park field that needs to be upgraded for safety and access.

Organization Name: Lan Su Chinese Garden

Application Title: Block 24 Garden Project

Requested Amount: \$ 100,000

Property owner: Prosper Portland

Partners: Community for Positive Aging, Asian Food Pantry, Lan Su Chinese Garden and Growing Gardens.

Project Summary: The Block 24 Garden Project will expand a community garden in Portland's Chinatown, doubling Asian vegetable production, enhancing food access for seniors, and creating an inclusive space that fosters cultural connection and climate-resilient practices.

Organization Name: Llewellyn Elementary School, Portland Public Schools

Application Title: Llewellyn's Climate Resilient Schoolyard Project

Requested Amount: \$ 579,486

Property owner: Portland Public Schools

Partners: Juncus Studio Landscape Architecture, PPS Facilities Manager & Sustainability Coordinator, Friends of Oaks Bottom, City of Portland: BES education program, Sellwood Community House, NatureHood, Garden Club and Science Advisor, Friends of Moreland Woods

Project Summary: Llewellyn Elementary is creating an inclusive, accessible, climate-resilient natural space for learning and play, fostering environmental stewardship and supporting our neighbors, Oaks Bottom Wildlife Refuge and Moreland Woods, home to diverse wildlife.

Organization Name: Lloyd EcoDistrict

Application Title: Peace Memorial Park Revitalization: A Community-Led Vision for Connection and Conservation

Requested Amount: \$ 260,047

Property owner: Portland Bureau of Transportation owns Peace Memorial Park. Lloyd EcoDistrict holds a renewable 5-year stewardship agreement with PBOT, enabling improvements and regular activation, fostering greater neighborhood ownership of this vital green space.

Partners: Veterans for Peace, Union Pacific, PLACE Landscape Architects, Jubitz Family Foundation, PBOT, Portland Street Art Alliance, Mayor's Office, Lloyd ESD, Xerces Society, Alva@ole, Swire Coca-Cola, Mason Bruce & Girard, and City of Portland.

Project Summary: Peace Memorial Park transforms a PBOT easement into a vibrant hub linking Lloyd to the Willamette. With pollinator gardens, art, and stormwater solutions, it fosters equity, climate resilience, and connectivity at one of Portland's most biked locations.

Organization Name: North Clackamas Parks and Recreation District

Application Title: Park at Jennings Lodge Campus (community participation for naming will occur during construction)

Requested Amount: \$ 1,000,000

Property owner: Oregon City School District (OCSD)

Partners: OCSD; NCPRD has an agreement with OCSD to design, permit, build and maintain the park on school district-owned property.

Project Summary: NCPRD is partnering with the Oregon City School District to develop a neighborhood park at Jennings Lodge Elementary School. The project aims to bring nature and play amenities to multiple communities in an area that is currently deficient in parks.

Organization Name: Portland State University

Application Title: PSU Oak Savanna & ITECK Center

Requested Amount: \$ 600,000

Property owner: Portland State University

Partners: ITECK Program, Center for Public Interest Design (CPID), PLACE Architecture

Project Summary: Funds will support the completion of PSU's Indigenous Traditional Ecological and Cultural Knowledge (ITECK) Center Living Building capital project. The project involves student design-build, broad community input and restoration of an urban Oak Savanna.

Organization Name: The AfroVillage PDX

Application Title: The AfroFuturism Oasis

Requested Amount: \$ 988,020

Property owner: Portland Bureau of Transportation (PBOT)

Partners: PBOT; BPS; TriMet; Omega Morgan:Heavy rail moving; KPFF:Civil/Structural Engineer; PAE:Solar/Energy Engineer; Energy Trust of Oregon; Earth Engineers:Geotech; PLACE:Landscape Architect; Albina Vision Trust; Portland State University

Project Summary: AfroVillage PDX is converting a retiring MAX train and an underutilized site in N Portland into the "AfroFuturism Oasis"- a sanctuary space that blends nature, green energy, and Afro-futuristic design to create a healing oasis for BIPOC communities.

Organization Name: Unite Oregon

Application Title: Black Wellness Center Community Garden Initiative

Requested Amount: \$ 200,000

Property owner: Portland Parks and Recreation

Partners: Portland Parks and Recreation

Project Summary: We will expand the current community garden offerings in East Portland to include a garden built for and by the Black community in East Portland in association with the Black Wellness Center, focused on healing, wellness, and empowerment.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 25-5507, FOR THE PURPOSE OF APPROVING SECOND ROUND FUNDING FOR NATURE IN NEIGHBORHOODS CAPITAL GRANTS

Date: June 2, 2025

Department: Parks and Nature

Meeting: June 26, 2025

Prepared by: Crista Gardner, Elizabeth Guzman Arroyo

Presenters: Jon Blasher, Crista Gardner

ISSUE STATEMENT

Since 1995, voters in greater Portland have passed three bond measures that protect the region's air and water, restore fish and wildlife habitat, and connect people with nature. In November 2019, voters in greater Portland overwhelmingly approved a \$475 million parks and nature bond which included three critical aspects to this work: racial equity, community engagement and climate resilience.

The bond's Nature in Neighborhoods capital grants program is designed to support community driven projects that protect and improve water quality and fish and wildlife habitat, support climate resiliency and/or increase people's experience of nature at the community scale and to fund community-led projects, with an emphasis on benefitting historically marginalized communities.

Metro received many strong proposals for the third solicitation this spring and is presenting for Council consideration and approval a slate of funding awards recommended by the grant review committee. Recommendations are based on the information submitted, the stated evaluation criteria, and the review committee's professional and collective judgment. Feedback and lessons learned from this third round will help shape and adjust future funding rounds.

ACTION REQUESTED

Council consideration and approval of Resolution No. 25-5507

IDENTIFIED POLICY OUTCOMES

By approving this third round of capital grants funding, Metro Council advances the intended purpose, principles, and criteria of the 2019 PN Bond resolution. Nature in Neighborhoods provides grants to projects led by community organizations, park providers, local governments, and others.

Metro Council direction has shaped the Nature in Neighborhoods capital grants program to help deliver investment to protect and improve water quality and fish and wildlife habitat, support climate resiliency and/or increase people's experience of nature at the community scale.

The recommended projects from the grant program must meet bond legal requirements to result in a publicly owned capital asset and address bond criteria and program goals as is stated in the Nature in Neighborhoods Capital Grants Handbook.

POLICY QUESTION(S)

Does Council support and approve the grant committee's recommendation for funding awards?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Approval of Resolution No. 25-5507 to advance the grant committee's recommendation to award funding to 12 proposed projects for \$6,266,853. Council could also choose to award funds to some or none of the recommended projects.

STAFF RECOMMENDATIONS

Staff recommends that Metro Council accept the Nature in Neighborhoods capital grants review committee recommendation to the Metro Council for the following twelve (12) grant awards in Exhibit A.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

HOW IS THIS RELATED TO METRO'S STRATEGIC FRAMEWORK OR CORE MISSION?

Nature in Neighborhoods Capital Grants Program background

The roots of Metro's Nature in Neighborhoods capital grants program can be found in the Regional Framework Plan which unites all of Metro's adopted land use planning policies and requirements including the 2040 Growth Concept and is designed to create sustainable and prosperous communities for present and future generations.

Metro Council adopted Ordinance 05-1077B (a.k.a. Nature in Neighborhoods) in September 2005. The ordinance established standards for development in streamside and wetland areas to conserve and protect fish and wildlife habitat and included Title 13 of Metro's Urban Growth Management Functional Plan, which implements Oregon Statewide Planning Goal 5 (natural resources, scenic and historic areas and open spaces) and Goal 6 (air, water and land resources quality).

In 2006, Metro Council approved and directed staff to develop the Nature in Neighborhoods capital grants program by submitting to voters the Bond of \$227.4M to fund natural area acquisition and water quality protection in Resolution No. 06-3672B.

In 2019, Metro Council approved and directed staff to refine the Nature in Neighborhoods capital grants program by submitting to voters the Parks and Nature Bond of \$475M to fund nature area and water quality protection and connect people to nature close to home in Resolution No. 19-4988. Metro Council approved new criteria in the PN Bond: racial equity, community engagement and climate resilience.

HOW DOES THIS ADVANCE METRO'S RACIAL EQUITY GOALS?

The Nature in Neighborhoods capital grants program advances Metro's racial equity goals set by 2019 PN Bond criteria around meaningful community engagement and racial equity and program specific criteria.

During solicitation for this third round, parks and nature staff intentionally broadened outreach time and effort about this opportunity through social media, online, email listservs, parks director meetings, and relationship building with equity, conservation and community non-profits, school districts, affordable housing providers, tourism, economic development, planning and development, and transportation organizations. Staff continued bringing community organizations into grant review committees to learn more about grant opportunities that could be relevant for their own

organizations. In addition, staff directly reached out to organizations with potential projects identified in other Metro funding programs from Parks and Nature like Nature in Neighborhoods community choice grants and restoration grants, Large Scale Community Visions, Local Share, and from Planning and Development like Transit Oriented Development, Housing, Regional Flexible Funds Allocation Community Placemaking, and 2040 Planning Grants.

Staff continues to strengthen the connection between the Parks and Nature levy funded programs and bond funded projects and other Metro or externally funded programs and projects through this outreach and relationship building, monthly or quarterly coordination meetings across internal and external grantmaking programs, and capacity building with community, non-profits, and local governments.

In addition, Metro created more flexible match requirements to reduce barriers for jurisdictions and organizations to apply. Parks and Nature staff continued to reduce match from the 2023 grant requirement of 2:1 of 2006 Bond grants (66% match: 33% Metro) to 2025 grant requirement of 1:2 commensurate with PN grants (33% match: 66% Metro).

The resulting portfolio of projects reflect that outreach. Projects span the three-county area within Metro's jurisdictional boundary. The primary applicants cross many sectors, including community organizations, park providers and public agencies. Projects range from wetland restoration for affordable housing project to new generation of community stewards to trail connections to community forest and river access. For example, the review committee recommends funding to several projects designed by and for culturally specific communities such as Afro Village, Lan Su, Unite Oregon, and the Portland State University ITECK projects.

HOW DOES THIS ADVANCE METRO'S CLIMATE ACTION GOALS?

The Nature in Neighborhoods capital grants program advances Metro's climate action goals through implementation of the 2019 PN Bond and program criteria around climate resilience. The resulting project applications and recommended funding awards demonstrated a focus on watershed health, restoration of natural areas and connecting people to parks and nature fulfills climate resiliency in a broad way.

KNOWN OPPOSITION/SUPPORT/COMMUNITY FEEDBACK

Since 2006, the Nature in Neighborhoods capital grants has played an essential role in meeting the needs of the community and organizations connecting people to nature in the region, with a focus on serving underserved communities and helping to embody the agency's goals on racial equity. The program has been well-loved and supported by community members and local partners. Through successive grant cycles, the program has evolved and adapted to reflect Metro Council direction and meet the needs of the community and organizations.

In addition, the bond also included a Nature in Neighborhoods capital grants pilot (now called community choice grants) that was designed by community members and Metro Council awarded grants through a participatory process in 2024 in modified Metro Council District 4 (Washington County) and is scheduled to award the second round in 2026 in Metro Council District 2 (Clackamas County). This community-led effort provided meaningful community engagement and partnership development that further the support for both programs. The two programs work in tandem to solicit ideas and projects from the community that meet the goals of the Nature in Neighborhoods capital grants program.

EXPLICIT LIST OF STAKEHOLDER GROUPS AND INDIVIDUALS WHO HAVE BEEN INVOLVED IN POLICY DEVELOPMENT.

The Nature in Neighborhoods capital grants program and second solicitation round has been shaped at each step by community members and partner organizations. The program's focus and description in the 2019 parks and nature bond measure explicitly reflects the feedback received during the bond development process in 2018 and 2019 through focused stakeholder discussions and community forums. In addition, feedback collected during the refinement of other bond programs in 2021 and 2022 have also helped shape the solicitation handbook, review committee composition, and focus for this round.

As outlined in the parks and nature bond measure, with support from Metro staff, the Review Committee comes from a wide variety of backgrounds and experience on best practices related to racial equity, community engagement, and climate resilience and water quality, habitat restoration and traditional ecological knowledge to create the greatest benefits for people, plants and wildlife. Committee members are committed to Metro's parks and nature mission and to supporting opportunities for communities of color and other historically marginalized groups to design and build access to nature for their communities.

In Winter 2025, the Nature in Neighborhoods Capital Grants Review Committee, staffed by Metro, was established to review all projects and make funding recommendations to the Metro Council. The application process has two stages: a pre-application phase and a full application phase.

The review committee met first on March 21, conducted site visits on May 16 and May 23, and then deliberated on May 30, 2025, to create a recommendation for Metro Council. The review committee selected the best and most compelling proposals based on the information submitted, the stated evaluation criteria, and the review committee's professional and collective judgment. Committee members declared any direct conflict of interest in the proposals and did not score or participate directly in the discussion or ranking of an application where they had a conflict.

The review committee included community members with backgrounds in grant review, water quality and habitat restoration, landscape architecture, real estate, community development, job training programs, climate adaptation and resilience policies and practices, and sustainable development techniques.

The committee included:

New review committee members:

Carol Gossett, OMSI

Carrie Jones Bohara, Portland Public Schools, Climate Resilience

Jasper Lieber, Volunteer, Columbia Slough Watershed Council, Friends of Mt. Tabor, Portland Fruit Tree Project, Trail Keepers of Oregon, and Friends of Trees

John Van Nevel, ERM Scientist, Former US Forest Service

John Hoffnagle, Former Oregon State Parks Foundation

Mark Sirois, Clackamas County Development Services

Rosemary Fama, Portland State University

Thomas Kissinger, Oregon City, Parks Director

Valeria McWilliams, Metro, Housing

Returning review committee member:

Lynn Lindgren, Housing Development Center, architect

LEGAL ANTECEDENTS

Resolution No. 19-4988, “For the Purpose of Submitting to the Voters of the Metro Area General Obligation Bonds in the amount of \$475 million to Fund Nature Area and Water Quality Protection and to Connect People to Nature Close to Home; and Setting Forth the Official Intent of the Metro Council to Reimburse Certain Expenditures Out of the Proceeds of Said Bonds upon Issuance” was adopted on June 6, 2019.

Resolution No. 06-3672B, “For the Purpose of Submitting to the Voters of the Metro Area A General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection” was adopted March 9, 2006.

Resolution No. 05-3574A, “Establishing a Regional Habitat Protection, Restoration and Greenspaces Initiative called Nature in Neighborhoods” was adopted in 2005.

ANTICIPATED EFFECTS

Approval of Resolution No. 25-5507 allows staff to advance Council direction to award funding to all 12 proposed projects through successful executed funding agreements. Metro will enter into Intergovernmental Agreements (IGAs) with governmental agencies and grant agreements with non-governmental agencies.

FINANCIAL IMPLICATIONS (CURRENT YEAR AND ONGOING)

No new financial implications result from this resolution. Metro Council approved funding in the 2019 PN Bond for the Nature in Neighborhoods Capital Grants program for grants funding community-led projects, with an emphasis on benefitting historically marginalized communities over the next ten years.

BACKGROUND

In summary, by soliciting this third round of grants, the Nature in Neighborhoods grants program implements Council policy direction and builds on years of grant solicitation and management expertise. The grant solicitation was built on a guidebook developed with a community committee. The Nature in Neighborhoods capital grants review committee received 20 qualifying pre applications, totaling \$9.45M in funding requests and 15 full applications requesting \$7.34 M.

The Metro Council has received updates on this program and progress to date in the third round of solicitation through email updates and briefings as needed. Council consideration and feedback during this round will help staff adjust and shape future solicitation rounds.

ATTACHMENTS

None



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 4.2

File #: RES 25-5495

Agenda Date: 6/26/2025

Resolution No. 25-5495 For the Purpose of Endorsing the Locally Preferred Alternative for the 82nd Avenue Transit Project

Melissa Ashbaugh (she/her), Senior Transportation Planner

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE	)	RESOLUTION NO. 25-5495
LOCALLY PREFERRED ALTERNATIVE FOR)	
THE 82 ND AVENUE TRANSIT PROJECT	)	Introduced by Chief Operating Officer
	)	Marissa Madrigal in concurrence with
	)	Council President Lynn Peterson

WHEREAS, Metro is the directly elected regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council together serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions, including endorsing locally preferred alternatives for major projects in the region; and

WHEREAS, Metro's adopted long-range blueprint for the region, the 2040 Growth Concept, reflects a commitment to create prosperous and sustainable communities for present and future generations and guides the region's land use and transportation development in alignment with it; and

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the 2040 Growth Concept and emphasizes outcomes, system completeness and measurable performance in order to realize adopted land use plans, and hold the region accountable for making progress toward regional goals focused on climate, equity, safety, mobility and thriving economy; and

WHEREAS, the 2023 RTP identifies the 82nd Avenue Corridor as a Tier 1 High Capacity Transit Corridor on the 2030 Constrained project list; and

WHEREAS, Metro's Transportation Funding Task Force also designated the 82nd Avenue Corridor as a Tier 1 priority in their 2019 Recommendation for Corridor Investments and underscored the need to complete corridor planning to facilitate longer-term corridor investments; and

WHEREAS, the 2023 High Capacity Transit Strategy identified 82nd Avenue as a Tier 1 corridor for high capacity transit investment; and

WHEREAS, this corridor has higher than average regional population of people living below the poverty line; and

WHEREAS, TriMet's Line 72 bus on 82nd Avenue is the highest ridership bus line in the TriMet system; and

WHEREAS, current transit service within the corridor experiences significant delay and travel time costs for transit riders; and

WHEREAS, 82nd Avenue was identified as a High Injury Corridor in the 2023 RTP and there were 242 serious injuries and fatalities on the corridor between 2012 and 2022; and

WHEREAS, the City of Portland and the Oregon Department of Transportation have transferred the portion of 82nd Avenue between Clatsop Street and Killingsworth Street from state to city ownership, and the City of Portland has begun investing in safety and maintenance on 82nd Avenue and developed a plan to reenvision this part of the corridor; and

WHEREAS, in June 2022, Metro convened a Steering Committee led by Metro Councilors from District 2 and District 6 with local elected officials, representatives of project partner agencies and community members. The committee was charged with recommending a Locally Preferred Alternative (LPA) and funding strategy for high-capacity transit on the 82nd Avenue corridor; and

WHEREAS, the LPA was endorsed by the Board of Clackamas County Commissioners, the Oregon Department of Transportation, and the Port of Portland with letters of support dated June 10, 2025, May 5, 2025, and May 2, 2025, respectively; and

WHEREAS, the City of Portland City Council unanimously adopted Resolution Number 37706 on May 21, 2025 endorsing the LPA with Conditions of Approval; and

WHEREAS, the Multnomah County Board of Commissioners unanimously adopted Resolution Number 2025-023 on April 17, 2025, endorsing the LPA; and

WHEREAS, the TriMet Board of Directors unanimously adopted Resolution Number 25-03-15 on March 26, 2025, recommending confirmation of the LPA; and

WHEREAS, on June 12, 2025, JPACT approved Resolution Number 25-5495 for the purpose of endorsing the Locally Preferred Alternative for the 82nd Avenue Transit Project and submitted the resolution to the Metro Council for approval; and

WHEREAS, it is expected that Metro Council and JPACT will consider an amendment to the 2023 RTP to include the 82nd Avenue Transit Project LPA in 2026; and

WHEREAS, the Metro Councilors from District 2 and District 6 will continue to provide guidance for the project through the design process as part of TriMet's Policy and Budget Committee; and

WHEREAS, the 82nd Avenue Transit Project Steering Committee met numerous times, heard public input and testimony, and unanimously recommended the LPA for adoption on January 16, 2025; including the mode of transportation, alignment, and general station locations; now therefore,

BE IT RESOLVED that the Metro Council hereby:

1. Endorses the 82nd Avenue Transit Project Locally Preferred Alternative as described in the attached Exhibit A.
2. Directs staff to prepare amendments to the 2023 Regional Transportation Plan to reflect the 82nd Avenue Transit Project Locally Preferred Alternative for consideration by JPACT and the Metro Council in 2026.

ADOPTED by the Metro Council this 26th day of June 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

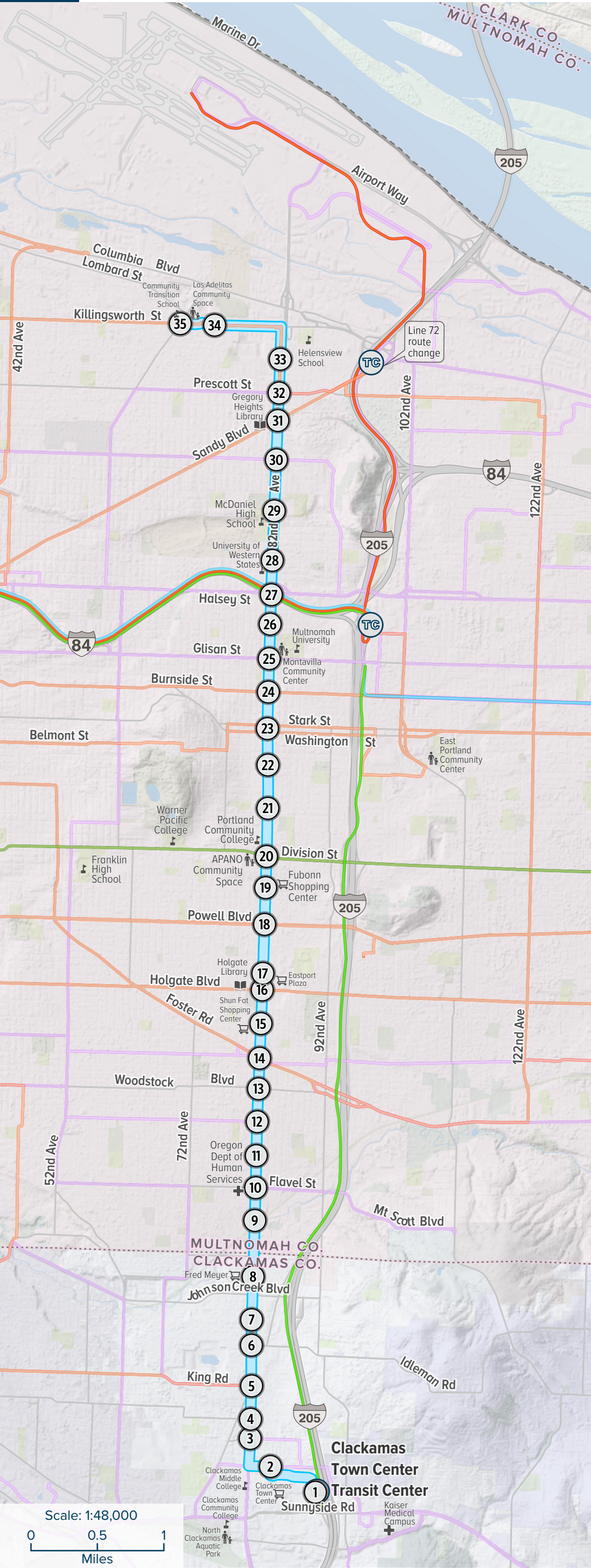
82nd Avenue Transit Project Steering Committee Locally Preferred Alternative

The recommended Locally Preferred Alternative for high-capacity transit in the 82nd Avenue corridor is Frequent Express (FX) bus rapid transit with general stations at the locations indicated on the attached map, operating between Clackamas Town Center Transit Center and the Cully Boulevard and Killingsworth Street area.



82nd Avenue Transit Project

Locally Preferred Alternative



Elements of Locally Preferred Alternative

Frequent express bus rapid transit route

General station location

Transit Network

Green MAX line

Red MAX line

Blue MAX line

Blue, green, red MAX lines

FX-frequent express service bus line

Frequent service bus line

Other bus line

Transit lines for LPA

Transit center

Community space

Medical facility

School

Major shopping hub

Library

Map Key	Proposed General Station Locations
1	Clackamas Town Center Transit Center
2	Clackamas Town Center
3	SE Causey Ave & SE 82nd Ave
4	South of SE Boyer Dr (Winco) & SE 82nd Ave
5	SE King Rd & SE 82nd Ave
6	SE Ottly Rd & SE 82nd Ave
7	SE Overland St & SE 82nd Ave
8	SE Lindy St & SE 82nd Ave
9	SE Crystal Springs Blvd & SE 82nd Ave
10	SE Flavel St & SE 82nd Ave
11	SE Bybee Blvd & SE 82nd Ave
12	SE Duke St & SE 82nd Ave
13	SE Woodstock St & SE 82nd Ave
14	SE Foster Rd & SE 82nd Ave
15	SE Raymond St & SE 82nd Ave
16	SE Holgate Blvd & SE 82nd Ave
17	SE Boise St & SE 82nd Ave
18	SE Powell Blvd & SE 82nd Ave
19	SE Woodward St & SE 82nd Ave
20	SE Division St & SE 82nd Ave
21	SE Mill St & SE 82nd Ave
22	SE Taylor Ct & SE 82nd Ave
23	SE Stark St / SE Washington St & SE 82nd Ave
24	E Burnside St & NE/SE 82nd Ave
25	NE Glisan St & NE 82nd Ave
26	NE Holladay St & NE 82nd Ave
27	I-84 & NE 82nd Ave
28	NE Tillamook St & NE 82nd Ave
29	McDaniel High School & NE 82nd Ave
30	NE Fremont St & NE 82nd Ave
31	NE Sandy Blvd & NE 82nd Ave
32	NE Prescott St & NE 82nd Ave
33	NE Alberta St & NE 82nd Ave
34	NE Lombard St & NE 72nd Ave
35	NE Cully Blvd & NE Killingsworth St

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 25-5495 FOR THE PURPOSE OF ENDORISING THE LOCALLY PREFERRED ALTERNATIVE FOR THE 82ND AVENUE TRANSIT PROJECT

Date: June 13, 2025
Department: Investment Areas
Meeting Date: June 26, 2025

Prepared by: Melissa Ashbaugh, 971-378-7166
Melissa.Ashbaugh@oregonmetro.gov
Presenter(s), Melissa Ashbaugh
(she/her), Senior Planner
Length: 20 minutes

ISSUE STATEMENT

The 82nd Avenue Transit Project seeks to improve transit speed, reliability, capacity, safety, comfort, and access on 82nd Avenue, which is the highest ridership bus corridor in the region. In June 2022, Metro formed a Steering Committee comprised of local partners and community representatives to guide the project to a Locally Preferred Alternatives (LPA). The LPA demonstrates regional consensus on the general project parameters. After extensive public engagement, technical analysis, collaboration across agencies, and direction from the steering committee, staff recommended an LPA for the steering committee to consider.

On January 16, 2025, the 82nd Avenue Transit Project Steering Committee unanimously recommended the LPA for the 82nd Avenue transit project.

The recommended LPA for high-capacity transit on the 82nd Avenue corridor is Frequent Express (FX) bus rapid transit with general station locations indicated on the map, operating between Clackamas Town Center Transit Center and Cully Boulevard and NE Killingsworth Street Area. (See Exhibit A of Resolution No 25-5495.)

ACTION REQUESTED

Approve Resolution No. 25-5495 as approved and recommended by the Joint Policy Advisory Committee on Transportation (JPACT) on June 12, 2025, and recommended by the Metro Policy Advisory Committee (MPAC) on May 28, 2025. Approval of the resolution endorses the 82nd Avenue Transit Project Locally Preferred Alternative (LPA) as recommended by the 82nd Avenue Transit Project Steering Committee JPACT, and MPAC and directs staff to prepare amendments the Regional Transportation Plan to reflect the LPA.

Partner endorsements included in Attachment 1 are listed below:
Staff Report for Resolution No. 25-5495

- TriMet Resolution 25-03-15 – Recommending to the Metro Council Adoption of the Locally Preferred Alternative for the 82nd Avenue Transit Project as Part of the Regional Transportation Plan on March 26, 2025.
- Multnomah County Resolution 25-023 - Approval of the 82nd Avenue Transit Project Locally Preferred Alternative (LPA) on April 17, 2025.
- The Port of Portland letter of support dated May 2, 2025.
- The Oregon Department of Transportation letter of support dated May 5, 2025.
- The City of Portland adopted Resolution Number 37706 (Document Number 2025-093) and Exhibit C to Portland Resolution Number 37706 - Adopt the Locally Preferred Alternative for the 82nd Avenue Transit Project and Conditions of Approval on May 21, 2025
- The Clackamas County letter of support dated June 10, 2025.

IDENTIFIED POLICY OUTCOMES

The 82nd Avenue corridor has been identified by the region as a top priority for transit investment. It is called out in multiple adopted plans including the 2009 Metro Regional High Capacity Transit System (HCT) Plan, the 2018 Regional Transit Strategy, the 2023 Regional Transportation Plan (RTP), and the 2023 High Capacity Transit Strategy, which designates 82nd Avenue as a Tier 1: near-term HCT corridor, the highest priority for HCT investment in our region.

Project outcomes identified in the RTP are improved travel between Clackamas Town Center Regional Center and important destinations in southeast and northeast Portland with easier, faster and more reliable bus service as well as necessary safety and accessibility improvements, paving and signals.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

1. Approve Resolution No. 25-5495 as recommended by JPACT.
2. Do not approve Resolution No. 25-5495 and refer it back to JPACT with a recommendation for amendment.

JPACT and Metro Council endorsement of the Steering Committee LPA recommendation will demonstrate regional consensus on the project parameters. Endorsement of the LPA is a necessary step to a future adoption of the LPA into the financially constrained RTP project list, which is required to complete the Project Development phase of the Capital Investment Grant (CIG) program and be eligible to garner CIG discretionary funding. Metro Council and JPACT are anticipated to consider adoption of the LPA into the 2023 RTP in March 2026, as part of a package of RTP amendments which includes two other Tier 1 projects with recent LPA recommendations: Tualatin Valley Highway Transit Project and the Montgomery Park Streetcar Transit Project.

If Metro Council does not endorse the Steering Committee LPA recommendation, the committee would need to restart to discuss changes, and all local jurisdictions would have to amend their endorsements of the LPA.

RECOMMENDED ACTION

Approve Resolution No. 25-25-5495 as approved and recommended by JPACT and MPAC. Approval of the resolution endorses the Locally Preferred Alternative recommended by the 82nd Avenue Transit Project Steering Committee and endorsed by the project partners, including TriMet, the City of Portland, Clackamas County, Multnomah County, ODOT, and the Port of Portland and directs staff to prepare amendments to the 2023 Regional Transportation Plan to reflect the 82nd Avenue Transit Project LPA for consideration by JPACT and the Metro Council in 2026.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The LPA advances Metro's 2040 Growth Concept and Regional Transportation Plan by connecting regional and town centers with faster more reliable transit and safer and more comfortable pedestrian facilities. The project advances multiple objectives by promoting walkable communities; improving access to jobs, schools, retail places and other community places along the route; increasing transportation choices including active transportation and better access to transit; regional mobility; and safety.

The project will serve around 70,000 residents and 30,000 jobs within a half mile of the alignment. There are concentrations of low-income residents and those most likely to rely on transit to meet their daily needs along the length of the corridor.

KNOWN OPPOSITION

Public input and partner endorsements demonstrate support for this LPA. There is no known opposition.

Extensive technical analysis was conducted to understand the benefits and tradeoffs of different LPA components. The analysis was shared with project partners and community members for feedback. Public engagement has been extensive and coordinated with TriMet and the Portland's Building a Better 82nd Avenue project, which is delivering maintenance, safety, and pedestrian improvements in the corridor and long-term planning. Metro, PBOT, and TriMet are working closely together to maximize the benefits of each project. As part of this collaboration, both projects have shared public involvement goals and have jointly conducted several public outreach efforts.

ANTICIPATED EFFECTS

Approval of this resolution will allow project staff to continue working with TriMet and project partners on the project to:

- Amend the 2023 RTP to reflect the LPA and a high-level funding plan

- Pursue federal funding
- Complete federally-required National Environmental Policy Act (NEPA) documentation
- Refine design and costing
- Coordinate with City of Portland, Clackamas County, ODOT, and other partners as needed, on construction and design for improvements along 82nd Avenue
- Support the implementation and construction of the project
- Open a new FX bus line along 82nd Avenue in 2029

The project is currently listed in the 2023 RTP. However, the 2023 RTP needs to be amended to reflect the LPA defining the mode, route, and general station locations and a high-level funding plan. The next steps and timeline for that future action include:

- Metro staff will coordinate to prepare amendments to the 2023 Regional Transportation Plan to reflect the 82nd Avenue LPA, as well as the TV Highway and Montgomery Park Streetcar LPAs.
- An RTP amendment is necessary to be eligible for federal funding and action.
- The RTP amendment will require a recommendation from MPAC and adoption by JPACT and Metro Council. The amendment may include the following as needed to reflect the LPA:
 - Amendments to Chapter 3 Transit Network Map
 - Amendments to the Appendix A: Constrained priorities project list
 - Amendments to Appendix W: Status of Current Major Projects
 - Amendments to Appendix V: Future corridor refinement planning
 - Create a new appendix: 82nd Avenue Transit Project Locally Preferred Alternative
 - Updates to reflect the RTP funding strategy or any other chapter components, if applicable
- The amendment will be accompanied by findings that demonstrate consistency with:
 - RTP goals, objections, and policies
 - Metro's Public Engagement Guide
 - Federal fiscal constraint requirements
 - Statewide planning goals
- Proposed RTP amendment schedule:
 - Fall 2025: Public comment period
 - Fall/Winter 2025: Review/discuss amendment and public comment at MTAC, TPAC, MPAC, JPACT, Metro Council
 - Spring 2026: Seek adoption of RTP amendment

Budget Impacts: Adoption of this resolution has no budget impact at this time. There will be future costs associated with implementation of the project. These costs will be shared by local, regional, state, and federal partners.

LEGAL ANTECEDENTS

Federal laws and actions

- National Environmental Policy Act
- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended]
- U.S. EPA transportation conformity rules (40 CFR, parts 51 and 93)
- Fixing America's Surface Transportation Act (FAST Act), signed into law in 2015
- Infrastructure Investment and Jobs Act (IIJA), signed into law in 2021
- FTA Small Starts Process

State laws and actions

- Statewide Planning Goals
- Oregon Transportation Planning Rules (OAR Chapter 660, Division 12)
- Oregon Transportation Plan and implementing modal plans, including the Oregon Public Transportation Plan Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252)
- Oregon Clean Air Act State Implementation Plan (SIP), amended in January 2021

Metro Council Actions

- Resolution No. 09-4025 (For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridor Map and Evaluation Criteria), adopted by the Metro Council on February 12, 2009.
- Resolution No. 09-4052 (For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments), adopted by the Metro Council on July 9, 2009.
- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan), adopted by the Metro Council on June 10, 2010
- Ordinance No. 14-1346B (For the Purpose of Adopting the Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014.
- Resolution No. 18-4892 (For the Purpose of Adopting the Regional Transit Strategy and Replacing the 2009 Regional High Capacity Transit System Plan), adopted by the Metro Council on December 6, 2018.

- Resolution No. 22-5257 (For the Purpose of Creating and Appointing Members of a Steering Committee for the 82nd Avenue Transit Project), adopted by the Metro Council on June 02, 2022.
- Ordinance No. 23-1496 (For the purpose of Amending the 2018 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted by the Metro Council on November 30, 2023.
- Resolution No. 23-5348, (For the Purpose of Adopting the 2023 High Capacity Transit Strategy), adopted by the Metro Council on November 30, 2023.

Local Jurisdiction Actions

- The TriMet Board of Directors unanimously adopted Resolution 25-03-15, to recommend confirmation of the Locally Preferred Alternative for the for the 82nd Avenue Transit Project on March 26, 2025.
- The Multnomah County Board of Commissioners unanimously adopted Resolution No. 2025-023, to adopt the Locally Preferred Alternative for the 82nd Avenue Transit Project on April 17, 2025.
- The Board of Clackamas County Commissioners, the Oregon Department of Transportation, and the Port of Portland endorsed the Locally Preferred Alternative with letters of support dated June 10, 2025, May 5, 2025, and May 2, 2025, respectively.
- The Portland City Council adopted Resolution No. 37706, to adopt the Locally Preferred Alternative for the 82nd Avenue Transit Project and Conditions for Approval on May 21, 2025.

BACKGROUND

At the March 5, 2025, Metro Council work session, staff presented on the 82nd Avenue Transit Project LPA. Council discussed the LPA and asked questions of project staff but did not request any changes to the document. Since that work session, the steering committee's local and regional partners have endorsed the LPA via resolutions or letters of support. In addition, Metro staff presented the LPA to TPAC, JPACT, the Metro Technical Advisory Committee (MTAC), and MPAC. The committees had questions regarding next steps and some details of the project but made no recommendations for changing the LPA.

Based on the conversations with Council and the other committees and the endorsement from project partners, staff has made no changes to the LPA materials that were presented to the Metro Council in March. On May 2, 2025, TPAC recommended that JPACT approve this resolution. On May 21, 2025, MTAC recommended that MPAC recommend Metro Council approval of this resolution. On May 28, 2025, MPAC recommended Metro Council approval of this resolution. On June 12, 2025, JPACT approved the resolution and Staff Report for Resolution No. 25-5495

submitted the resolution for Metro Council approval. Metro Council will consider JPACT's action on June 26, 2025.

ATTACHMENTS

Attachment 1: Local Actions of Support (1.a. through 1.f)

ATTACHMENT 1: LOCAL ACTIONS OF SUPPORT

- 1.a. TriMet Board of Directors Resolution No. 25-03-15
- 1.b. Multnomah County Board of Commissioners Resolution No. 2025-023
- 1.c. Port of Portland Letter of Support
- 1.d. Oregon Department of Transportation Letter of Support
- 1.e. City of Portland Resolution No. 37706 (Document No. 2025-093) and Exhibit C to Portland Resolution No. 37706
- 1.f. Clackamas County Board of Commissioners Letter of Support

Date: March 26, 2025

To: Board of Directors

From: Sam Desue, Jr.



Subject: **RESOLUTION NO. 25-03-15 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING TO THE METRO COUNCIL THE ADOPTION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE 82ND AVENUE TRANSIT PROJECT AS PART OF THE REGIONAL TRANSPORTATION PLAN**

1. Purpose of Item

This Resolution requests that the TriMet Board of Directors (Board) recommend to the Metro Council the adoption of the Locally Preferred Alternative for the 82nd Avenue Transit Project as part of the Regional Transportation Plan.

2. Type of Agenda Item

- ☐ Initial Contract
- ☐ Contract Modification
- ☒ Adoption of the Locally Preferred Alternative for the 82nd Avenue Transit Project

3. Reason for Board Action

Endorsement of the Locally Preferred Alternative by local jurisdictions and by Metro is necessary because it demonstrates to the Federal Transit Administration (FTA) that there is local consensus and support for the Project, and helps ensure federal funding.

4. Type of Action

- ☒ Resolution
- ☐ Ordinance 1st Reading
- ☐ Ordinance 2nd Reading
- ☐ Other _____

5. Background

Before it adopts a Locally Preferred Alternative (LPA) for regionally significant infrastructure, the Metro Council requests endorsement of the LPA by TriMet and other local jurisdictions. A public demonstration of local support for the 82nd Avenue Transit Project (Project) by TriMet and local jurisdictions is essential to advance the development and funding for the Project.

By introducing Bus Rapid Transit on 82nd Avenue, the Project will greatly improve transportation along the entire transit corridor by making connections between the Clackamas Town Center and the Cully neighborhood in Northeast Portland. The Project will enhance transit speed and reliability using various transit priority treatments, while investing in station improvements and offering safer, more accessible connections to transit.

Adopting this Locally Preferred Alternative would allow Metro to amend the Regional Transportation Plan to include the LPA. TriMet, Metro, and other regional partners have been collaborating for the past two years to develop the LPA.

The 2010 High Capacity Transit System Plan, the 2018 Regional Transportation Plan, and the 2018 Regional Transit Strategy all identify the 82nd Avenue corridor as a key area for major transit investment. In 2022, Metro launched the Project, initiating the evaluation of alignment and mode alternatives. At the same time, the Project Steering Committee was formed, consisting of staff and policy officials from Clackamas County, Portland, Multnomah County, ODOT, the Port of Portland, TriMet, Metro, and community representatives. Extensive planning and analysis were also conducted to better define the Project.

In July 2024, the Project received approval from the FTA to enter the Project Development phase. Following this, the Project initiated a 15% design stage to refine the Project's scope, schedule, and budget, as necessary to support LPA approval from the Project Steering Committee. After two years of dedicated planning and outreach, the Project Steering Committee voted unanimously to approve the LPA. The Project Steering Committee now recommends the TriMet Board's endorsement of the final LPA as described in the Resolution and shown on the attached Exhibit A map.

The LPA envisions the establishment of Bus Rapid Transit on the 82nd Avenue corridor between the Clackamas Town Center in the south, and the Cully neighborhood in the north. The route from the Transit Center at the Clackamas Town Center to the "Cully Triangle," at NE Killingsworth Street and NE Cully Boulevard is generally described as:

- From the Clackamas Town Center to 82nd Avenue via SE Monterey Avenue,
- Continuing north along 82nd Avenue to NE Lombard Street,
- Proceeding west on NE Lombard Street, and
- Continuing west on NE Killingsworth to a terminus at NE Killingsworth and NE Cully Boulevard.

Stations are located in the areas identified on the Exhibit A map attached to the Resolution.

6. Diversity

TriMet will follow its procurement rules and policies in selecting Project contractors and consultants, and ensuring opportunities are available for Disadvantaged Business Enterprise (DBE) contractors and consultants to work on the Project.

7. Financial/Budget Impact

Anticipated federal funding is critically important, and the Project hopes to receive approximately \$150,000,000 in Small Starts funds from the FTA. It also expects \$65,000,000 from TriMet, \$21,000,000 from the City of Portland, \$6,000,000 from Metro, and an additional \$30,000,000 in regional flexible funds. In addition, the Project expects a \$48,000,000 grant from the Portland Clean Energy Fund, a \$23,800,000 grant from the FTA's Low or No Emission Bus Grant Program, and a \$630,000 grant from the FTA's Areas of Persistent Poverty program. The total Project budget is anticipated to be approximately \$344,330,000.

8. Impact If Not Approved

The Board could choose to amend the draft LPA or choose alternative priorities. However, the proposed LPA is expected to be endorsed by other jurisdictions and substantial changes by TriMet at this time could significantly delay the Project, jeopardizing the optimal timing to seek federal funding for the Project construction stage.

RESOLUTION NO. 25-03-15

RESOLUTION NO. 25-03-15 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING TO THE METRO COUNCIL THE ADOPTION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE 82ND AVENUE TRANSIT PROJECT AS PART OF THE REGIONAL TRANSPORTATION PLAN

WHEREAS, TriMet has authority under ORS Chapter 267 to plan, construct and operate the mass transit system within the TriMet District; and

WHEREAS, the 2010 High Capacity Transit System Plan, the 2018 Regional Transportation Plan, and the 2018 Regional Transit Strategy all identify the 82nd Avenue corridor as a key area for major transit investment in infrastructure; and

WHEREAS, Metro convened TriMet, the City of Portland, the Oregon Department of Transportation (ODOT), Clackamas County and other local partners to explore transit improvements on 82nd Avenue, such as Bus Rapid Transit, improved bus stations and related pedestrian and vehicle safety improvements; and

WHEREAS, in 2022, Metro initiated the evaluation of alignment and mode alternatives for the Project and Metro, TriMet, and other regional jurisdictional partners collaborated to develop a Locally Preferred Alternative (LPA) route for the 82nd Avenue Transit Project (Project); and

WHEREAS, a Project Steering Committee was formed, consisting of staff and policy officials from Clackamas County, Portland, Multnomah County, ODOT, the Port of Portland, TriMet, Metro, and community representatives, which conducted extensive planning and analysis to better define the Project; and

WHEREAS, in July 2024, the Project received approval from the Federal Transit Administration (FTA) to enter Project Development; and

WHEREAS, TriMet subsequently initiated a 15% design stage to refine the Project's scope, schedule, and budget, as necessary to support LPA approval from the Project Steering Committee; and

WHEREAS, the Project Steering Committee identified the LPA for the Project to be between the Clackamas Town Center, in the south, and the Cully neighborhood, in north Portland; and

WHEREAS, the Project Steering Committee unanimously recommended that the TriMet Board of Directors (Board) endorse the final LPA as described in the Resolution and shown on the attached Exhibit A map, and generally described as:

- From the Clackamas Town Center to 82nd Avenue via SE Monterey Avenue,
- Continuing north along 82nd Avenue to NE Lombard Street,
- Proceeding west on NE Lombard Street, and
- Continuing west on NE Killingsworth to a terminus at NE Killingsworth and NE Cully Boulevard.

WHEREAS, in order to advance the Project, other collaborating local jurisdictions will consider similar Resolutions to adopt the LPA; and


WHEREAS, a public demonstration of local support for the Project LPA by TriMet and collaborating local jurisdictions is essential to advance Project development and funding from the Federal Transit Administration (FTA); and

WHEREAS, the Board's adoption of the LPA as described in this Resolution and the attached Exhibit A map would allow Metro to amend the Regional Transportation Plan to include the Project;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Board hereby adopts the Locally Preferred Alternative for the 82nd Avenue Transit Project as described herein and on Exhibit A, and recommends its adoption by the Metro Council as part of the Regional Transportation Plan.

Dated: March 26, 2025



Presiding Officer

Attest:



Recording Secretary

Approved as to Legal Sufficiency:



Legal Department

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

RESOLUTION NO. 2025-023

Approval of the 82nd Avenue Transit Project Locally Preferred Alternative (LPA):

The Multnomah County Board of Commissioners Finds:

- A. Metro's 2023 High Capacity Transit (HCT) Strategy is included in the updated Regional Transportation Plan and is a critical element of the 2024 Growth Concept - a blueprint for how the Portland region grows. The HCT Strategy identifies the 82nd Avenue Corridor as a Tier 1 near-term investment, defined as the most viable to advance into implementation in the next 4 years;
- B. TriMet's Line 72 bus on 82nd Avenue is the highest ridership bus line in the TriMet system. This bus line has the most delay of any of TriMet's bus lines, due to congestion on 82nd Avenue. The 82nd Avenue corridor is home to nearly 70,000 people and 6% of the region's jobs.;
- C. The 82nd Avenue Transit Project, by implementing a bus rapid transit (BRT) service along the 82nd Avenue corridor, will increase bus speed and reliability, and make needed improvements to bus stations and crossings. For the many community members who travel along 82nd Ave to access jobs, schools, businesses, and community destinations, these improvements will increase safety, comfort, and convenience for transit riders from the Cully neighborhood to Clackamas Town Center.
- D. The 82nd Avenue Transit Project is a partnership between Metro and TriMet, guided by a Steering Committee made up of elected officials, agency leaders, and community representatives, including Multnomah County, Oregon Department of Transportation, Clackamas County, the City of Portland and the Port of Portland; and
- E. The 82nd Avenue Transit Project Steering Committee met numerous times, heard public input and testimony, and on January 16, 2025, voted to recommend the Locally Preferred Alternative (LPA), which consists of the mode of transportation, alignment, and general station locations.

The Multnomah County Board of Commissioners Resolves:

- 1. To adopt the Steering Committee's 82nd Avenue Transit Project Locally Preferred Alternative.

ADOPTED this 17th day of April, 2025.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Jessica Vega Pederson

Jessica Vega Pederson, Chair

REVIEWED:

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

By *Nick Baldwin-Sayre*

Nick Baldwin-Sayre, Sr. Asst. County Attorney

May 2, 2025

Councilor Christine Lewis, Metro
Councilor Duncan Hwang, Metro
600 NE Grand Ave.
Portland, OR 97203

RE: Port of Portland Support for Adoption of the Locally Preferred Alternative of the 82nd Ave Transit and Development Project

Dear Councilor Hwang and Councilor Lewis,

The Port of Portland (Port) supports Metro's adoption of the 82nd Avenue Transit Project's Locally Preferred Alternative (LPA) as an amendment to the Metro Regional Transportation System Plan.

The Port's mission is to build shared prosperity through travel, trade and economic development. Everything we do relies on a safe and efficient transportation system – one that works for everyone using it. 82nd Avenue is a major arterial that runs through the heart of many communities and ends at Airport Way. Its is used every day by cars, busses, bikes and pedestrians to access Portland International Airport and the many businesses that surround it.

The 82nd Ave Transit and Development Project will improve mobility and better connect our region with faster, more reliable transit service in the 82nd Avenue corridor, alleviating congestion and improving safety.

We are thankful to have been part of this process at both the technical level and at the Steering Committee; and for the careful consideration of Portland International Airport (PDX) as the terminus. We are confident that the right considerations were made in the ultimate decision of the Steering Committee and will continue working collaboratively with regional and community partners to improve transit access to the airport.

This corridor remains in need of steady and focused investment. We look forward to supporting the momentum this project has built toward a safer and more vibrant 82nd Ave. corridor.

Sincerely,

A handwritten signature in black ink, appearing to read "Curtis Robinhold".

Curtis Robinhold
Executive Director



Oregon

Tina Kotek, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, OR 97209
Phone: (503) 731-8200

May 5, 2025

Councilor Christine Lewis, Metro
Councilor Duncan Hwang, Metro
600 NE Grand Ave.
Portland, OR 97203

RE: ODOT Support for Adoption of the Locally Preferred Alternative of the 82nd Ave Transit and Development Project

Dear councilors Lewis and Hwang,

On January 16, 2025, the 82nd Avenue Transit Project Steering Committee, including the Oregon Department of Transportation (ODOT), approved adoption of the project LPA. The project will bring enhanced transit service to a corridor with the highest bus ridership in TriMet's system and improve safe access to transit with sidewalk infill, enhanced crossings and upgraded signals. ODOT endorses the Locally Preferred Alternative (LPA) as a regional priority as it provides better connections to regional destinations and communities from northeast Portland to northern Clackamas County and urges JPACT's and Metro's adoption of the LPA as an amendment to the Regional Transportation Plan.

The transit project will benefit from the substantial investments ODOT has already made, and those we are currently delivering, to address safety and operations on 82nd Avenue, including paving and safety improvements from Foster Road to Thompson Road with four enhanced pedestrian crossings, over 50,000 square feet of new concrete sidewalk infill, 149 new sidewalk curb ramps, and our investment of \$150 million to the City of Portland for investment in 82nd Avenue as part of our recent jurisdictional transfer agreement.

Project elements such as signals, lane allocations and station designs within ODOT's jurisdiction are subject to approval in accordance with the agency's Highway Design Manual and will be evaluated through ODOT's permitting process, including the proposed signal at NE Lombard and NE Killingsworth. ODOT will continue to work collaboratively with Metro, TriMet and the City of Portland on designs and approvals in accordance with ODOT standards and procedures.

We look forward to working together to see this project implemented and the benefits realized.

Sincerely,

Rian Windsheimer,
ODOT Region 1 Manager



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37706

Resolution

Adopt the Locally Preferred Alternative for the 82nd Avenue Transit Project and Conditions for Approval

Adopted

Amended by Council

WHEREAS, 82nd Avenue serves as a key transportation and economic corridor, supporting diverse communities and businesses, and providing access to essential services, schools, employment centers, and recreational opportunities; and

WHEREAS, the Portland City Council previously recognized the need for transit improvements along 82nd Avenue and has supported efforts to secure funding and advance planning for enhanced transit service through Council Resolutions 191733 and 37690; and

WHEREAS, in collaboration with Metro, TriMet, the City of Portland, Multnomah County, the Port of Portland, Clackamas County, and the Oregon Department of Transportation (ODOT), planning efforts have been undertaken to assess the transit needs and opportunities along the 82nd Avenue corridor; and

WHEREAS, Metro and TriMet convened a Steering Committee comprising representatives from local jurisdictions, community organizations, businesses, and transit users to guide the planning and development of the 82nd Avenue Transit Project (Project); and

WHEREAS, the Project aims to improve transit service along one of Portland's busiest corridors and highest ridership TriMet bus line, enhancing connectivity, reliability, and accessibility for residents and businesses along 82nd Avenue; and

WHEREAS, the Project will support improved station design, increased transit comfort, speed, and reliability by introducing enhanced service features such as longer buses, transit priority treatments, and optimized route alignment; and

WHEREAS, community engagement has been a critical component of the Project, ensuring that transit investments align with community priorities; and

WHEREAS, that the Council recognizes that lane prioritization for buses requires a balance of benefits and tradeoffs, necessitating robust analysis,

Document number

2025-093

Introduced by

[Mayor Keith Wilson](#)

City department

[Transportation](#)

Service area

[Public Works](#)

Contact

Julia Reed

Sr Transportation Planner

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Mauricio LeClerc

Area and Project Planning
Manager, PBOT

✉ mauricio.leclerc@portlandoregon.gov

📞 [503-823-7808](tel:503-823-7808)

Agenda Type

Regular

Date and Time Information

Meeting Date
May 21, 2025
Time Requested
30 minutes

Portland Policy Document

clear communication, and public review; and
WHEREAS, the *Building a Better 82nd Avenue* Plan adopted by City Council on December 4, 2024 has been developed to guide infrastructure investments and safety projects along the corridor and is supportive of the transit project, Council Resolution 37690; and

WHEREAS, the Federal Transit Administration (FTA) Capital Investment Grant program for Small Starts projects provides discretionary funding opportunities that support transit capital investments, and the Project partners have initiated steps to secure federal funding for the Project; and

WHEREAS, the Steering Committee has recommended a Locally Preferred Alternative (LPA) for the Project, including preferred transit mode, alignment, and station locations, based on technical analysis and community input; and

WHEREAS, the Portland Clean Energy Community Benefits Fund (PCEF) allocated funding to support the 82nd Avenue Transit Project and sidewalk enhancements that support tree planting within the 82nd Avenue corridor; and

WHEREAS, in February 2025, PBOT, TriMet and Metro presented the preferred alignment to the Portland Planning Commission for advisement;

WHEREAS, Prosper Portland and the Portland Housing Bureau have established and are administering the 82nd Avenue Area and Sumner-Parkrose-Argay-Columbia Corridor (SPACC) Tax Increment Financing (TIF) districts, in co-creation with Community Leadership Committees (CLCs) from those respective districts, which together overlap with the identified LPA project area and with community identified priorities in the 82nd Avenue Development Strategy, and each of those TIF District Plans identifies implementation principles and projects to ensure that current residents benefit from investments and neighborhood change, including via opportunities for housing and economic prosperity; and

WHEREAS, the City of Portland is committed to working with Cully community partners to refine bus layover and bike circulation, ensuring a balanced approach that meets transit terminus needs while maintaining effective bicycle facilities and an effective on-street parking strategy;

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland adopts the Steering Committee’s Locally Preferred Alternative for the 82nd Avenue Transit Project as Non-Binding City Policy attached as Exhibit A; and

BE IT FURTHER RESOLVED, that the City of Portland supports the transit alignment and the approximate station locations identified on the Proposed Locally Preferred Alternative map attached as Exhibit B; and

BE IT FURTHER RESOLVED, that the City of Portland accepts the Conditions of Approval identified by TriMet, Metro, City of Portland and other regional partners as Non-Binding City Policy attached as Exhibit C; and






BE IT FURTHER RESOLVED, that the City of Portland directs the transit project to leverage opportunities to advance critical infrastructure improvements

such as sidewalks and trees; and

BE IT FURTHER RESOLVED, that the Council gratefully acknowledges the work and dedication of the 82nd Avenue Transit Project Steering Committee and community members who participated in the planning process; and

BE IT FURTHER RESOLVED, that the Council urges Metro and TriMet to continue prioritizing 82nd Avenue for regional transit investment and high-capacity transit planning efforts.

Exhibits and Attachments

-  [Committee Staff Summary - Transportation and Infrastructure](#) 139.01 KB
-  [Exhibit A](#) 12.49 MB
-  [Exhibit B](#) 13.85 MB
-  [Exhibit C](#) 83.46 KB
-  [Presentation](#) 3.45 MB
-  [Testimony](#) 427.56 KB

82nd Avenue Transit Project Locally Preferred Alternative Conditions of Approval

March 11, 2025

The 82nd Avenue Transit Project will improve transit service along this high-ridership corridor and will connect destinations including the Jade District, Montavilla, Lents, the Cully Neighborhood, Portland Community College, and Clackamas Town Center. It will improve transit station areas with updates in transit station areas including lighting, seating, shelter and protection from weather, sidewalks connecting to transit stations, crossing enhancements and accessibility improvements.

As a partner in this project, the City of Portland has distinct interests in ensuring the transit project advances broader City and community goals and balances tradeoffs. These conditions of approval are intended to communicate agreements that should be advanced through the project's design and construction processes.

Portland City Council will receive updates on the 82nd Avenue Transit Project at these key project milestones:

- Completion of NEPA documentation, currently anticipated in 2026
- Completion of funding plan commitments, currently anticipated in mid-2027

Community Engagement

- TriMet will continue to meet regularly with the project's Community Advisory Committee which will advise on project. The committee includes representatives from businesses, neighborhood coalitions, transit riders, community-based organizations, and advocacy groups for seniors and people with disabilities.
- TriMet will maintain communication with businesses and property owners adjacent to the project, seeking input on project design and associated tradeoffs, and providing construction mitigation strategies where needed. TriMet Community Affairs Representatives will serve as full-time liaisons between community members, project staff, and the construction contractor, ensuring each business has a single point of contact for project-related concerns. They will also offer language interpretation services and communicate in businesses' preferred formats (e.g., verbal, written, or email).

- TriMet will consider the impacts on businesses along 82nd Avenue, aiming to minimize access restrictions while balancing the need for safety and transit improvements.

Transit, Safety, and Infrastructure Improvements

- TriMet, in partnership with PBOT to incorporate investments in wider sidewalks, protected crossings, medians for safety, and improved bicycle access through streets located parallel to and intersecting 82nd Avenue. Prioritization for sidewalk improvements will be in areas that do not meet sidewalk standards today, including places lacking sidewalk, locations near transit stations, schools, in pedestrian districts, and other areas with high levels of pedestrian traffic. As we move forward with the 82nd Avenue Transit Project, prioritizing the improvement of sidewalks over street widening will reflect the shared commitment to pedestrian safety and accessibility. Community engagement will continue to play a vital role in the process.
- TriMet, in partnership with PBOT, Hacienda CDC, and other Cully community partners, will continue to explore the feasibility of an off-street bus layover and terminus facility in the Cully Triangle and to refine bicycle circulation while continuing to take on-street parking considerations into account.
- TriMet and PBOT will evaluate design options that include the conversion of existing travel lanes to Business Access and Transit (BAT) lanes along the portion of 82nd Avenue within the City of Portland to improve bus speed and reliability for riders, maintain local access by motor vehicle and encourage mode shift to transit. The design options and evaluation findings, including potential benefits and trade-offs, and mitigation measures, will be shared through community engagement.
- PBOT will consider the design and location of BAT lanes on 82nd Avenue, balancing the benefits of faster bus operations, reliability, and frequency of transit service with potential impacts and costs including traffic congestion, business vitality, and safety.
- TriMet will continue to partner with ODOT to study traffic and pedestrian safety improvements on NE Lombard Street between Cully Boulevard and Killingsworth Street.

Workforce Development

TriMet, with the commitment of the LowNo Federal Grant, will:

- Develop new curricula focused on clean energy systems, which will be integrated into Portland Community College's vehicle maintenance certification program.
- Collaborate with Worksystems, Inc., the local workforce development board, to design a program delivered through community-based partners. This program will provide the skills and training necessary for individuals to enter and advance in their careers, creating a diverse pipeline of qualified talent to fill unfilled positions.

In partnership with APANO and the 82nd Ave Coalition, PCEF funding will be used for:

- Recruitment and referrals for historically underserved communities, including events at culturally specific community-based organization locations along the corridor, and follow-up connections to training and services.
- Assistance with applications and classes, including translation services for English as a second language recruits.
- Preparation for pre-apprenticeship programs.
- Training that leads to industry certification and job placement.
- Providing wrap-around services such as career counseling, stipends, food vouchers, transportation support, childcare, medical/dental support, utility assistance, and retention and support services.
- TriMet's commitment to DBE (Disadvantaged Business Enterprise) representation in project delivery is central to our values, and our program is nationally recognized. Through this project, TriMet's collaboration with consultants and contractors will create numerous opportunities for family-wage jobs, long-term economic empowerment, and increased resiliency in our local communities.

Transit Service

- TriMet is committed to providing 10-minute headways for the 82nd Ave Frequent Express FX bus service for most of the day. Line 72 - Killingsworth will operate frequent service, running between Swan Island and Parkrose Transit Center. Additionally, TriMet will implement "tripper service" for McDaniel High School, running between Killingsworth and McDaniel HS to align with bell times.
- TriMet and PBOT will work to improve bus speed and reliability along the route for Line 72 – Killingsworth. These improvements aim to mitigate potential travel time

delays for riders transferring between the future FX82 line and Line 72 – Killingsworth, ensuring a smoother trip completion.

- Future service adjustments will be coordinated with TriMet planned service changes.



June 10, 2025

Metro Council
600 NE Grand Ave.
Portland, OR 97232

Dear President Peterson and Metro Council,

In 2022, Metro began working closely with regional jurisdictional partners to develop a Locally Preferred Alternative (LPA) route for the 82nd Avenue Transit Project (Project). The LPA development included the evaluation of alignment and mode alternatives for the 82nd Avenue Transit Project. The Project explored transit improvements on 82nd Avenue, improved bus stations and related pedestrian and vehicle safety improvements needed to support improved transit service along the corridor.

Clackamas County participated in the Project Steering Committee that consisted of staff and policy officials from Clackamas County, Portland, Multnomah County, ODOT, the Port of Portland, TriMet, Metro, and community representatives. The Project Steering Committee reviewed and provided input into the extensive planning and analysis used to better define the Project.

In January 2025, the Steering Committee recommended a Locally Preferred Alternative (LPA) as described below:

“The recommended Locally Preferred Alternative for high-capacity transit in the 82nd Avenue corridor is Frequent Express (FX) bus rapid transit with general stations at the locations, operating between Clackamas Town Center Transit Center and the Cully Boulevard and Killingworth Street area.”

Clackamas County supports the 82nd Avenue Transit Project Steering Committee’s LPA noted above and supports the transit alignment and approximate station locations identified in the Proposed Locally Preferred Alternative map in Exhibit A.

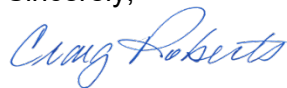
While we support the LPA, we believe it is important to highlight two concerns that we commit to working through as part of the Policy and Budget Committee conversations.

First we acknowledge that displacement often occurs in parallel with transportation investments and we are concerned that economic displacement will affect the residents and businesses in the 82nd Ave corridor. We urge that remaining project decisions support economic prosperity and make meaningful efforts to support anti-displacement for businesses and housing.

Second, reflecting on ongoing discussions at the Policy and Budget Committee, we have concerns about reallocation of general purpose lanes to Business Access Transit (BAT) lanes. Specifically, we are concerned about the potential impact of increased CO2 emissions and safety in our communities due to diversion. We recognize that the technical teams are analyzing this information and we urge you to develop a plan that limits diversion and improves safety with this investment.

We appreciate the work of the 82nd Avenue Transit Project Steering Committee and community members and are pleased to submit this letter of support for the 82nd Ave LPA as described above.

Sincerely,



Craig Roberts, Chair

On Behalf of the Clackamas County Board of Commissioners



File #: RES 25-5496

Agenda Date: 6/26/2025

Resolution no. 25-5496 for the Purpose of Endorsing the 82nd Ave Development Strategy

Brian Harper (he/him), Principal Regional Planner

Zachary Lauritzen (he/him), Oregon Walks Executive Director - 82nd Ave Coalition and Project Manager

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE 82 ND	)	RESOLUTION NO. 25-5496
AVENUE DEVELOPMENT STRATEGY)	
	)	Introduced by Councilor Duncan Hwang
	)	and Councilor Christine Lewis in
	)	concurrence with Council President Lynn
	)	Peterson

WHEREAS, Metro is responsible for developing and adopting the 2040 Growth Concept, the long-range plan for the greater Portland region that provides a blueprint for livable communities by focusing growth in centers and corridors, defining employment lands, and protecting neighborhoods, all of which are connected through multi-modal transportation options; and

WHEREAS, Metro is also the federally-designated Metropolitan Planning Organization for the Portland metropolitan area, and is responsible for coordinating and planning transit investments; and

WHEREAS, Metro coordinates land use and transportation planning by convening local jurisdictional partners and community members to identify the most appropriate investments and strategies; and

WHEREAS, the 82nd Avenue Corridor was identified as a tier one priority for High Capacity Transit (HCT) investment in the 2023 Regional Transportation Plan; and

WHEREAS, Metro convened an 82nd Avenue Transit Project Steering Committee, made up of government, private sector and community partners to determine mode, alignment and extent of a new rapid bus investment; and

WHEREAS, Metro acknowledges that large-scale public infrastructure investments, such as high-capacity transit, have the potential to contribute to incremental increases in land values in and around the corridor, potentially impacting affordability to both residences and businesses; and

WHEREAS, Metro has participated in a community-led planning process that complements HCT planning; and

WHEREAS, the community-led 82nd Avenue Development Planning process resulted in the 82nd Avenue Development Strategy, which was created by the community to address displacement and stabilization concerns; and

WHEREAS, the 82nd Avenue Development Strategy outlines a series of actions and policies that serve the residents and businesses of the 82nd Avenue Corridor and work to stabilize community and mitigate potential displacement; and

WHEREAS, the Metro Council has reviewed the 82nd Avenue Development Strategy; and

WHEREAS, the Metro Council supports the areas of need identified in the 82nd Avenue Development Strategy for community and business stabilization; now therefore,

BE IT RESOLVED that the Metro Council hereby:

1. Endorses the 82nd Avenue Development Strategy, a plan written by community, for community; and
2. Authorizes and directs the Metro COO and staff to support the efforts of the Strategy, as attached in Exhibit A to this Resolution, and to advance the implementation of items that have direct connection to Metro work programs.

ADOPTED by the Metro Council this 26th day of June 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

82nd Avenue Development Strategies

Context

The 82nd Avenue corridor is a crucial nine-mile artery in east Portland metro area that crosses the jurisdictions of Clackamas County, Multnomah County, and the City of Portland with many neighborhoods such as the Jade District, Montavilla, and Lents. This unique roadway stands at a transformative juncture. Historically underserved yet characterized by diverse communities, 82nd Avenue now benefits from significant public investments guided by the East Portland Action Plan (EPAP) and the East Portland Economic Development Strategy (EDS), which aim to foster comprehensive revitalization through sustainability, inclusivity, and economic growth.

Central to these efforts are initiatives including:

- Funding from the American Rescue Plan Act (ARPA)
- Funding from the Portland Bureau of Transportation's (PBOT) "Building a Better 82nd Avenue" streetscape improvements
- Potential for a Bus Rapid Transit project (BRT) led by Trimet
- A 30-year Tax Increment Financing district (TIF) that could fund many projects on the avenue.

These investments offer a unique opportunity to revitalize this vibrant corridor while also expanding transportation options, especially low and no carbon ways of getting around.

Both the corridor and much of East Portland have long grappled with issues like gentrification, displacement, and cultural erosion. Market and socioeconomic changes are especially challenging for vulnerable communities, leading to the displacement of households and businesses with fewer resources to resist these shifts. The 2035 Comprehensive Plan defines displacement as "households or businesses involuntarily forced to move from a neighborhood because of increasing market values, rents, or changes in the neighborhood's ability to meet basic needs in the case of households, or erosion of traditional client base in the case of businesses."

To avoid the pitfalls of past urban development and to navigate this transformative period more equitably, we must implement strategies that safeguard and empower the corridor's diverse populations. This plan was created in partnership between community organizations and government bodies and outlines an approach to development, necessary investments and actions along 82nd Avenue to strive for the long-term equitable development of the corridor. The goal for these projects and policies is to preserve the community's cultural richness, ensure accessibility for all residents, and enhance environmental health.

This document demonstrates a commitment from all parties to center the values of equitable development so that meaningful and intentional actions are taken in the coming years to fight displacement of communities along 82nd Avenue. It is also a commitment between representative organizations, government agencies, and community members that resources on 82nd Avenue should be utilized in a way that maximizes equitable and sustainable growth.

Our Equitable Development Goals

The 82nd Avenue Coalition—led by the core organizations of APANO, Verde, Unite Oregon, and Oregon Walks—is a diverse alliance of community organizations, local businesses, and advocacy groups committed to equitable development and sustainable growth along 82nd Avenue. Recognizing the corridor's history of underinvestment and its cultural diversity, the Coalition seeks to balance revitalization with the needs of its communities, ensuring that development benefits all residents and businesses.

Through meaningful engagement with local community representatives, the Coalition advocates for policies and projects addressing housing affordability, transportation infrastructure, economic stability, mitigation of displacement risks, and supporting small businesses. This holistic approach ensures that new investments serve the corridor's diverse population to preserve the cultural richness and foster inclusive, sustainable growth.

The 82nd Avenue Coalition's core values, developed through community discussions, serve as a roadmap for equitable development:

- **A Safe and Accessible 82nd Avenue:** This emphasizes infrastructure improvements for all modes of transportation, including wider sidewalks, ADA accessibility, safe transit stops, and comfortable multi-modal options.
- **A Community-Centered 82nd Avenue:** This highlights the need for diverse representation, cultural investments, mixed-income housing, small business support, anti-displacement policies, and focused economic development.
- **A Green 82nd Avenue:** This calls for long-term investment in tree canopy and low-emission transportation systems, promoting sustainable and low-impact development.

At coalition workshops, community members outlined specific priorities for equitable development along 82nd Avenue:

- 1) **Workforce Development:** Implement strategies to increase the earning power of people who live in the 82nd Avenue corridor so they are financially equipped to weather market forces that increase the cost of living.
- 2) **Climate Resiliency:** Turn 82nd Ave into a model cooling corridor by planting trees, providing shade and heat wave resources, depaving, investing in green infrastructure and access to green spaces.

- 3) **Childcare:** Invest in childcare options, such as supporting existing providers and helping new ventures, so that family needs are met within the corridor.
- 4) **Business Stabilization:** Work with local small businesses to provide short term stabilization through construction and long-term stabilization to decrease business turnover and develop a diverse and unique business culture in the corridor.
- 5) **Equitable Housing Strategy:** A study of the corridor will help us better understand the diverse and specific housing needs along the corridor. Further, a multitude of strategies outlined below aim to preserve existing affordable housing stock, build additional affordable and workforce level housing, invest in first time home buying initiatives, and support current homeowners to stay in their homes.
- 6) **Community Development:** Offer a variety of leadership development opportunities, social services, family services, community gathering spots, community events and safety measures to local communities.

By addressing key areas such as housing, community development, and sustainability, the coalition aims to empower the corridor's diverse residents, mitigate displacement pressures, and foster a sustainable and inclusive future. However, achieving these goals requires the continued support and collaboration of public agencies and community organizations. The following sections outline key opportunities for public agencies to leverage incoming investments, protect and uplift the corridor's communities, and ensure equitable growth. We also recognize that as time passes, strategies may be added and others drop off if they are less effective. It will be critical to demonstrate flexibility and responsiveness to the needs and wants of communities along the 82nd Avenue corridor.

1. Workforce Development

The workforce development strategies aim to create local employment opportunities, supporting individual and community stability through increased income generation by members of the existing community. Agreements with TriMet and the Portland Bureau of Transportation (PBOT) offer workforce training opportunities in transit and transportation projects. Additionally, partnerships with local workforce development organizations and private companies provide training in high-demand sectors such as construction, technology, medical, and childcare. A tree planting and maintenance training program and the Portland Clean Energy Fund (PCEF) Tree Canopy program promote green infrastructure while generating local employment opportunities, contributing to a resilient and sustainable economy for the 82nd Avenue corridor.

Strategy	Action	Data/Metrics/Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
1.1 Workforce Recruitment Support, Expand Workforce Navigator Capacity	<p>Invest in programs—schools, organizations, and programs like the Transportation Academy—that serve 82nd Avenue that introduce and recruit workers into employment opportunities.</p> <p>Communicate with community members on 82nd Avenue and east of 82nd Avenue about how to apply for City jobs.</p> <p>Develop agreements with TriMet and PBOT to provide workforce training opportunities along the 82nd Avenue corridor, particularly in relation to current and future transit and transportation investments.</p>	<ul style="list-style-type: none"> Promote and provide workforce training opportunities for at least 200 community members along the 82nd Avenue corridor. 	<ul style="list-style-type: none"> Workforce Development 	PCC, TriMet, PBOT	82nd Avenue Coalition member organizations, Clackamas Workforce Partners; PCC; Portland Youth Builders; POIC, Latino Built, various schools along the corridor, etc
1.2 Invest in Workforce	Utilize the Workforce Training and Hiring Program (WTHP) in	<ul style="list-style-type: none"> Number of folks in workforce training 	<ul style="list-style-type: none"> Workforce Development 	Trimet, PBOT, Prosper	82nd Avenue Coalition

Training Programs	<p>low-bid and price agreement contracts. The City program aims to increase women and minority participation in the construction trades through apprenticeship opportunities on City projects.</p> <p>Provide and fund workforce specific trainings such as apprenticeships and through agencies for long term economic success of members recruited into programs</p>	<ul style="list-style-type: none"> • Number of apprenticeships supported • Number of registered apprentices utilized by contractors • Have registered apprentices work at least 20% of labor hours per trade, minorities at least 18% of labor hours per trade, and women at least 9% of labor hours per trade 			organizations, Port of Portland
1.3 Local-hire agreements for the major transportation projects along 82nd Avenue	<p>Agree to and adopt hiring goals for employing people who live on the 82nd Avenue corridor.</p> <p>Partner with local workforce development organizations to offer training and employment opportunities in sectors identified as high need, such as technology, medical, and childcare.</p>	<ul style="list-style-type: none"> • Number of people from 82nd Avenue corridor newly employed • Number of people from 82nd Avenue corridor in new, higher paying jobs 	<ul style="list-style-type: none"> • Workforce Development 	Trimet	
1.4 Build Existing Business Capacity	<p>Invest in existing businesses along the 82nd Avenue corridor to support expansion and grow earning potential.</p>	<ul style="list-style-type: none"> • Percentage of growth in economic productivity from small businesses along corridor • Number of new business licenses awarded to corridor members • Number of public contracts given to small businesses along corridor 	<ul style="list-style-type: none"> • Small Business Inclusive Growth 		Prosper, Friends of Trees; Connecting Canopies; PCEF

2. Climate Resiliency

82nd Avenue is a heat island that does not meet the City of Portland tree canopy and greenspace standards. Our goal is to bring the 82nd Avenue corridor up to—or exceeding—the tree canopy and green space goals set by the City of Portland. Additionally, segments of 82nd Avenue have significant parks, parks programming, and outdoor recreation gaps. Our goal is to increase access to outdoor recreation opportunities in these deficient areas, with two significant opportunities being the activation of Rocky Butte to walking, running, birding, hiking, biking, and rock climbing and the continued improvement of the Springwater Corridor with its connections to Milwaukie and Gresham. We recognize some goals in this section have resources immediately available—such as depaving and tree planting through the Equitable Tree Canopy program—others will require more work to secure. This document offers a roadmap to desired outcomes.

Strategy	Action	Data/Metrics/Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
2.1 Tree Planting, Shade Development	Green Infrastructure Development: In the development of the proposed BRT project, work intentionally to increase shade through tree planting, green infrastructure, bioswales, and human-made manufactured shade devices both at stations and along routes to stations	<ul style="list-style-type: none"> Number of trees planted Amount of shade creation 	<ul style="list-style-type: none"> Heat island mitigation 	TriMet, PBOT	Depave, BES, Urban Forestry
	Activate the Private Property Tree Planting program to partner with landowners (businesses, schools, property owners, etc) along 82nd Ave, to plant trees to build tree canopy and shade strategically. This requires investing in community organizing to build relationships and trust to be successful.	<ul style="list-style-type: none"> Meet Urban Forestry suggested tree canopy goals Monitor and report on survivability and outcomes (ie rate of new plantings that survive to maturity) Minimum neighborhood canopy goals as defined by Portland Urban Forest plan 	<ul style="list-style-type: none"> Heat island mitigation 	City of Portland	Depave, Friends of Trees, Connecting Canopies, Thrive East, 82nd Avenue Coalition Members
	Tree Planting in the Public ROW: Leverage existing funding	<ul style="list-style-type: none"> Number of medium or large form trees planted 	<ul style="list-style-type: none"> Heat island mitigation 	City of Portland (PCEF, Urban	

	and programs, such as PBOT's Trees in the Curb Zone, for tree planting in the public right-of-way along and near the 82nd Avenue corridor.	<ul style="list-style-type: none"> • Minimum neighborhood canopy goals as defined by Portland Urban Forest plan 		Forestry, PBOT), Trimet	
2.2 Depaving	Through tree and shrub planting, parkspace creation, depaving projects, and transportation projects, remove impermeable surfaces along the 82nd Avenue corridor. Partner with landowners (businesses, schools, property owners, etc) along 82nd Avenue, to depave portions of parking lots to create space to plant trees and shrubs.	<ul style="list-style-type: none"> • Heat island mapping: bringing corridor down to other area temperatures • Cumulative square footage of depaved areas 	<ul style="list-style-type: none"> • Heat island mitigation 	BES (grant programs), PCEF (regenerative agriculture)	Depave
2.3 Complete a park and access to recreation gaps analysis	Bring 82nd Avenue corridor up to full level of service for parks and recreation as identified in Parks' Level of Service Plans	<ul style="list-style-type: none"> • Completion of the gap analysis 	<ul style="list-style-type: none"> • Heat island mitigation • Greenspace development 	Portland Parks & Recreation	82nd Avenue Coalition
2.4 Create a plan for closing park and recreation gaps (as identified by action 2.3)	After identifying park and recreation gaps, create an investment roadmap to close those gaps along the 82nd Avenue corridor	<ul style="list-style-type: none"> • Meet citywide access to parks and recreation opportunity goals 	<ul style="list-style-type: none"> • Greenspace development • Equitable access to recreation 	Portland Parks & Recreation; Portland Parks Foundation, Metro	82nd Avenue Coalition, Prosper Portland
2.5 Secure the development of Outdoor Recreation Opportunities	Activate spaces for outdoor recreation opportunities. Currently 82nd Avenue has access to Mt. Tabor (central), the Springwater Corridor (central-southern), and the 3-Creeks Nature Area (southern).	<ul style="list-style-type: none"> • Unification of land ownership around Rocky Butte • Creation of trails on and connecting to Rocky Butte 	<ul style="list-style-type: none"> • Greenspace development • Equitable access to recreation 	Portland Parks & Recreation; Portland Parks Foundation, Metro, Oregon Department of Transportation,	Portland Area Climbers, Northwest Trail Alliance, Friends of Rocky Butte, Clackamas

	An opportunity exists to activate Rocky Butte to create outdoor recreation opportunities in northern 82nd Avenue.			Oregon State Parks, North Clackamas Parks and Recreation District	County Water Environment Services
2.6 Resilience hubs ¹	Identify additional opportunities and resources and support existing efforts to develop climate resilience hubs that serve 82nd Avenue.	<ul style="list-style-type: none"> • Capacity for number of people able to be served • Availability of centers • Types of pre-disaster services and trainings available to community 	<ul style="list-style-type: none"> • Heat island mitigation • Disaster readiness 	Metro, Unite, APANO, AYCO, Birds Alliance, Multnomah County, Meals on Wheels	PBEM, Local NETS teams

¹ A number of organizations—APANO, AYCO, Birds Alliance of Oregon, Dharma Rain Zen Center, Unite Oregon, and Meals on Wheels—are all exploring the development of climate resilience hubs in the 82nd Avenue corridor. APANO/AYCO are focusing on the Jade District, Birds Alliance and Dharma Rain in the McDaniel hub, and Meals on Wheels on their 82nd Avenue property.

3. Childcare

The childcare strategies aim to address gaps in childcare services along the 82nd Avenue corridor, mainly focusing on underserved areas and populations. An assessment identifies these gaps and allocates resources to initiatives such as facility development, including culturally specific facilities and those accommodating off-hour needs. Support for existing "off-grid" childcare facilities expands their capacity and guides them into licensure, increasing available options and serving diverse needs. This comprehensive approach supports families and communities, contributing to an equitable corridor.

Strategy	Action	Data/Metrics/Outcome	Community Need Fulfilled	Lead Organizations	Potential Partners
3.1 Existing Childcare Provider Support	Invest in existing unlicensed or "off-grid" childcare facilities to expand their capacity and guide them towards licensure. Provide long-term business practice training, rent support, and identify vacant spaces suitable for building childcare facilities, along with resources for in-home-based providers.	<ul style="list-style-type: none"> Number of child care centers that have received assistance and child care slots created 	<ul style="list-style-type: none"> Family Services Small Business Stabilization and Development 	Preschool For All, Multnomah & Clackamas Counties	APANO (in Jade District)
3.2 Childcare Needs Assessment	Conduct an assessment to identify child care gaps in the corridor, focusing on underserved areas and populations.	<ul style="list-style-type: none"> Inventory report of existing childcare facilities and community child care needs 	<ul style="list-style-type: none"> Family Services 	Preschool For All (Multnomah County) ²	
3.3 Childcare Facility Development	Support the development of child care slots based on the completed needs assessment, emphasizing culturally specific facilities and those accommodating off-hour needs, particularly for the restaurant industry.	<ul style="list-style-type: none"> Number of slots/sites developed 	<ul style="list-style-type: none"> Family Services Small Business Stabilization and Development 	Preschool For All (Multnomah County)	Prosper, APANO, Seeding Justice, Childcare for Oregon, Unite

² At the time of this plan's completion, Multnomah County, in collaboration with Prosper Portland, is working with a small cohort of childcare providers to secure permits for new spaces in Portland. Supported by a consultant team, they are developing recommendations to improve the City's permitting process based on the experiences of this cohort.

4. Business Stabilization

The 82nd Avenue corridor is home to hundreds of diverse businesses, many of which are owned and operated by recent immigrants and people of color. According to Prosper Portland’s [2023 Neighborhood Corridors Economic and Market Conditions Study](#), targeted investments are essential for activating commercial buildings, attracting new development, and stabilizing existing businesses—key strategies for post-pandemic economic recovery along the corridor. Moreover, upcoming transportation projects are expected to bring both challenges and opportunities. In the short term, construction may disrupt business operations, while in the long term, rising commercial rents and property values could put pressure on existing businesses. These projects will also reshape how people move along the corridor—whether by walking, biking, using public transit, or driving—and could significantly alter the customer base for many businesses.

To support the community through these changes, it is crucial to monitor public perception and provide assistance to businesses that may struggle with higher rents or shifts in their customer base. Strategic outreach efforts should focus on attracting culturally aligned tenants and offering resources to property owners to foster collective action. Additionally, any displacement that occurs along 82nd Avenue will likely alter the customer demographics of the area, making it imperative to develop policies that help existing businesses adapt while also facilitating a smooth transition for those that may need to relocate. As such, we aim to create policies that both bolster existing businesses as they navigate that change while also supporting a healthy transition for businesses who are no longer able to survive along 82nd Avenue.

Strategies	Action	Data/ Metrics/ Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
4.1 Small Business Needs Assessment	<p>Complete a Needs Assessment for the 82nd Avenue Corridor by December 2025, including:</p> <ol style="list-style-type: none"> 1. Identify nodes along the corridor where businesses are at greatest risk of displacement or where property owners are most interested in engaging. 2. Conduct business surveys for construction and long-term needs. 3. Assess commercial real estate market dynamics (lease rates, property sales). 	<ul style="list-style-type: none"> Completed Assessment 	<ul style="list-style-type: none"> Small Business Stabilization Small Business Inclusive Growth 	City of Portland: BPS, Prosper Portland, & align with PBOT on construction phase business survey engagement to understand longer term needs.	Clackamas County Office of Economic Development, Metro

	4. Create an asset map for business owners, focusing on marginalized populations.				
4.2 Short-term Small Business Stabilization	<p>Pre-construction support:</p> <ol style="list-style-type: none"> 1. Identify short-term construction impacts from transportation improvements. 2. Analyze potential changes in customer base due to changes in access (BRT, Bike, Pedestrian, etc.). 3. Develop strategies for businesses to address anticipated impacts. <p>Small businesses stabilization during construction:</p> <ol style="list-style-type: none"> 1. Track local market conditions based on these changes. 2. Implement commercial tenant protections, such as rent or mortgage assistance. 	<ul style="list-style-type: none"> • Number of businesses still in location: Track using business license data and measure churn. • Grants and loans received: Track the number and amount of grants and loans received by local small businesses, with demographic breakdowns. • Count of businesses receiving financial assistance. 	<ul style="list-style-type: none"> • Small Business Stabilization • Small Business Inclusive Growth 	TriMet; City of Portland: PBOT, BPS, Prosper Portland ³	Jade District Staff, 82nd Ave Business Association, Venture Portland, North Clackamas Chamber of Commerce, Clackamas County Office of Economic Development
4.3 Long-term Small Business Stabilization	<p>Technical Assistance and Incentives:</p> <ol style="list-style-type: none"> 1. Focus on physical improvements. 2. Work with landowners and business owners to create lease agreements for rent consistency or other financial support. 3. Assist business owners in purchasing property instead of renting. 	<ul style="list-style-type: none"> • Number/Amount of grants, loans received by local small businesses (potentially break down by demographics) • Count of businesses that received grants 	<ul style="list-style-type: none"> • Small Business Stabilization • Small Business Inclusive Growth 	Prosper Portland Small Business Office, 82nd Avenue Business Association, North Clackamas Chamber of Commerce, Venture Portland, Jade District,	Montavilla East Tabor Business Association

³ In corridors like Foster and Halsey/Weidler, Prosper Portland and PBOT have coordinated small business grants with construction schedules to minimize disruption. A similar approach could benefit businesses along 82nd Avenue during upcoming projects.

	<ol style="list-style-type: none"> 4. Make internal tenant improvements to buildings. 5. Land bank properties for future commercial development. <p>Continued Outreach and Long-term Support:</p> <ol style="list-style-type: none"> 1. Develop a long-term support plan with community small business organizing. 2. Fund positions for business outreach to provide a point person for accessing resources, navigating services, establishing feedback, advocacy, training, and assistance. 	and loans		APANO	
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5. Equitable Housing Strategy

The 82nd Avenue corridor's equitable housing strategy aims to create a balanced housing ecosystem that addresses affordability, displacement risks, and diverse community needs. This corridor is home to populations, largely Asian and Black Americans, who have been previously displaced from downtown and north Portland, respectively, making the work of anti-displacement investments even more urgent. The construction of new housing units, financial support for nonprofit developers, investments to preserve affordable housing, and a comprehensive needs assessment all would help address current shortages and plan for future demands. Programs for existing homeowners and first-time homebuyers, particularly those from historically marginalized communities, provide stability, support homeownership, and mitigate displacement pressures. While we recognize that few resources currently exist for these programs, the goal of this document is to identify the scope of interventions needed in response to the impacts of the planned public investments and then work to find the resources to meet that need. Potential resources include Tax Increment Financing, future housing bonds, and targeted state resources.

Strategies	Action	Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
5.1 Corridor Housing Needs Assessment	Complete a Needs Assessment for the 82 nd Avenue Corridor by December 2025. Assessment should include the following key elements: <ul style="list-style-type: none"> a. Housing needs analysis and development capacity b. Workforce needs, capacity 	<ul style="list-style-type: none"> • A comprehensive list of buildable sites along the corridor, focusing on pedestrian hubs like McDaniel High School, Montavilla, Jade District, Lents, and parts of Clackamas County, to guide strategic investments to increase density, reduce vehicle trips, and foster walkable communities. 	<ul style="list-style-type: none"> • Housing Needs Assessment 	Portland Housing Bureau (PHB), Bureau of Planning and Sustainability (BPS); Portland Permitting & Development (PP&D); Prosper Portland	Developers of multifamily and affordable housing with a priority for organizations with historic ties, community-based and culturally specific organizations. North Clackamas Revitalization Area

Strategies	Action	Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
5.2 Affordable Housing Production Goal and Land Acquisition	<p>Set a target to produce new housing units serving households below 80% Median Family Income (MFI) over the next ten years, ensuring a balanced mix of affordable housing types to serve diverse communities. Production target to be informed by the housing element and buildable sites inventory of the Needs Assessment.</p> <p>Expand the revolving loan (housed at Metro) fund to acquire, hold, and prepare land for future affordable housing developments with a goal of acquiring one site a year.</p> <p>Intentional/strategic land acquisition through the transportation projects (staging areas) to do additional land banking</p>	<ul style="list-style-type: none"> Increased availability of affordable housing for low-income households. Ensures diverse, economically inclusive communities with accessible housing for all income levels. 	<ul style="list-style-type: none"> Access to affordable housing 	Portland Housing Bureau (PHB), Prosper Portland, Planning and Sustainability, Trimet, PBOT	Prosper (TIF), North Clackamas Revitalization Area, Developers of multifamily and affordable housing with a priority for organizations with historic ties, community-based and culturally specific organizations

Strategies	Action	Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
5.3 Financial Support for Affordable Housing Development	Based on the Needs Assessment and resulting housing unit production target, identify the total amount of funding needed to fulfill units for household incomes at or below 80% of the MFI.	<ul style="list-style-type: none"> Expands affordable housing options and empowers community-based organizations to address local needs. 	<ul style="list-style-type: none"> Support for Nonprofit Developers 	Prosper Portland, Portland Housing Bureau (PHB), Developers of multifamily and affordable housing, prioritizing those with historic, community-based, and culturally specific ties.	Outside funding sources and organizations, including grants, low-interest loans, and other financial incentives, nonprofit housing developers
5.4 New Homeowner Opportunities	Create a program (or leverage already-existing programming) that provides down payment assistance for first-time homebuyers based on the housing needs assessment, particularly for historically marginalized communities. Partner with, expand, and fund existing programs that provide home ownership opportunities.	<ul style="list-style-type: none"> Promotes long-term housing stability and wealth-building in underrepresented communities by improving access to homeownership 	<ul style="list-style-type: none"> Homeownership Program 	Portland Housing Bureau (PHB), Developers of multifamily and affordable housing, prioritizing those with historic, community-based, and culturally specific ties. North Clackamas Revitalization Area	Organizations that do down payment assistance grants and loans

Strategies	Action	Outcomes	Community Need Fulfilled	Lead Organizations	Potential Partners
5.5 Existing Homeowner Support	Develop new programs or expand existing programs to assist homeowners with weatherization, renovations, and lead abatements, enhancing housing stability and conditions. This may involve grants, low-interest loans, and partnerships with local contractors.	<ul style="list-style-type: none"> Enhanced housing conditions for existing homeowners. Preserves affordable housing, improves living standards, and sustains community character. 	<ul style="list-style-type: none"> Homeowner Support 	Portland Housing Bureau (PHB), Developers of multifamily and affordable housing, prioritizing those with historic, community-based, and culturally specific ties. North Clackamas Revitalization Area	Organizations that do home repair, weatherization, and lead abatement, add

6. Community Development

The community development initiatives focus on nurturing leadership, supporting economic growth, and fostering social cohesion along the 82nd Avenue corridor. Leadership development programs hosted by existing Community-Based Organizations (CBOs) empower local leaders, while Tax Increment Financing (TIF) supports community development projects to enhance infrastructure and services. Funding for community organizing efforts and financial support for community programming strengthen cohesion, driving development goals forward. This approach aims to create a resilient, cohesive community, supporting inclusive growth. The specific mechanisms to fund these projects will likely come from diverse sources such as grants, local community investment, and TIF.

Strategy	Action	Data/ Metrics/ Outcomes	Community Need Fulfilled	Lead Organization	Partners
6.1 Community Leadership Development	Invest in leadership development programs hosted by existing Community-Based Organizations (CBOs) serving the corridor. Aim to have annual cohorts over the next five years, nurturing leaders that can advocate for their communities and contribute to sustained development.	<ul style="list-style-type: none"> Quarterly meetings between City officials and communities members 	<ul style="list-style-type: none"> Community Leadership Development 	Unite, Verde, APANO, AYCO	82nd Avenue education institutions, churches, and neighborhood associations, North Clackamas Chamber of Commerce
6.2 Community Organizing and Event Support	Secure funding to continue 82nd Avenue Coalition organizing efforts along the corridor, supporting initiatives and community programming such as farmers markets, cleanups, and events.	<ul style="list-style-type: none"> Quarterly events that bring neighborhoods together to discuss local issues 82nd Ave newsletter 	<ul style="list-style-type: none"> Community Programming 	Office of Community and Civic Life	Organizations working in the 82nd Avenue corridor
6.3 Identify Community Gathering Spaces	Analyze the corridor to find spaces where community members can gather for meetings or celebrations without the need to spend money.	<ul style="list-style-type: none"> A free gathering space within five miles of all communities along 82nd Avenue A list of these community places 	<ul style="list-style-type: none"> Community Programming 	Portland Parks and Recs	82nd Avenue education institutions, churches, and neighborhood associations,

					North Clackamas Parks and Recreation District
--	--	--	--	--	---

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 25-5496 FOR THE PURPOSE OF ENDORSING THE 82ND AVENUE DEVELOPMENT STRATEGY

Date: June 12, 2025
Department: PD&R
Meeting Date: June 26, 2025

Prepared by: Brian Harper (he/him)
Brian.Harper@oregonmetro.gov
Presenter: Zachary Lauritzen (he/him),
Interim Executive Director of Oregon
Walks
Length: 20 minutes

ISSUE STATEMENT

The 82nd Avenue Coalition, in partnership with Metro, the City of Portland, and Clackamas County, has been leading the work on a Development Strategy for the 82nd Avenue corridor (the “Strategy”). The Strategy is a community-led effort that outlines actions that governments, non-profits, and private sector partners can each take to prevent and mitigate displacement risks that often accompany major transit and transportation system investments. The Strategy will focus on developing early policies and investments that can help residents and small businesses stay in place and thrive in the corridor while public investments in infrastructure contribute to neighborhood changes.

The coalition leading the work is made up of people and organizations that live, work, and play along 82nd Avenue and includes representatives from Oregon Walks, Verde, APANO, and Unite Oregon.

In March 2025, the 82nd Avenue Coalition completed the Strategy and began working on implementation.

The Strategy identifies partners for each proposed action but does not commit funding that has not already been previously approved. The goal is for all partners to work toward finding funding and staffing commitments for each action laid out in the plan.

Metro is actively collaborating with the 82nd Ave Coalition on securing resources to implement the Strategy. These efforts include:

- Metro obtaining EPA planning assistance to convene a workshop in July to explore green infrastructure opportunities to reduce heat island impacts, specifically the area near McDaniel High School and the Birds Alliance of Oregon.
- Metro being selected for a \$2 Million community planning grant for 82nd Avenue through the Federal Reconnecting Communities program in early 2025. Currently, the award has been postponed for an indeterminate time.

- Metro collaborated with the 82nd Ave Coalition on a \$250,000 Thriving Communities grant to support developing a community resilience hub plan and pilot design. Successful applications are anticipated to be announced this calendar year.

ACTION REQUESTED

Approve Resolution No. 25-5496. Approval of the resolution endorses the 82nd Avenue Strategy as recommended by the 82nd Avenue Coalition.

Metro Council will be the first partner to formally endorse the Strategy. Endorsement is not a legally binding commitment but demonstrates Metro's support and acknowledgement of this community-led effort. The City of Portland acknowledged the critical importance of the Strategy when they endorsed the 82nd Avenue Locally Preferred Alternative on May 21, 2025.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

1. Approve Resolution No. 25-5496 as recommended by the 82nd Avenue Coalition.
2. Do not approve Resolution No. 25-5496.

Metro Council endorsement of the 82nd Avenue Strategy will demonstrate to the community along the 82nd Avenue corridor, and throughout the greater Portland region, that Metro fundamentally understands the displacement pressures currently faced by residents and businesses. Additionally, the endorsement underscores the concept that large-scale public investment in infrastructure has an impact on localized market conditions, potentially raising property values. This can be particularly challenging when those investments are made in the communities most in need but which also have the most affordable housing and business rents. This is often based on a history of under-investment. Endorsement of the Strategy sends a message to community that their stabilization and long-term success can, and should, be supported along with public investment in infrastructure.

Metro has championed and led other development strategies in transit corridors undergoing High-Capacity Transit Planning, including SW Corridor and TV Highway.

RECOMMENDED ACTION

Approve Resolution No. 25-5496 as recommended by the 82nd Avenue Coalition and Metro staff. Approval of the resolution endorses the 82nd Avenue Development Strategy and will direct staff to continue working with the 82nd Avenue Coalition on identifying funding for future implementation opportunities.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The concept of the Development Strategy approach is not a new idea at Metro. Previous efforts on the SW Corridor and TV Highway have led to community-written plans to tackle Staff Report for Resolution No. 25-5496

displacement and enhanced community representation within those geographies. These efforts are extensions of Metro's stated goal of enhancing development outcomes for community, while also offering transparency and accountability to government processes that have often felt isolated and out-of-reach to community members.

The 82nd Avenue Transit project will serve around 70,000 residents and 30,000 jobs within a half mile of the alignment. A large amount of those who live and work along this corridor continue to rely on transit for their everyday travel needs. The 82nd Avenue Strategy is focused on making sure that those residents and communities that need this investment the most are able to stay in place experience the benefits.

KNOWN OPPOSITION

Public input demonstrates support for this Strategy. There is no known opposition.

Extensive outreach with community and business interests has been ongoing for the last two years. These include date-specific community gatherings and learning sessions, as well as ongoing discussions and individual neighborhood association and business association meetings.

ANTICIPATED EFFECTS

Adoption of this resolution will allow project staff to continue working with community-based organizations, members of the public, and jurisdictional partners to address the following topic areas:

- Community Resiliency
- Affordable Housing Development
- Childcare
- Workforce Development
- Business Stabilization
- Community Development

Budget Impacts: Adoption of this resolution has no budget impact at this time. There may be future costs associated with the implementation of identified projects, but those costs are not known at this time. These costs will be shared by local, regional, state, and federal government partners, as well as philanthropic partners and community-based non-profit organizations.

BACKGROUND

At the March 5, 2025, Metro Council work session, staff presented on the 82nd Avenue Development Strategy. Council discussed the process and asked questions of project staff but did not request any changes or additional information.

Since that work session, the 82nd Avenue Coalition has made minor text updates to the plan, but it exists in the same format, with the same list of identified actions as then.

ATTACHMENTS

None



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 4.4

File #: RES 25-5504

Agenda Date: 6/26/2025

Resolution no. 25-5504 For the Purpose of Endorsing the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project

Kate Hawkins, Metro

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE	)	RESOLUTION NO. 25-5504
LOCALLY PREFERRED ALTERNATIVE FOR)	
THE TUALATIN VALLEY HIGHWAY TRANSIT	)	Introduced by Chief Operating Officer
AND SAFETY PROJECT	)	Marissa Madrigal in concurrence with
	)	Council President Lynn Peterson

WHEREAS, Metro is the directly elected regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council together serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions, including endorsing locally preferred alternatives for major projects in the region; and

WHEREAS, Metro's adopted long-range blueprint for the region, the 2040 Growth Concept, reflects a commitment to create prosperous and sustainable communities for present and future generations and guides the region's land use and transportation development in alignment with it; and

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the 2040 Growth Concept and emphasizes outcomes, system completeness and measurable performance in order to realize adopted land use plans, and hold the region accountable for making progress; and

WHEREAS, the 2009 High Capacity Transit System Plan identified Tualatin Valley (TV) Highway between Beaverton and Hillsboro as a Next Phase Regional Priority HCT Corridor and TV Highway between Hillsboro and Forest Gove as a Developing Regional Priority HCT Corridor; and

WHEREAS, the 2013 Tualatin Valley Highway Corridor Plan (TVCP), was a "mobility corridor refinement" plan between Cedar Hills Boulevard (Beaverton Regional Center) and SE 10th Avenue/Maple Street (Hillsboro Regional Center) that identified needs and improvements for all modes of transportation; and

WHEREAS, the 2023 RTP and the 2018 Regional Transit Strategy both identify the Tualatin Valley Highway corridor as a key area for major transit investment in infrastructure; and

WHEREAS, the 2019 Moving Forward TV Highway Plan is a multi-agency study to determine nature and feasibility of High Capacity Transit (HCT) in the Tualatin Valley Highway corridor between SW 160th Ave and Cornelius Pass Road; and

WHEREAS, the 2023 RTP identified the TV Highway Transit Project as a major high-capacity transit investment included in the 2030 Near-Term Constrained Project List; and

WHEREAS, the 2023 High Capacity Transit Strategy identified TV Highway as a Tier 1 corridor, the top level of regional prioritization for advancing in the near-term; and

WHEREAS, the Federal Transit Administration (FTA) awarded Metro a Helping Obtain Prosperity for Everyone (HOPE) grant in 2020 to fund initial planning, engineering and development of capital improvements for the TV Highway corridor and accelerate the implementation of infrastructure investments to enhance the speed, reliability and access to transit services in an area that greatly benefits communities within areas of persistent poverty; and

WHEREAS, in January 2022 Metro and TriMet convened a Steering Committee for the TV Highway Transit and Safety Project, consisting of agency leaders, elected officials, and community representatives, to develop and recommend a Locally Preferred Alternative and funding strategy for high-capacity transit on TV Highway; and

WHEREAS, in June 2023 a community-led effort identified actions that nonprofit, government and private sector partners can each take to stabilize and support community in parallel with the TV Highway Transit and Safety Project; and

WHEREAS, Metro and TriMet collaborated on Phase 1 of the Project, as set forth in the Intergovernmental Agreement identified as Metro IGA No. 967638, to develop regional agreement on the recommended mode, alignment, and general station locations of the future high-capacity transit service; and

WHEREAS, the TV Highway Transit and Safety Project is a partnership among Metro, TriMet, the Oregon Department of Transportation (ODOT), Washington County, and the cities of Forest Grove, Cornelius, Hillsboro, and Beaverton; and

WHEREAS, the TV Highway Transit and Safety Project Steering Committee met numerous times, heard public input and testimony, and unanimously recommended the LPA for adoption on February 14, 2025, including the mode of transportation, alignment, and general station locations; and

WHEREAS, the Project Steering Committee defined the LPA Project route between the city of Beaverton, in the east, and the city of Forest Grove in the west, as shown on the attached Exhibit A map and generally described herein as:

- From the Beaverton Transit Center along the TV Highway to the Hillsboro Transit Center;
- Continuing west along the TV Highway to the City of Cornelius; and
- Continuing west to terminate in the City of Forest Grove at 19th Avenue and B Street; and

WHEREAS, the Board of Washington County Commissioners unanimously adopted Resolution Number 25-26 on April 22, 2025, endorsing the LPA; and

WHEREAS, the Cornelius City Council unanimously adopted Resolution Number 2025-16 on May 5, 2025, endorsing the LPA; and

WHEREAS, the Hillsboro City Council unanimously adopted Resolution Number 2881 on May 6, 2025, endorsing the LPA; and

WHEREAS, the Forest Grove City Council unanimously adopted Resolution Number 2025-17 on May 12, 2025, endorsing the LPA; and

WHEREAS, the Beaverton City Council unanimously adopted Resolution Number 25084 on May 27, 2025, endorsing the LPA; and

WHEREAS, the TriMet Board of Directors unanimously adopted Resolution Number 25-05-25 on May 28, 2025, recommending confirmation of the LPA; and

WHEREAS, the LPA was endorsed by the Oregon Department of Transportation with a letter of support dated May 28, 2025; and

WHEREAS, on June 12, 2025, JPACT approved Resolution No. 25-5504 and submitted the resolution to the Metro Council for approval; and

WHEREAS, on June 25, 2025, MPAC made a recommendation to the Metro Council on endorsing the TV Highway Transit and Safety Project LPA; and

WHEREAS, a public demonstration of local support for the Project LPA by TriMet, Metro, and collaborating local jurisdictions is essential to advance Project Development and funding from the Federal Transit Administration (FTA); and

WHEREAS, the Council's endorsement of the LPA as described in this Resolution and the attached Exhibit A map would allow Metro to continue working with TriMet and other project partners to advance the Project; now therefore,

BE IT RESOLVED, that Metro Council hereby:

1. Endorses the TV Highway Transit and Safety Project Locally Preferred Alternative as described in the attached Exhibit A.
2. Directs staff to prepare amendments to the 2023 Regional Transportation Plan to reflect the TV Highway Transit and Safety Project Locally Preferred Alternative for consideration by JPACT and the Metro Council in 2026.

ADOPTED by the Metro Council this 26th day of June 2025.

Lynn Peterson, Metro Council President

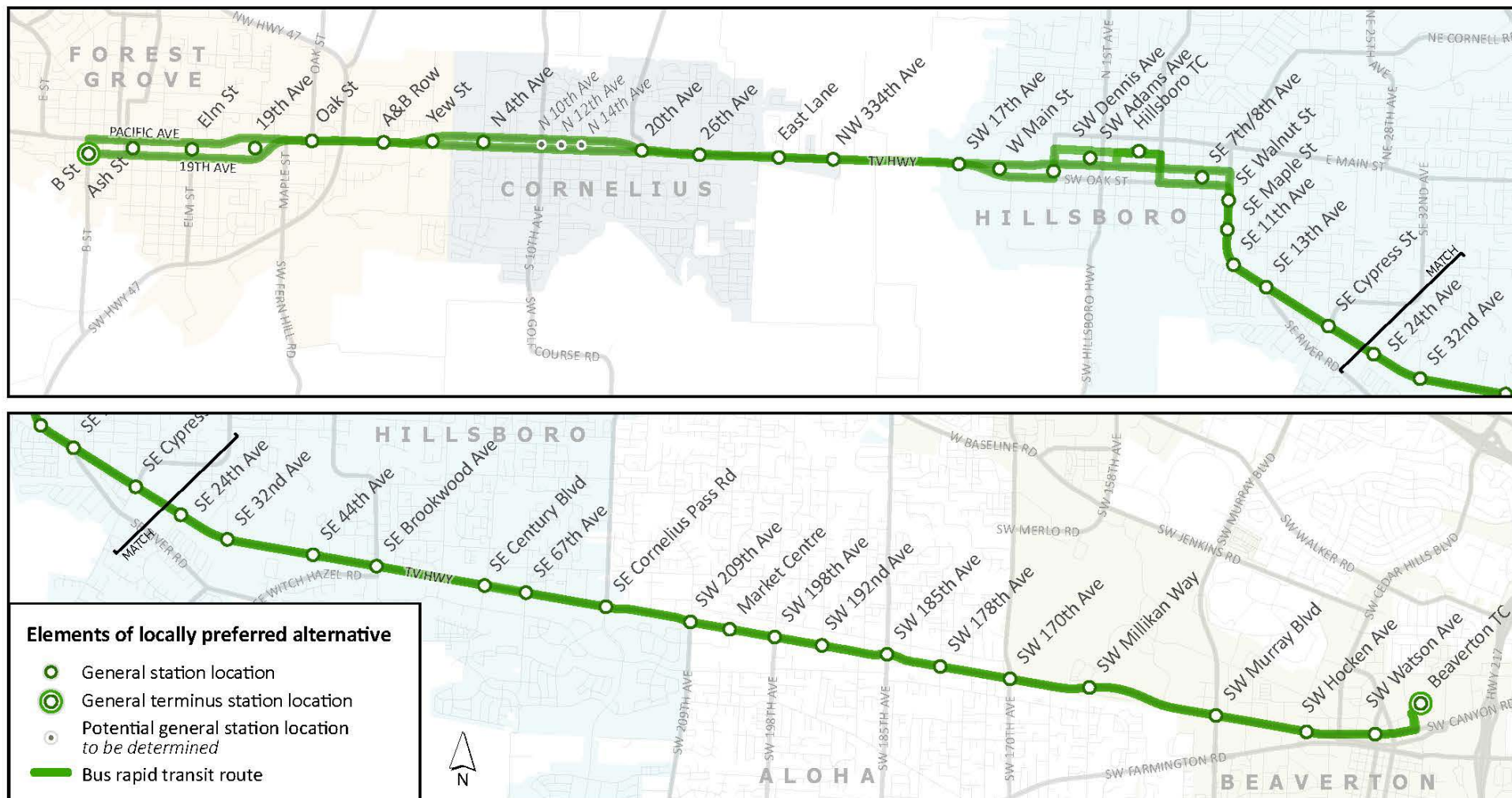
Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A
Tualatin Valley Highway Transit and Safety Project
Locally Preferred Alternative (LPA) Description

On February 13, 2025, the TV Highway Steering Committee recommended the TV Highway Transit and Safety Project Locally Preferred Alternative (LPA). The recommended LPA for high-capacity transit in the Tualatin Valley Highway corridor is bus rapid transit with stations at the general locations indicated on the attached map, operating between Beaverton Transit Center and 19th Avenue and B Street in Forest Grove. The route will generally follow the same alignment as TriMet's current Line 57 route.

Locally Preferred Alternative Map



IN CONSIDERATION OF RESOLUTION NO. 25-5504, FOR THE PURPOSE OF
ENDORSING THE LOCALLY PREFERRED ALTERNATIVE FOR TUALATIN VALLEY
HIGHWAY TRANSIT AND SAFETY PROJECT

Date: May 20, 2025
Department: Planning, Development and
Research
Meeting Date: June 26, 2025

Presenter(s): Kate Hawkins (she/her),
Senior Transportation Planner

Length: 20 minutes

Prepared by: Kate Hawkins, 503-449-
3949, kate.hawkins@oregonmetro.gov

ISSUE STATEMENT

The TV Highway Transit and Safety Project seeks to improve speed, reliability, accessibility and safety for transit riders on TV Highway. Since 2022, the Metro and TriMet project teams have worked with partners to explore numerous options for bringing high-capacity transit to the TV Highway corridor. The work has been guided by a project Steering Committee consisting of elected officials, agency leaders, and community-based organization representatives, and supported through coordination at the staff level across the five corridor jurisdictions, Metro, TriMet and ODOT.

On February 13, 2025, the TV Highway Steering Committee recommended the TV Highway Transit and Safety Project Locally Preferred Alternative (LPA). The recommended LPA for high-capacity transit on the TV Highway corridor is bus rapid transit, operating between Beaverton Transit Center and 19th Avenue and B Street in Forest Grove. The route will generally follow the same alignment as TriMet's current Line 57 route. The LPA map with recommended mode, alignment, and general station locations is reflected in Exhibit A to Resolution No. 25-5504.

ACTION REQUESTED

Approve Resolution No. 25-5504 as recommended by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Policy Advisory Committee (MPAC). Approval of the resolution endorses the TV Highway Transit and Safety Project Locally Preferred Alternative (LPA) as recommended by JPACT and MPAC and directs staff to prepare amendments to the 2023 Regional Transportation Plan to reflect the LPA.

IDENTIFIED POLICY OUTCOMES

The TV Highway corridor has been identified as a top priority for transit investment in numerous adopted regional plans. These include the 2009 Metro Regional High Capacity Transit System (HCT) Plan, the 2018 Regional Transit Strategy, the 2023 Regional

Transportation Plan (RTP), and the 2023 High Capacity Transit Strategy, which designates TV Highway as a Tier 1: near-term HCT corridor, the highest priority for near-term HCT investment in our region.

Project outcomes identified in the RTP include improving transit speed and reliability, making the bus more competitive with driving, improving corridor safety and accessibility, and providing a more dignified and attractive rider experience.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

1. Approve Resolution No. 25-5504 as recommended by JPACT and MPAC.
2. Do not approve Resolution No. 25-5504 and refer it back to JPACT with a recommendation for amendment.

Metro Council endorsement of the Locally Preferred Alternative will demonstrate regional consensus on the project parameters. Endorsement of the LPA is a necessary step to a future adoption of the LPA into the financially constrained RTP project list, which is required to complete the Project Development phase of the Federal Transit Administration's Capital Investment Grant (CIG) program and be eligible to garner CIG discretionary funding. Metro Council and JPACT are anticipated to consider adoption of the LPA into the 2023 RTP in March 2026 as part of a package of RTP amendments which includes two other Tier 1 projects with recent LPA recommendations: the 82nd Avenue Transit Project and the Montgomery Park Streetcar Project.

If Council does not endorse the Steering Committee LPA recommendation the committee would need to restart to discuss changes, and all local jurisdictions would have to amend their endorsements of the LPA.

RECOMMENDED ACTION

Approve Resolution No. 25-5504 as recommended by MPAC and JPACT. Approval of the resolution endorses the Locally Preferred Alternative recommended by the TV Highway Transit Project Steering Committee and endorsed by the project partners, including TriMet, Beaverton, Cornelius, Forest Grove, Hillsboro, ODOT, and Washington County.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The TV Highway Transit and Safety Project LPA is a collaboration between Metro, community organizations, and jurisdictional partners to implement regional priorities articulated in Metro's guiding policy plans including the 2023 Regional Transportation Plan. Corridor planning is central to Metro's core mission to expand transportation options and improve public transit service throughout the region. The LPA advances Metro's Strategic Framework by connecting regional and town centers with faster more reliable transit and safer and more comfortable pedestrian facilities. The project advances multiple objectives by promoting walkable communities; access to community places; transportation choices including active transportation and better access to transit; access to jobs; regional mobility; and safety.

KNOWN OPPOSITION

Public input and partner endorsements demonstrate support for this LPA. There is no known opposition.

The TV Highway Transit and Safety Project is supported by agencies partners, local jurisdictions, and community-based organizations throughout the corridor and across the region. Metro's agency partners on this work include TriMet, ODOT, Washington County, the Cities of Beaverton, Cornelius, Forest Grove, and Hillsboro. The project is also supported by community-based organizations including Adelante Mujeres, APANO, Centro Cultural, and Unite Oregon, as well as the TV Highway Equity Coalition.

Project engagement as well as past planning efforts in the corridor indicate that community members support the project purpose of bringing safer, more reliable, faster, and accessible transit to the TV Highway Corridor.

ANTICIPATED EFFECTS

Adoption of this resolution will allow project staff to continue working with TriMet and project partners to:

- Amend the 2023 RTP to reflect the LPA and a high-level funding plan
- Pursue federal funding
- Complete federally-required National Environmental Policy Act (NEPA) documentation
- Refine design and costing
- Coordinate with local agencies on construction and design for improvements along TV Highway
- Support the implementation and construction of the project
- Open a new FX bus line along Tualatin Vally Highway in 2030

The project is currently in the 2023 RTP. However, the 2023 RTP needs to be amended to reflect the recommended mode, route, and general station locations and a high-level funding plan.

Budget Impacts: Adoption of this resolution has no budget impact at this time. There will be future costs associated with implementation of the project. These costs will be shared by local, regional, state and federal partners.

LEGAL ANTECEDENTS

Federal laws and actions

- National Environmental Policy Act
- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended]
- U.S. EPA transportation conformity rules (40 CFR, parts 51 and 93)
- Fixing America's Surface Transportation Act (FAST Act), signed into law in 2015
- Infrastructure Investment and Jobs Act (IIJA), signed into law in 2021

- Federal Transit Administration (FTA) Capital Investment Grant (CIG) Program

State laws and actions

- Oregon Statewide Land Use Planning Goals
- Oregon Transportation Planning Rules (OAR Chapter 660, Division 12)
- Oregon Transportation Plan and implementing modal plans, including the Oregon Public Transportation Plan Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252)
- Oregon Clean Air Act State Implementation Plan (SIP), amended in January 2021

Metro Council Actions

- Resolution No. 09-4025 (For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridor Map and Evaluation Criteria), adopted by the Metro Council on February 12, 2009.
- Resolution No. 09-4052 (For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments), adopted by the Metro Council on July 9, 2009.
- Resolution No. 10-4119 (For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020 and Proceeding with the Next Two Corridor Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle), adopted by the Metro Council on February 25, 2010.
- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan), adopted by the Metro Council on June 10, 2010.
- Ordinance No. 14-1346B (For the Purpose of Adopting the Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014.
- Resolution No. 18-4892 (For the Purpose of Adopting the Regional Transit Strategy and Replacing the 2009 Regional High Capacity Transit System Plan), adopted by the Metro Council on December 6, 2018.
- Resolution No. 21-5229 (For the Purpose of Creating and Appointing Members of the Tualatin Valley Highway Steering Committee), adopted by the Metro Council on January 20, 2022.
- Ordinance No. 23-1496 (For the purpose of Amending the 2018 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted by the Metro Council on November 30, 2023.
- Resolution No. 23-5348 (For the Purpose of Adopting the 2023 High Capacity Transit Strategy), adopted by the Metro Council on November 30, 2023.

Local Jurisdiction Actions

- The Board of Washington County Commissioners unanimously adopted Resolution Number 25-26 to endorse the LPA on April 22, 2025.
- The Cornelius City Council unanimously adopted Resolution Number 2025-16 to endorse the LPA on May 5, 2025.
- The Hillsboro City Council unanimously adopted Resolution Number 2881 to endorse the LPA on May 6, 2025.
- The Forest Grove City Council unanimously adopted Resolution Number 2025-17 to endorse the LPA on May 12, 2025.
- Beaverton City Council unanimously adopted Resolution Number 25084 to endorse the LPA on May 27, 2025.
- The TriMet Board of Directors unanimously adopted Resolution Number 25-05-25 to endorse the LPA on May 28, 2025.
- The Oregon Department of Transportation endorsed the LPA with a letter of support dated May 28, 2025.

BACKGROUND

Staff presented the TV Highway Transit and Safety Project LPA at the May 20, 2025, Metro Council work session. Council discussed the LPA and asked questions of project staff, but did not request any changes to the document. Since that work session, local and regional project partners have endorsed the LPA via resolutions or letters of support. In addition, Metro staff presented the LPA to TPAC, JPACT, the Metro Technical Advisory Committee (MTAC), and the Metro Policy Advisory Committee (MPAC). The committees had questions regarding next steps and some details of the project but made no recommendations for changing the LPA.

Based on the conversations with Council and the other committees and the endorsement from project partners, staff has made no changes to the LPA materials that were presented to Metro Council in May. On June 6, 2025, TPAC recommended that JPACT approve this resolution. On June 12, 2025, JPACT will consider approval of this resolution and submit the resolution for Metro Council approval. Metro Council will consider JPACT's action on June 26, 2025.

ATTACHMENTS

Attachment 1: Local Actions of Support (1.a through 1.g)

ATTACHMENT 1: LOCAL ACTIONS OF SUPPORT

- 1.a. Board of Washington County Commissioners Resolution and Order No. 25-26
- 1.b. City of Cornelius Resolution No. 2025-16
- 1.c. City of Hillsboro Resolution No. 2881
- 1.d. City of Forest Grove Resolution No. 2025-17
- 1.e. City of Beaverton Resolution No. 25084
- 1.f. TriMet Board of Directors Resolution No. 25-05-25
- 1.g. Oregon Department of Transportation Letter of Support

1 investment in infrastructure; and

2 It appearing to the Board, the 2019 Moving Forward TV Highway Plan was a multi-agency
3 study to determine the nature and feasibility of HCT in the TV Highway corridor between SW
4 160th Avenue and Cornelius Pass Road; and

5 It appearing to the Board, the 2023 RTP identified the TV Highway Transit Project as a
6 major HCT investment included in the 2030 Near-Term Constrained Project List; and that the
7 2023 High Capacity Transit Update identified TV Highway as a Tier 1 corridor, the top level of
8 regional prioritization for advancing in the near term; and

9 It appearing to the Board, the Federal Transit Administration (FTA) awarded Metro a
10 Helping Obtain Prosperity for Everyone (HOPE) grant in 2020 to fund the TV Highway Transit
11 project; and that the grant supported initial planning, engineering and development of the
12 Chapter 53 of Title 49-eligible transit components needed to complete a full capital program of
13 improvements for the TV Highway Corridor and accelerate the implementation of much needed
14 infrastructure investments to enhance the speed, reliability and access to transit services in an
15 area that greatly benefits communities within areas of persistent poverty; and

16 It appearing to the Board, in January 2022 Metro and TriMet convened a Steering
17 Committee for the TV Highway Transit and Safety Project, consisting of elected officials, agency
18 leaders, and community representatives; and that the committee was charged with developing
19 and recommending a Locally Preferred Alternative (LPA) and funding strategy for high capacity
20 transit on TV Highway; and

1 It appearing to the Board, in June 2023 a community-led effort identified actions that
2 nonprofit, government and private sector partners can each take to stabilize and support
3 communities throughout the TV Highway corridor; and that the effort was developed in parallel
4 with the TV Highway Transit and Safety Project and identified bus rapid transit in the corridor as a
5 community priority action; and that the actions identified through this effort are being
6 implemented by community partners with support from a Metro 2040 Planning and
7 Development Grant; and

8 It appearing to the Board, that Metro and TriMet collaborated on Phase 1 of the Project,
9 as set forth in the Intergovernmental Agreement identified as Metro IGA No. 967638; that Phase
10 1 focused on reaching regional agreement on the recommended mode, alignment, and general
11 station locations of the future high-capacity transit service; and that Phase 1 concluded with the
12 Steering Committee's unanimous recommendation of the LPA in February 2025; and

13 It appearing to the Board, the TV Highway Transit and Safety Project Steering Committee
14 met numerous times, heard public input and testimony, and made recommendations for an LPA
15 on February 13, 2025 as described in the attached Exhibit A description, including the mode of
16 transportation, alignment, and general station locations; and

17 It appearing to the Board, the Project Steering Committee defined the LPA Project route
18 between Beaverton, in the east, and Forest Grove in the west, as shown on the attached Exhibit B
19 map and generally described herein as:

- 20 • From the Beaverton Transit Center along TV Highway to the Hillsboro Transit Center;

- Continuing west along TV Highway to the City of Cornelius; and
- Continuing west to terminate in the City of Forest Grove at 19th Avenue and B Street; and

It appearing to the Board, the TV Highway Transit and Safety Project is a partnership between Metro, TriMet, ODOT, Washington County, and the cities of Forest Grove, Cornelius, Hillsboro, and Beaverton; and

It appearing to the Board, a public demonstration of local support for the Project LPA by TriMet, Metro, and the collaborating local jurisdictions is essential to advance Project Development and funding from the Federal Transit Administration (FTA); and

It appearing to the Board, the Board's endorsement of the LPA as described in this Resolution and in the attached Exhibit A description and Exhibit B map would allow the TriMet Board to endorse the LPA, further allowing Metro to amend the Regional Transportation Plan to include the Project; now therefore it is

RESOLVED AND ORDERED that the Board of County Commissioners endorses the Steering Committee's recommended TV Highway Transit and Safety Project Locally Preferred Alternative as described and depicted in Exhibits A and B attached hereto.

DATED this 22nd day of April 2025.

BOARD OF COUNTY COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON



CHAIR KATHRYN HARRINGTON



RECORDING SECRETARY

RESOLUTION NO. 2025-16

A RESOLUTION OF THE CORNELIUS CITY COUNCIL AFFIRMING THE TUALATIN VALLEY HIGHWAY TRANSIT AND SAFETY PROJECT LOCALLY PREFERRED ALIGNMENT

WHEREAS, the 2009 High-Capacity Transit System Plan identified TV Highway between Beaverton and Hillsboro as a Next Phase Regional Priority HCT Corridor and TV Highway between Hillsboro and Forest Gove as a Developing Regional Priority HCT Corridor; and

WHEREAS, the 2013 Tualatin Valley Highway Corridor Plan (TVCP), was a “mobility corridor refinement” plan for a portion of the Beaverton to Forest Grove mobility corridor between Cedar Hills Boulevard (Beaverton Regional Center) and SE 10th Avenue/Maple Street (Hillsboro Regional Center). The TVCP was a joint effort between ODOT, Metro, the City of Hillsboro, the City of Beaverton and Washington County that focused an examination of the transportation system to identify needs and improvements for all modes of transportation; and

WHEREAS, the 2018 Regional Transportation Plan, and the 2018 Regional Transit Strategy both identify the Tualatin Valley Highway corridor as a key area for major transit investment in infrastructure; and

WHEREAS, the 2019 Moving Forward TV Highway Plan is a multi-agency study to determine nature and feasibility of High-Capacity Transit (HCT) in the Tualatin Valley Highway corridor between SW 160th Ave and Cornelius Pass Road; and

WHEREAS, the 2023 Regional Transportation Plan (RTP) identified the TV Highway Transit Project as a major high-capacity transit investment included in the 2030 Near-Term Constrained Project List. The 2023 High-Capacity Transit Update identified TV Highway as a Tier 1 corridor, the top level of regional prioritization for advancing in the near-term; and

WHEREAS, the Federal Transit Administration (FTA) awarded Metro a HOPE grant in 2020 to fund this project. The grant supported initial planning, engineering and development of the Chapter 53 of Title 49 eligible transit components needed to complete a full capital program of improvements for the TV Highway Corridor and accelerate the implementation of much needed infrastructure investments to enhance the speed, reliability and access to transit services in an area that greatly benefits communities within areas of persistent poverty; and

WHEREAS, in January 2022 Metro and TriMet convened a Steering Committee for the TV Highway Transit and Safety Project, consisting of agency leaders, elected officials, and community representatives. The committee was charged with recommending a Locally Preferred Alternative and funding strategy for high-capacity transit on TV Highway; and

WHEREAS, in June 2023 a community-led effort identified actions that nonprofit, government and private sector partners can each take to stabilize and support community throughout the TV Highway corridor. The effort was developed in parallel with the TV Highway Transit & Safety City of Cornelius
Resolution No 2025-16 TV HIGHWAY TRANSIT AND SAFETY PROJECT LOCALLY PREFERRED
ALTERNATIVE ENDORSEMENT

Project identified bus rapid transit in the corridor as a community priority action. The actions identified through this effort are being implemented by community partners with support from a Metro 2040 Planning and Development Grant; and

WHEREAS, Metro and TriMet collaborated on Phase 1 of the Project, as set forth in the Intergovernmental Agreement identified as Metro IGA No. 967638. Phase 1 focused on reaching regional agreement on the recommended mode, alignment, and general station locations of the future high-capacity transit service. It concluded with the Steering Committee’s unanimous recommendation of the Locally Preferred Alternative (LPA) in February 2025; and

WHEREAS, the TV Highway Transit and Safety Project is a partnership among Metro, TriMet, ODOT, Washington County, Forest Grove, Cornelius, Hillsboro, and Beaverton; and

WHEREAS, the TV Highway Transit & Safety Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a Locally Preferred Alternative (LPA) (Exhibit A) on February 14, 2025, including the mode of transportation, alignment, and general station locations; and

WHEREAS, the Project Steering Committee defined the Locally Preferred Alternative (LPA) Project route between the Beaverton, in the east, and Forest Grove in the west, as shown on the attached Exhibit B map and generally described herein as:

- From the Beaverton Transit Center along the TV Highway to the Hillsboro Transit Center,
- Continuing west along the TV Highway to the City of Cornelius, and
- Continuing west to terminate in the City of Forest Grove at 19th Avenue and B Street; and

WHEREAS, a public demonstration of local support for the Project LPA by TriMet, Metro, and collaborating local jurisdictions is essential to advance Project Development and funding from the Federal Transit Administration (FTA); and

WHEREAS, the Council’s endorsement of the LPA as described in this Resolution and the attached Exhibit B map would allow the TriMet Board to endorse the LPA, further allowing Metro to amend the Regional Transportation Plan to include the Project;

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

Section 1. The Cornelius City Council endorses the Steering Committee’s TV Highway Transit and Safety Project Locally Preferred Alternative as shown on Exhibits A and B.

Section 2. This resolution is effective immediately upon its enactment by the City Council.

INTRODUCED AND APPROVED by the Cornelius City Council at their regular meeting this 5th day of May, 2025.

City of Cornelius, Oregon

By: Jeffrey C. Dalin
Jeffrey C. Dalin, Mayor

Attest: Rachael Bat
Rachael Bateman, City Recorder

RESOLUTION NO. 2881

A RESOLUTION ADOPTING THE TUALATIN VALLEY HIGHWAY LOCALLY PREFERRED ALTERNATIVE.

WHEREAS, the 2009 Metro High Capacity Transit (HCT) System Plan identified Tualatin Valley (TV) Highway between Beaverton and Hillsboro as a Next Phase Regional Priority HCT Corridor and TV Highway between Hillsboro and Forest Gove as a Developing Regional Priority HCT Corridor; and

WHEREAS, the 2013 Tualatin Valley Highway Corridor Plan was a “mobility corridor refinement” plan for a portion of the Beaverton to Forest Grove mobility corridor between Cedar Hills Boulevard (Beaverton Regional Center) and SE 10th Avenue/Maple Street (Hillsboro Regional Center). The plan was a joint effort between ODOT, Metro, the City of Hillsboro, the City of Beaverton and Washington County that focused on identifying needs and improvements for all modes of transportation; and

WHEREAS, the 2019 Moving Forward TV Highway Plan was a multi-agency study to determine the nature and feasibility of HCT in the Tualatin Valley Highway corridor between SW 160th Ave and Cornelius Pass Road; and

WHEREAS, the 2023 Metro Regional Transportation Plan identified the TV Highway Transit Project as a major HCT investment included in the 2030 Near-Term Constrained Project List and the 2023 Metro HCT Plan Update identified TV Highway as a Tier 1 corridor, the top level of regional prioritization for advancing in the near-term; and

WHEREAS, the Federal Transit Administration (FTA) awarded Metro a HOPE grant in 2020 to fund initial planning, engineering and development of eligible transit components needed to complete a full capital program of improvements for the TV Highway Corridor and accelerate the implementation of much needed infrastructure investments to enhance the speed, reliability and access to transit services in an area that greatly benefits communities within areas of persistent poverty; and

WHEREAS, in January 2022 Metro and TriMet convened a Steering Committee for the TV Highway Transit and Safety Project, consisting of agency leaders, elected officials, and community representatives. The committee was charged with recommending a Locally Preferred Alternative and funding strategy for high-capacity transit on TV Highway; and

WHEREAS, in June 2023 a community-led effort identified actions that nonprofit, government and private sector partners can each take to stabilize and support community throughout the TV Highway corridor. The effort was developed in parallel with the TV Highway Transit & Safety Project identified bus rapid transit in the corridor as a community priority action; and

WHEREAS, Metro and TriMet collaborated on Phase 1 of the TV Highway Transit and Safety Project, focused on reaching regional agreement on the recommended mode, alignment, and general station locations of the future HCT service. It concluded with the Steering Committee's unanimous recommendation of the Locally Preferred Alternative (LPA) in February 2025; and

WHEREAS, the TV Highway Transit and Safety Project is a partnership among Metro, TriMet, ODOT, Washington County, Forest Grove, Cornelius, Hillsboro, and Beaverton; and

WHEREAS, the TV Highway Transit & Safety Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a LPA on February 14, 2025, including the mode of transportation, alignment, and general station locations; and

WHEREAS, the Project Steering Committee defined the LPA Project route between the Beaverton, in the east, and Forest Grove in the west, as shown on the attached Exhibit B map and generally described herein as:

- From the Beaverton Transit Center along the TV Highway to the Hillsboro Transit Center,
 - Continuing west along the TV Highway to the City of Cornelius, and
 - Continuing west to terminate in the City of Forest Grove at 19th Avenue and B Street;
- and

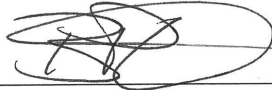
WHEREAS, a public demonstration of local support for the Project LPA by TriMet, Metro, and collaborating local jurisdictions is essential to advance Project Development and funding from the Federal Transit Administration (FTA); and

WHEREAS, the Council's endorsement of the LPA as described in this Resolution and the attached Exhibit A map would allow the TriMet Board to endorse the LPA and Metro to amend the Regional Transportation Plan to include the Project and allow pursuit of federal funding;

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

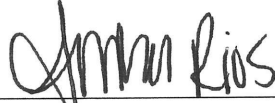
Section 1. The drawings as shown in Exhibit A and B are hereby adopted as the TV Highway Transit and Safety Project Locally Preferred Alternative.

Approved and adopted by the Hillsboro City Council at a regular meeting held on the 6th day of May 2025.

A handwritten signature in black ink, appearing to be "Beach Pace", written over a horizontal line.

Beach Pace, Mayor

ATTEST:

A handwritten signature in black ink, appearing to be "Amber Rios", written over a horizontal line.

Amber Rios, City Recorder

RESOLUTION NO. 2025-17

RESOLUTION ENDORSING A LOCALLY PREFERRED ALTERNATIVE FOR THE TUALATIN VALLEY HIGHWAY BUS RAPID TRANSIT PROJECT

WHEREAS, Metro is the federally designated Metropolitan Planning Organization for the Portland region and Metro is responsible for preparing and updating the federally required Regional Transportation System Plan (RTP); and

WHEREAS, the 2023 RTP identified a major high-capacity transit investment in the Tualatin Valley (TV) Highway corridor as a project priority; and

WHEREAS, in 2020 Metro was awarded a grant from the Federal Transit Administration (FTA) for initial planning, engineering and development of transit improvements for the TV Highway corridor; and

WHEREAS, the TV Highway Transit and Safety Project is a partnership among Metro, Tri Met, the Oregon Department of Transportation, Washington County, and the cities of Forest Grove, Cornelius, Hillsboro, and Beaverton; and

WHEREAS, Tri Met is the regional transit provider for Forest Grove; and

WHEREAS, in January 2022 Metro and Tri Met convened a Steering Committee (SC) for the TV Highway Transit and Safety Project, consisting of agency leaders, elected officials, and community representatives; and

WHEREAS, the SC was charged with recommending a Locally Preferred Alternative (LPA) and funding strategy for the TV Highway Transit and Safety Project; and

WHEREAS, in June 2023, a community-led effort identified actions that nonprofit, government and private sector partners can take to support equitable community improvements throughout the TV Highway corridor and identified Bus Rapid Transit (BRT) in the TV Highway corridor as a community priority action; and

WHEREAS, in February 2025, the SC unanimously recommended the LPA for high-capacity transit improvements including the mode of transportation, alignment, and general bus station locations; and

WHEREAS, a demonstration of local support for the LPA by partner jurisdictions, Tri Met, and Metro is essential to advance the project into the project development phase and request for FTA construction funding; and

WHEREAS, City Council endorsement of the LPA as described in the exhibits attached to this resolution would allow the Tri Met Board of Directors to also endorse

the LPA and will allow Metro to amend the RTP to include the TV Highway and Safety project as described in the LPA.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF FOREST GROVE AS FOLLOWS:

Section 1. The Forest Grove City Council does hereby endorse the LPA recommended by the Steering Committee as described in Exhibits A and B.

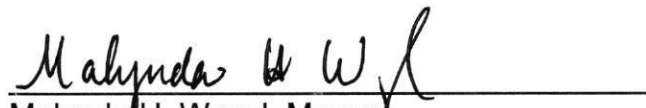
Section 2. This resolution is effective immediately upon its enactment by the City Council.

PRESENTED AND PASSED this 12th day of May, 2025.



Mariah S. Woods, City Recorder

APPROVED by the Mayor this 12th day of May, 2025.



Malynda H. Wenzl, Mayor

RESOLUTION NO. 4912

A RESOLUTION ENDORSING THE TV HIGHWAY TRANSIT & SAFETY PROJECT STEERING COMMITTEE'S LOCALLY PREFERRED ALTERNATIVE FOR THE TUALATIN VALLEY HIGHWAY BUS RAPID TRANSIT PROJECT

RECITALS:

- A. The 2009 High Capacity Transit System Plan identified TV Highway between Beaverton and Hillsboro as a Next Phase Regional Priority HCT Corridor and TV Highway between Hillsboro and Forest Gove as a Developing Regional Priority HCT Corridor.
- B. The 2013 Tualatin Valley Highway Corridor Plan (TVCP), was a “mobility corridor refinement” plan for a portion of the Beaverton to Forest Grove mobility corridor between Cedar Hills Boulevard (Beaverton Regional Center) and SE 10th Avenue/Maple Street (Hillsboro Regional Center). The TVCP was a joint effort between ODOT, Metro, the City of Hillsboro, the City of Beaverton and Washington County that focused an examination of the transportation system to identify needs and improvements for all modes of transportation.
- C. The 2018 Regional Transportation Plan, and the 2018 Regional Transit Strategy both identify the Tualatin Valley Highway corridor as a key area for major transit investment in infrastructure.
- D. The 2019 Moving Forward TV Highway Plan is a multi-agency study to determine nature and feasibility of High Capacity Transit (HCT) in the Tualatin Valley Highway corridor between SW 160th Ave and Cornelius Pass Road.
- E. The 2023 Regional Transportation Plan (RTP) identified the TV Highway Transit Project as a major high-capacity transit investment included in the 2030 Near-Term Constrained Project List. The 2023 High Capacity Transit Update identified TV Highway as a Tier 1 corridor, the top level of regional prioritization for advancing in the near-term.
- F. The Federal Transit Administration (FTA) awarded Metro a HOPE grant in 2020 to fund this project. The grant supported initial planning, engineering and development of the Chapter 53 of Title 49 eligible transit components needed to complete a full capital program of improvements for the TV Highway Corridor and accelerate the implementation of much needed infrastructure investments to enhance the speed, reliability and access to transit services in an area that greatly benefits communities within areas of persistent poverty.
- G. In January 2022 Metro and TriMet convened a Steering Committee for the TV Highway Transit and Safety Project, consisting of agency leaders, elected officials, and community representatives. The committee was charged with recommending a Locally Preferred Alternative and funding strategy for high-capacity transit on TV Highway.
- H. In June 2023 a community-led effort identified actions that nonprofit, government and private sector partners can each take to stabilize and support community throughout the TV Highway corridor. The effort was developed in parallel with the TV Highway Transit & Safety Project identified bus rapid transit in the corridor as a community priority action. The actions identified through this effort are being implemented by community partners with support from a Metro 2040 Planning and Development Grant.
- I. Metro and TriMet collaborated on Phase 1 of the Project, as set forth in the Intergovernmental Agreement identified as Metro IGA No. 967638. Phase 1 focused on reaching regional agreement on the recommended mode, alignment, and general station locations of the future high-capacity transit service. It concluded with the Steering Committee's unanimous recommendation of the Locally Preferred Alternative (LPA) in February 2025.

- J. The TV Highway Transit and Safety Project is a partnership among Metro, TriMet, ODOT, Washington County, Forest Grove, Cornelius, Hillsboro, and Beaverton.
- K. The TV Highway Transit & Safety Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a Locally Preferred Alternative (LPA) on February 14, 2025, including the mode of transportation, alignment, and general station locations.
- L. The Project Steering Committee defined the Locally Preferred Alternative (LPA) Project route between the Beaverton, in the east, and Forest Grove in the west, as shown on the attached Exhibit B map and generally described as:
 - From the Beaverton Transit Center along the TV Highway to the Hillsboro Transit Center,
 - Continuing west along the TV Highway to the City of Cornelius, and
 - Continuing west to terminate in the City of Forest Grove at 19th Avenue and B Street.
- M. A public demonstration of local support for the Project LPA by TriMet, Metro, and collaborating local jurisdictions is essential to advance Project Development and funding from the Federal Transit Administration (FTA).
- N. The Council's endorsement of the LPA as described in this Resolution and the attached Exhibit A description would allow the TriMet Board to endorse the LPA, further allowing Metro to amend the Regional Transportation Plan to include the Project.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF BEAVERTON, OREGON:

Section 1. Endorsement. The Council endorses the Locally Preferred Alternative adopted by the TV Highway Steering Committee on February 13, 2025, and approved by the Council at its April 1, 2025, Work Session.

Section 2. Effective Date. This resolution takes effect immediately upon its passage.

Adopted by the Council this 27th day, May 2025.

Signed by the Mayor this 28th day of May, 2025.

Ayes: 7

Nays: 0

Signed:

Signed:

Sue Ryan
Sue Ryan, City Recorder

Lacey Beaty
Lacey Beaty, Mayor

RESOLUTION NO. 25-05-25

RESOLUTION NO. 25-05-25 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING THAT THE METRO COUNCIL ADOPT THE LOCALLY PREFERRED ALTERNATIVE FOR THE TUALATIN VALLEY HIGHWAY TRANSIT AND SAFETY PROJECT AS PART OF THE REGIONAL TRANSPORTATION PLAN

WHEREAS, TriMet has authority under ORS Chapter 267 to plan, construct and operate the mass transit system within the TriMet District; and

WHEREAS, the 2009 High Capacity Transit System Plan identified the section of the Tualatin Valley Highway (TV Highway) between Beaverton and Hillsboro as a Next Phase Regional Priority High Capacity Transit Corridor, and the section between Hillsboro and Forest Gove as a Developing Regional Priority High Capacity Transit Corridor; and

WHEREAS, the 2013 Tualatin Valley Highway Corridor Plan, a joint effort among ODOT, Metro, Washington County and the cities of Hillsboro and Beaverton, examined the transportation system between Beaverton and Hillsboro to identify improvements for all modes of transportation along the TV Highway; and

WHEREAS, the 2018 Regional Transportation Plan and the Regional Transit Strategy identify the TV Highway Corridor as a key area for major transit infrastructure investment; and

WHEREAS, the 2019 Moving Forward TV Highway Plan evaluated the feasibility of High Capacity Transit along a portion of the TV Highway from SW 160th Avenue to Cornelius Pass Road, between Beaverton and Hillsboro; and

WHEREAS, in 2020, the Federal Transit Administration (FTA) awarded a HOPE grant to Metro to support initial planning, engineering and development of capital improvements for the TV Highway Transit and Safety Project (Project); and

WHEREAS, the HOPE grant accelerated the investment in infrastructure necessary to enhance the speed, reliability, and access to transit services to benefit communities of persistent poverty within the Project area; and

WHEREAS, development of the Project is a collaborative effort among ODOT, Metro, TriMet, Washington County, Beaverton, Hillsboro, Cornelius, and Forest Grove; and

WHEREAS, Metro and TriMet developed initial recommendations on the mode, alignment, and general station locations of future High Capacity Transit service within the Project; and

WHEREAS, in January 2022, Metro and TriMet convened a Project Steering Committee consisting of elected officials, agency leaders, and community representatives, and charged it with recommending a funding strategy and a Locally Preferred Alternative (LPA) for the Project; and

WHEREAS, the 2023 High Capacity Transit Update designated the TV Highway as a Tier 1 corridor, the top level of regional prioritization for near term advancement; and

WHEREAS, Metro's 2023 Regional Transportation Plan identified the Project as a major High Capacity Transit investment and included it in the 2030 Near Term Constrained Project List; and

WHEREAS, a June 2023 community-led effort proposed actions that nonprofit organizations, the private sector, and government entities could take to stabilize and support communities along the TV Highway Corridor, and recognized Bus Rapid Transit as a high priority community action; and

WHEREAS, on February 13, 2025, after conducting numerous meetings, receiving substantial and significant public comment and evaluating various recommendations, the Project Steering Committee defined the LPA route as beginning at the Beaverton Transit Center and terminating at 19th Avenue and B Street in Forest Grove, as described in the attached Exhibit A Description and Exhibit B Map; and

WHEREAS, demonstrations of local public support for the Project LPA through the adoption of similar Resolutions by the collaborating local jurisdictions are essential to advance Project Development and funding from the Federal Transit Administration (FTA); and

WHEREAS, the Board's adoption of the LPA as described in this Resolution would allow Metro to amend the Regional Transportation Plan to include the Project;


NOW, THEREFORE, BE IT RESOLVED:

1. That the Board hereby recommends that the Metro Council adopt the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project, as described herein and on the attached Exhibit A Description and Exhibit B Map, as part of the Regional Transportation Plan.

Dated: May 28, 2025

Attest:


Recording Secretary


Presiding Officer

Approved as to Legal Sufficiency:


Legal Department



Oregon

Tina Kotek, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, OR 97209
Phone: (503) 731-8200

May 28, 2025

JPACT and Metro Council
600 NE Grand Ave.
Portland, OR 97203

RE: ODOT Support for Adoption of the Locally Preferred Alternative of the TV Highway Transit and Safety Project

Dear JPACT and Metro Council:

On February 13, 2025, the Tualatin Valley (TV) Highway Transit Project Steering Committee, including the Oregon Department of Transportation (ODOT), approved adoption of the project Locally Preferred Alternative (LPA). ODOT urges JPACT's and Metro's adoption of the LPA as an amendment to the Regional Transportation Plan.

As the owner of Highway 8 from Beaverton to Highway 47, ODOT has been a key partner in the planning process. The transit project will benefit from investments ODOT has already made and those we are currently delivering to address safety and operations on TV Highway, including new enhanced crosswalks, bike lanes and new sidewalks. In addition, ODOT is working to program investments on TV Highway which may have the added benefit of reducing the cost of the high-capacity transit project in the future.

ODOT will continue to work collaboratively with TriMet and the local jurisdiction project partners to facilitate designs, permits and approvals in accordance with the required ODOT standards and procedures. We look forward to working together to see this project implemented and the benefits realized.

Sincerely,

Rian Windsheimer
ODOT Region 1 Manager



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 4.5

File #: RES 25-5494

Agenda Date:6/26/2025

Resolution No. 25-5494 For the Purpose of Amending the FY 2024-25 Budget and Appropriations Schedule and FY 2024-25 Through FY 2028-29 Capital Improvement Plan to Provide for Changes in Operations

Amanda Akers, Budget Manager
Jon Irwin, Financial Analyst

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY 2024-	)	RESOLUTION NO 25-5494
25 BUDGET AND APPROPRIATIONS SCHEDULE	)	Introduced by Marissa Madrigal, Chief
AND FY 2024-25 THROUGH FY 2028-29 CAPITAL	)	Operating Officer, with the concurrence of
IMPROVEMENT PLAN TO PROVIDE FOR	)	Council President Lynn Peterson
CHANGES IN OPERATIONS)	

WHEREAS, the Metro Council has reviewed and considered the need to change appropriations within the FY 2024-25 Budget; and

WHEREAS, Metro Code chapter 2.02.040 requires Metro Council approval to add any new positions to the Budget; and

WHEREAS, the need for the change of appropriations has been justified; and

WHEREAS, adequate funds exist for other identified needs; and

WHEREAS, ORS 294.463(1) provides for transfers of appropriations within a fund, including transfers from contingency that do not exceed 15 percent of a fund's appropriations, if such transfers are authorized by official resolution or ordinance of the governing body; and

WHEREAS, ORS 294.338(2) allows an increase in appropriations due to specific purpose grants or gifts when authorized by an official resolution or ordinance of the governing body stating the need for the recognition; and

WHEREAS, ORS 294.338(3) allows an increase in appropriations when a request for services, the cost of which is supplied by another entity, necessitates a greater expenditure of public money for any specific purpose in order to provide the services when authorized by an official resolution or ordinance of the governing body stating the need for the recognition; and

WHEREAS, ORS 294.471(a) allows for the governing body to add appropriation categories to align organizational efficiencies, changes that were not ascertained when preparing the budget; now therefore

BE IT RESOLVED,

1. That the FY 2024-25 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "June 2025 Amendment" of Exhibit A to this Resolution for the purpose of adding positions, modifying revenues and expenditures and transferring funds to and from contingency.
2. That the FY 2024-25 through FY 2028-29 Capital Improvement Plan is hereby amended accordingly.

ADOPTED by the Metro Council this 26th day of June, 2025.

Lynn Peterson, Council President

APPROVED AS TO FORM:

Carrie MacLaren, Metro Attorney

Exhibit A
Resolution 25-5494
Schedule of Appropriations

	FY25 Amended Budget	June 2025 Amendment	FY25 Amended Budget
GENERAL FUND			
Council	12,138,086	-	12,138,086
Office of the Auditor	1,293,729	-	1,293,729
Diversity, Equity and Inclusion	3,155,512	-	3,155,512
Office of Metro Attorney	4,275,293	-	4,275,293
Information Technology and Records	9,970,230	-	9,970,230
Communications	3,149,172	-	3,149,172
Finance and Regulatory Services	14,607,513	-	14,607,513
Human Resources	7,274,015	200,000	7,474,015
Capital Asset Management	7,927,876	-	7,927,876
Planning, Development and Research	43,839,906	-	43,839,906
Housing	150,000	-	150,000
Special Appropriations	2,117,735	-	2,117,735
Non-Departmental			0
Debt Service	2,645,599	-	2,645,599
Interfund Transfers	38,444,052	800,000	39,244,052
Contingency	26,401,067	(1,000,000)	25,401,067
<i>Total Appropriations</i>	177,389,785	-	177,389,785
Unappropriated Balance	43,878,156	-	43,878,156
Total Fund Requirements	221,267,941	-	221,267,941
MERC FUND			
MERC	87,094,586	-	87,094,586
Non-Departmental			
Interfund Transfers	12,448,414	-	12,448,414
Contingency	14,822,294	800,000	15,622,294
<i>Total Appropriations</i>	114,365,294	800,000	115,165,294
Total Fund Requirements	114,365,294	800,000	115,165,294
PARKS AND NATURE OPERATING FUND			
Parks and Nature	31,308,009	389,500	31,697,509
Non-Departmental			
Interfund Transfers	6,592,824	-	6,592,824
Contingency	4,822,254	(181,000)	4,641,254
<i>Total Appropriations</i>	42,723,087	208,500	42,931,587
Total Fund Requirements	42,723,087	208,500	42,931,587
Total Appropriations	1,909,547,641	1,008,500	1,910,556,141
Total Unappropriated Balance	391,361,825	-	391,361,825
TOTAL BUDGET	2,300,909,466	1,008,500	2,301,917,966

Note: All other funds remain unchanged

STAFF REPORT

IN CONSIDERATION OF RESOLUTION 25-5494 FOR THE PURPOSE OF AMENDING THE FY 2024-25 BUDGET AND APPROPRIATIONS SCHEDULE AND FY 2024-25 THROUGH FY 2028- 29 CAPITAL IMPROVEMENT PLAN TO PROVIDE FOR CHANGES IN OPERATIONS

Date: June 9, 2025

Prepared by:
Jon Irwin, Financial Analyst

Department: Finance and Regulatory Services

Presented by:
Amanda Akers, Budget Manager
Jon Irwin, Financial Analyst

Meeting date: June 26, 2025

Length: 20 minutes

ISSUE STATEMENT

Resolution 25-5494 will authorize changes in appropriations for FY 2024-25 and approve changes to the FY 2024-25 through FY 2028-29 Capital Improvement Plan.

ACTION REQUESTED

Council adoption of Resolution 25-5494.

IDENTIFIED POLICY OUTCOMES

Council approval will authorize changes in appropriations requested by departments for FY 2024-25 and approve changes to the FY 2024-25 through FY 2028-29 Capital Improvement Plan

POLICY QUESTION

Council should consider whether the changes in appropriations have been justified, that adequate funds exist for identified needs, and that proposed changes to the Capital Improvement Plan appear appropriate.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Adoption of Resolution 25-5494 will provide sufficient appropriations to accommodate the changes in operations outlined by departments. Adoption will allow for changes to capital projects due to operational factors.

Disapproval of Resolution 25-5494 will require departments to reevaluate their proposed changes to operations and capital plans.

STAFF RECOMMENDATIONS

The Chief Operating Officer and Chief Financial Officer recommend adoption of Resolution 25-5494.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Relationship to Metro's Strategic Plan, racial equity, and climate action goals

By funding additional expenditures for operations, the Agency will more efficiently be able to focus on programming related to our guiding principles of racial justice, climate justice and resiliency, and shared prosperity.

Known Opposition: None known.

Legal Antecedents: ORS 294.463(1) provides for transfers of appropriations within a fund, including transfers from contingency that do not exceed 15 percent of a fund's appropriation if such transfers are authorized by official resolution or ordinance of the governing body. ORS 294.463(3) provides for transfers of appropriations or of appropriations and a like amount of budget resources between funds of the municipal corporation when authorized by an official resolution or ordinance of the governing body stating the need for the transfer. ORS 294.338(2) allows an increase in appropriations due to specific purpose grants or gifts when authorized by an official resolution or ordinance of the governing body stating the need for the recognition. ORS 294.338(3) allows an increase in appropriations when a request for services, the cost of which is supplied by another entity, necessitates a greater expenditure of public money for any specific purpose in order to provide the services when authorized by an official resolution or ordinance of the governing body stating the need for the recognition. ORS 294.463 (4) provides that public testimony be allowed if any funds are changing by more than 10 percent of a fund's expenditures. Metro code chapter 2.02.040 requires the Metro Council to approve the addition of any position to the budget. Metro's adopted financial policies require any project exceeding \$100,000 or an existing CIP project increasing greater than 20 percent to receive Council approval. ORS 294.471 allows for pressing and necessary changes, by supplemental budget, that could not be reasonably foreseen during budget development.

Anticipated Effects: This action provides for changes in operations and capital improvement plans as described below.

Budget Impacts: This action has a net increase of \$1,008,500 in expenditure appropriations. The new total appropriations will be \$2,301,917,966 with 1,181.3 FTE. This action has the following impacts on the FY 2024-25 budget and FY 2024-25 through FY 2028-29 Capital Improvement Plan (CIP). Details of each change can be found in Attachment 1 – Summary of June 2025 Budget Amendments.

- **Human Resources**
 - Adjust contingency (\$200,000) to support personnel expenses associated with pay equity requirements.
- **Capital Asset Management**
 - Re-allocation from one project to create a secondary project for ADA scope did not adjust appropriations.
- **Information Technology**
 - Re-allocation from one project to a redundant internet connection project did not adjust appropriations.
- **EXPO**
 - One-time update to general fund transfer revenue increases the fund by \$800,000 to support operational and fund balance needs. \$400,000 of the transfer is budgeted in

FY25-26, and if approved, would not be transferred in the FY25-26 budget.

- **OCC**
 - Re-allocation from one project to waterproofing and IT infrastructure projects did not adjust appropriations.
- **Oregon Zoo**
 - Re-allocation of four projects in CIP that did not adjust appropriations.
- **Parks and Nature**
 - One-time update to grant revenues increases the fund by \$208,500 to support Fern Hill restoration projects.
- **Waste Prevention and Environmental Services**
 - Re-allocation from one project to support point-of-sale upgrade that did not adjust appropriations.

Below is a summary of all the proposed changes from Resolution 25-5494 that impact appropriations or CIP:

Appropriation Changes:

- **Total Appropriations** increase: \$1.0 million
 - **MERC Operating Fund** increase by \$800,000
 - **Parks and Nature Operating Fund** increase by \$208,500

FTE Changes:

- **Total FTE** requested: 0.0 FTE

Capital Improvement Plan (CIP):

The following proposed changes to the Capital Improvement Plan (CIP) for FY 2024-25 are:

- **Capital Asset Management** net zero increase – Attachment 2
- **Information Technology** net zero increase – Attachment 3
- **OCC** net zero increase – Attachment 4
- **Oregon Zoo** increase of \$1,041,000 – Attachment 5
- **Parks and Nature** increase of \$1,324,685 – Attachment 6
- **WPES** net zero increase – Attachment 7

For details about CIP changes, see Attachments 2-7.

ATTACHMENTS

1. Summary of June 2025 Amendments
2. Capital Improvement Plan Changes

June 2025 Budget Amendments Summary

The following requested budget amendments would *increase* appropriations as follows:

- **TOTAL APPROPRIATION** increase: \$1.0 million
 - **MERC Operating Fund** increase by \$800,000
 - **Parks and Nature Operating Fund** increase by \$208,500

The following proposed changes to the Capital Improvement Plan (CIP) are:

- **Capital Asset Management** *net zero*
 - Two projects adjusted. MRC Plaza Accessibility scope pulled out of MRC Plaza Waterproofing into its own project.
- **Information Technology** *net zero*
 - Two projects adjusted. Redundant Internet Connection project required increase due to bids, resulting in de-prioritization of other improvements.
- **OCC** *net zero*
 - Three projects adjusted. Two priority projects required additional funds for waterproofing and IT Infrastructure and were offset by another project coming in under budget.
- **Oregon Zoo** increase of \$1,041,000
 - Two projects adjusted to correct project IDs.
 - One project added to update Cascade Crest Grill.
 - Jonsson Center Modernization required additional funds due to schedule changes.
- **Parks and Nature** increase of \$1,324,685
 - Ten projects adjusted for scope and schedule updates including \$0.50 million increase to Fern Hill Forest Stream & Savana Restoration and \$0.45 million increase to Coffee Lake Creek Wetland Construction.
- **WPES** *net zero*
 - Two projects adjusted. Point-of-Sale upgrade project required additional budget and is being offset by MCS Push Wall Repair project coming in under budget.

There is no requested budget amendments related to Full Time Equivalents (FTE)

Budget Amendments and Capital Improvement Plan (CIP) Changes

Below is a list, by department, of each requested budget amendment. Associated CIP changes can be found as attachments.

Central Services

Human Resources	
Personnel Expenses increases - HR	Contingency Transfer of \$200,000 (one-time) HR is requesting a \$200,000 transfer from general fund contingency in order to support personnel expenses associated with pay equity requirements.
Capital Asset Management	
Capital Improvement Plan Updates – Renewal and Replacement (R&R)	Adjust and reprioritize two projects in CIP to create separate project for MRC Plaza ADA improvements (one-time) No operating, appropriation, or FTE impact.
Information Technology	
Capital Improvement Plan Updates – Renewal and Replacement (R&R)	Adjust and reprioritize two projects in CIP to address cost increases for Redundant Internet Connection project (one-time) No operating, appropriation, or FTE impact.

EXPO

Transfer Request – Expo / Non-Departmental	Contingency Transfer of \$800,000 from General Fund to Expo fund (one-time) Expo Center is requesting an \$800,000 transfer from the General Fund Contingency to meet operational and fund balance needs. \$400,000 of the transfer is currently budgeted for FY25-26, and if approved, would not be transferred in the FY25-26 budget.
---	---

OCC

Capital Improvement Plan Updates	Adjust and reprioritize three projects in CIP to address IT infrastructure and waterproofing needs (one-time) No operating, appropriation, or FTE impact.
---	---

Oregon Zoo

Capital Improvement Plan Updates	<p>Adjust and reprioritize four projects in the CIP to address Jonsson Center Modernization and Cascade Crest Updates needs (one-time)</p> <p>No operating, appropriation, or FTE impact.</p>
---	--

Parks and Nature

Capital Improvement Plan Updates	<p>\$208,500 increase for projects supported by grant funds; adjust and reprioritize 10 projects in the CIP to address updated project budgets and needs (one-time)</p> <p>Eight projects address habitat protection and restoration as part of the 2019 Parks and Nature Capital Bond. The other two support the Fern Hill restoration and are grant funded.</p> <p>\$208,500 added in expenses for Fern Hills projects based on projected spend through the remainder for FY 2024-25. Supported by grant revenue.</p>
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Waste Prevention and Environmental Services

Capital Improvement Plan Updates	<p>Adjust and reprioritize two projects in the CIP to address point-of-sale system upgrade needs (one-time)</p> <p>No operating, appropriation, or FTE impact.</p>
---	---

Budget Amendment for FY2024-25
Capital Improvement Plan (CIP) Detail Changes
Capital Asset Management

Financial Planning Use

Attachment 2

New? Y/N**	Project ID	Project Title	GL Acct	Fund ID	Dept ID	FY 2024-25		
						CIP	Change Request*	CIP Amended
N	MRC018	MRC Plaza and Parking Areas	579000	618	00434	1,451,348	(145,000)	1,306,348
N	MRCA04	MRC ADA Projects	579000	618	00434	-	145,000	145,000

Budget Amendment for FY2024-25
Capital Improvement Plan (CIP) Detail Changes
Information Technology and Records Management

Financial Planning Use

Attachment 3

Resolution 25-5494

New? Y/N**	Project ID	Project Title	GL Acct	Fund ID	Dept ID	FY 2024-25		
						CIP	Change Request*	CIP Amended
N	I4006E	Redundant Internet Connection	579000	616	00441	170,000	40,000	210,000
N	ISTBD33	OCC Printers	520110	616	00441	80,000	(40,000)	40,000

Budget Amendment for FY2024-25
Capital Improvement Plan (CIP) Detail Changes

Visitor Venue - OCC

Financial Planning Use

Attachment 4

Resolution 25-5494

New? Y/N**	Project ID	Project Title	GL Acct	Fund ID	Dept ID	FY 2024-25		
						CIP	Change Request*	CIP Amended
N	8R223C	Waterproofing: Rain Garden Exterior & Parking Garage & SW Exterior Doors/Stairs	579000	550	55999	\$ 870,000	\$ 270,000	1,140,000
N	8R300	Reoccurring: IT Infrastructure Investment	579000	550	55999	\$ 200,000	\$ 78,000	278,000
N	8R304	Public Safety Front of House Programming	579000	550	55999	\$ 2,400,000	\$ (348,000)	2,052,000

Budget Amendment for FY2024-25
Capital Improvement Plan (CIP) Detail Changes

Visitor Venue - Oregon Zoo

Financial Planning Use

Attachment 5

Resolution 25-5494

New? Y/N**	Project ID	Project Title	GL Acct	Fund ID	Dept ID	FY 2024-25		
						CIP	Change Request*	CIP Amended
N	ZB2406	Zoo Front Entrance Plaza (correcting proj #)	579000	321		300,000	600,000	900,000
N	ZB2405	Annex Office Space Remodel (correcting proj #)	579000	321		900,000	(600,000)	300,000
Y	ZOO155	Cascade Crest Grill Refresh	579000	326		-	700,000	700,000
N	ZG0009	Jonsson Center Modernization	579000	325		250,000	341,000	591,000

Approved to Adopted Budget Amendment for FY2024-25
Capital Improvement Plan (CIP) Detail Changes

Parks and Nature

Financial Planning Use

Attachment 6

Resolution 25-5494

New? Y/N	Project ID	Project Title	GL Acct	Fund ID	Dept ID	FY 2024-25		
						CIP	Change Request*	CIP Amended
N	CEM010	Lone Fir Memorial Garden	5790000	352	03450	150,000	100,000	250,000
N	G02147	Smull Stream Stabilization	579000	352	02740	70,000	33,200	103,200
N	G07052	West Council Creek Village Stream Stabilization	579000	352	02740	266,465	3,535	270,000
N	G18015	Meyers Quarry Stabilization	579000	352	02740	125,000	102,500	227,500
N	LR520	Quamash Prairie McFee Creek Crossing	579000	352	02740	160,000	80,000	240,000
N	LR652	North Fork Deep Creek Restoration	579000	352	02740	50,000	125,000	175,000
N	LR155	Fern Hill Forest Stream Restoration	525000	165	03210	60,000	10,000	70,000
N	LR147	Fern Hill Forest Oak Woodland Restoration	525000	165	03210	-	526,500	526,500
N	LR484	Coffee Lake Wetlands Construction	579000	352	02740	375,000	443,950	818,950
N	PBL017	Blue Lake Irrigation Pump House	579000	352	03450	450,000	(100,000)	350,000

Budget Amendment for FY2024-25
Capital Improvement Plan (CIP) Detail Changes
Waste Prevention & Environ. Services

Financial Planning Use

Attachment 7

Resolution 25-5494

New? Y/N**	Project ID	Project Title	GL Acct	Fund ID	Dept ID	FY 2024-25		
						CIP	Change Request*	CIP Amended
N	SWR004	MCS MSS POS system upgrade plus hardware	579000	534	34100	427,500	150,000	577,500
N	CEN050	MCS Push Wall Repair	579000	534	34100	400,000	(150,000)	250,000



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 3.1

File #: ORD 25-1531

Agenda Date:6/17/2025

Ordinance No. 25-1531 For the Purpose of Indexing the Supportive Housing Services Personal Income Tax Exemption Amounts for Tax Years 2026-2030 and Adjusting Estimated Payment Requirements

Justin Laubscher, Tax Compliance Program Manager

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF INDEXING THE	)	ORDINANCE NO. 25-1531
SUPPORTIVE HOUSING SERVICES)	
PERSONAL INCOME TAX EXEMPTION	)	Introduced by Council President
AMOUNTS FOR TAX YEARS 2026-2030 AND	)	Lynn Peterson
ADJUSTING ESTIMATED PAYMENT)	
REQUIREMENTS)	

WHEREAS, on February 25, 2020, the Metro Council referred to the Metro area voters a personal and business income tax for the purposes of funding Supportive Housing Services in the Metro region (the “Supportive Housing Services Measure”), which was identified as Metro Measure 26-210; and

WHEREAS, on May 19, 2020, the Metro Area voters approved the Supportive Housing Services Measure, creating the Regional Supportive Housing Services program to be funded by and income tax on higher-earning households and businesses operating in the region with gross receipts over \$5 million; and

WHEREAS, beginning in Tax Year 2021, the Supportive Housing Services Measure imposed a tax of one percent on the entire taxable income over \$200,000 if filing jointly and \$125,000 if filing singly on every resident of the Metro District subject to tax under ORS chapter 316 and upon the taxable income over \$200,000 if filing jointly and \$125,000 if filing singly of every nonresident that is derived from sources within the district which income is subject to tax under ORS chapter 316; and

WHEREAS, the Supportive Housing Services Measure established a sunset date of December 31, 2030, for imposition of these Metro income taxes, unless voters approve an extension; and

WHEREAS, through the hard work of Metro’s county implementation partners and service providers around the region, the regional Supportive Housing Services program helped thousands of households avoid or escape homelessness, including more than 7,200 housing placements, more than 17,000 eviction preventions, and the creation or sustaining of more than 2,500 temporary shelter units in the first three and a half years of the program; and

WHEREAS, the caption of Measure 26-210 described the personal income tax portion of the Supportive Housing Services measure as a “higher earners’ tax”; and

WHEREAS, due to inflation since the passage of the Supportive Housing Services Measure, more households have found a portion of their income subject to the tax; and

WHEREAS, inflation since the passage of the Supportive Housing Services Measure has also contributed to rising costs of housing, food, childcare and other necessities, leading to a reduction in purchasing power for many households even as incomes rise; and

WHEREAS, in July 2024 the Metro Chief Operating Officer recommended that the Metro Council consider indexing the income tax exemption threshold to inflation, among other changes to reform and extend the regional Supportive Housing Services program and taxes; and

WHEREAS, the indexing recommendation received broad support from a wide array of stakeholders and community partners participating in the Chief Operating Officer’s Stakeholder Advisory Table in the spring of 2024, as well as in conversations and engagements with stakeholders since that time; and

WHEREAS, the Metro Council wishes to respect the will of voters to keep Supportive Housing Services personal income taxes focused on higher-earning households and businesses; and

WHEREAS, inflationary increases in the income exemption level will impact overall collections only modestly while maintaining these taxes' intended focus on high-income individuals, households and businesses; and

WHEREAS, the Metro Council seeks to reduce time, confusion, and administrative burden of Supportive Housing Services personal income taxfilers, including the requirement in Metro Code Chapter 7.05.180 for many taxfilers to pay estimated taxes through either quarterly payments or employer provided withholding; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Metro Code Chapter 7.06 (Personal Income Tax) is amended as set forth in the attached Exhibit A, with underlined text representing inserted text and strikethrough representing deleted text.
2. Metro Code Chapter 7.05 (Income Tax Administration for Personal and Business Taxes) is amended as set forth in the attached Exhibit B, with underlined text representing inserted text and strikethrough representing deleted text.
3. The Chief Operating Officer may adopt new administrative rules or amend existing income tax administrative rules without a public comment process to ensure conformity with the Metro Code amendments adopted by this ordinance, provided that the adopted or amended rules only address changes to the income exemption and estimated payment amounts affected by this ordinance.

ADOPTED by the Metro Council this 26th day of June 2025.

Lynn Peterson, Council President

Attest:

Approved as to Form:

Georgia Langer, Recording Secretary

Carrie MacLaren, Metro Attorney

Metro Code Sections 7.06.040 and 7.06.070 are amended with underlined text representing inserted text and ~~striketrough~~ representing deleted text, and a new Section 7.06.045 is added to the Metro Code as follows:

7.06.040 Personal Income Tax Imposed; Filing Status; Inflation Indexing

- (a) A tax of one percent is imposed on the entire Oregon Taxable Income of every resident of the District subject to tax under ORS chapter 316. For Tax Years 2021-2025, taxfilers~~Taxfilers~~ that file a joint Metro return may exempt the first \$200,000 of taxable income; taxfilers that file a single Metro return may exempt the first \$125,000 of taxable income. For Tax Years 2026-2030, the exemption amounts will be indexed for inflation based on the indexing factor as determined annually pursuant to ORS 316.037(1)(c) and (d) for cost-of-living adjustments as further set forth in Section 7.06.045. Indexing also applies to any tax year beyond 2030 if voters approve an extension of the SHS Income Tax.
- (b) A tax of one percent is imposed upon the Metro Taxable Income of every nonresident of the District subject to tax under ORS chapter 316. For Tax Years 2021-2025, taxfilers~~Taxfilers~~ that file a joint Metro return may exempt the first \$200,000 of taxable income; taxfilers that file a single Metro return may exempt the first \$125,000 of taxable income. For Tax Years 2026-2030, the exemption amounts will be indexed for inflation based on the indexing factor as determined annually pursuant to ORS 316.037(1)(c) and (d) for cost-of-living adjustments as further set forth in Section 7.06.045. Indexing also applies to any tax year beyond 2030 if voters approve an extension of the SHS Income Tax.
- (c) Taxfiler filing status must follow the filing status of the taxfiler's Oregon income tax return.
 - 1. Taxfilers using Oregon filing statuses married filing jointly, head of household and qualifying widow(er) must file a joint Metro return.
 - 2. Taxfilers using Oregon filing statuses single and married filing separately must file a single Metro return.

7.06.045 Rounding of Indexed Exemption Amounts; Publication of Amounts

- (a) If the result obtained after indexing the income exemption amounts for inflation is not a multiple of \$1,000, Metro will round the increase to the next lower multiple of \$1,000. If the result is negative (deflation), income exemptions will remain at the prior year's levels.
- (b) Metro or Metro's Tax Administrator will annually publish the adjusted exemption amounts by November 15 prior to the start of the adjustment year. Metro will post the adjusted exemption amounts on its website and in any other manner Metro deems reasonably calculated to inform the public of the adjusted amounts.

7.06.070 Individuals Required to File a Tax Return

(a) For Tax Years 2021-2025, every~~Every~~ resident of the District who is required to file an Oregon income tax return for the taxable year and who reports Oregon Taxable Income over \$200,000 using Oregon filing status married filing jointly, head of household or qualifying widow(er), or over \$125,000 using Oregon filing status single or married filing separately is required to file a Metro Personal Income Tax return. For Tax Years 2026-2030, the requirement to file a Metro tax return applies to a District resident who is otherwise required to file an Oregon income tax return and whose income is equal to or above the exemption amounts as determined in Section 7.06.040(a) for single and joint filers after indexing for inflation.

(b) For Tax Years 2021-2025, every~~Every~~ nonresident of the District who is required to file an Oregon income tax return for the taxable year and who reports Metro Taxable Income over \$200,000 using Oregon filing status married filing jointly, head of household or qualifying widow(er), or over \$125,000 using Oregon filing status single or married filing separately is required to file a Metro Personal Income Tax return. For Tax Years 2026-2030, the requirement to file a Metro tax return applies to every nonresident of the District who is otherwise required to file an Oregon income tax return and whose income is equal to or above the exemption amounts as determined in Section 7.06.040(b) for single and joint filers after indexing for inflation.

(c) Nothing contained in this section precludes the Administrator from requiring any individual to file a return when, in the judgment of the Administrator, the individual should file a return.

(d) The Administrator will release the form that the taxfiler must file. The Administrator may accept substitute forms (such as created by tax software) provided the forms include identical information in comparable format as provided on the Metro tax return form.

(e) A copy of the taxfiler's Oregon tax return is required to be filed with the tax return. If the personal income tax has been withheld from wages, a copy of Form W-2 is required to be filed with the Personal Income Tax return unless otherwise notified by the Administrator. The Administrator is authorized to require a taxfiler to submit additional information with the taxfiler's report if, in the Administrator's sole discretion, such information is necessary to effectively administer the tax imposed under this chapter.

Metro Code Section 7.05.180 is amended as follows, with underlined text representing inserted text and ~~striketrough~~ representing deleted text:

7.05.180 Payment of Estimated Tax

- (a) Every taxfiler expecting to have a tax liability under Chapter 7.06 or Chapter 7.07 of \$1,000 or greater for tax years 2021-2025 or \$5,000 or greater for tax years 2026-2030 must estimate and pay the taxfiler's tax liability for the current tax year as follows:
 - 1. Quarterly payments as provided in Section 7.05.190; or
 - 2. Employer provided withholding from taxfiler's wages as provided in Section 7.06.120.
- (b) If a taxfiler is required to remit estimated tax payments, the amounts remitted must total either the lesser of ninety percent of the taxfiler's current year tax liability or one hundred percent of the taxfiler's reported prior year tax liability.
- (c) The Administrator will not impose underpayment penalties or interest for failure to make quarterly estimated payments for tax year 2021 (tax year beginning on or after January 1, 2021) and tax year 2022 (tax year beginning on or after January 1, 2022). For tax years beginning on or after January 1, 2023, the Administrator will impose penalties and interest as provided in this chapter.

IN CONSIDERATION OF ORDINANCE NO. 25-1531, FOR THE PURPOSE OF INDEXING THE SUPPORTIVE HOUSING SERVICES PERSONAL INCOME TAX EXEMPTION AMOUNTS FOR TAX YEARS 2026-2030, AND ADJUSTING ESTIMATED PAYMENT REQUIREMENTS

Date: June 6, 2025

Prepared by: Craig Beebe,
craig.beebe@oregonmetro.gov

Departments: Council Office,
Finance and Regulatory Services

Presenter: Justin Laubscher, Tax
Compliance Program Manager
justin.laubscher@oregonmetro.gov

Meeting Date: June 17, 2025

Length: 15 min

ISSUE STATEMENT

Council will accept public comment and have a first read of an ordinance to index the income exemption amounts applicable for the personal Supportive Housing Services high-earner income tax to account for inflation and to eliminate the estimated payment requirement for taxfilers with an annual tax liability of less than \$5,000 for future tax years.

ACTION REQUESTED

Hear public comment and discuss potential adoption of Ordinance No. 25-1531 at an expected second read on June 26.

IDENTIFIED POLICY OUTCOMES

Identified policy outcomes include:

- Respond to stakeholder and taxpayer concerns about inflation and economic uncertainty in the region, while ensuring that robust revenue continues to be available for regional programs to address homelessness.
- Keep the Supportive Housing Services personal income tax focused on “high-earner” households as described in Measure 26-210 and codified in Metro Code.
- Reduce administrative burden, confusion and potential underpayment penalties for SHS personal and business income taxfilers who are currently required to make estimated quarterly payments if their expected tax liability is over \$1,000.

POLICY QUESTIONS

- Do these actions help keep the focus of the Supportive Housing Services personal income tax on high-earning households and businesses, as described in Measure 26-210?
- Does the change in estimated payment thresholds reduce administrative burden for most SHS personal and business income taxfilers?
- How does adoption of the Ordinance address stakeholder concerns in connection with other potential SHS reform actions under consideration by the Metro Council?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

- Adopt Ordinance No. 25-1531 independent of other potential Supportive Housing Services reforms. This would allow these changes to take effect in Tax Year 2026.
- Amend Ordinance No. 25-1531 to alter its method or process to better achieve Council's desired policy outcomes.
- Postpone adoption of Ordinance No. 25-1531 for later consideration along with other Supportive Housing Services reforms. This would mean these changes would not take effect until Tax Year 2027.

STAFF RECOMMENDATION

Staff recommends adoption of the Ordinance as proposed, independent of other Supportive Housing Services reforms that Council may consider. This would ensure that these changes can take effect in Tax Year 2026, and address stakeholder input and concerns that have been raised over several years.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Indexing the Supportive Housing Services personal income exemption amount has received broad stakeholder support throughout the period that potential SHS reforms have been under discussion. A wide variety of partners and stakeholders agree that while the SHS personal income tax was intended to focus on high-earning households, inflation since the passage of Measure 26-210 means that increasing numbers of households are finding their income subject to the tax without a commensurate increase in purchasing power.

Additionally, in the initial years of the tax, Metro and the City of Portland Revenue Office, which collects the tax for Metro, received input that the \$1,000 estimated tax liability led to underpayment penalties and interest charges for taxfilers who did not realize that they needed to make estimated payments or have them withheld from paychecks. Increasing this minimum to \$5,000 will reduce the administrative burden for the vast majority of personal income taxfilers with little to no impact on revenue for the program.

Consideration of this ordinance occurs amid Council consideration of several other significant reforms to the regional Supportive Housing Services program, including a potential ballot measure and/or reform ordinance that would allow the program to better address regional homelessness challenges in the long-term. Following nearly two years of stakeholder engagement and input, the Council is expected to consider action on these broader reforms to program governance in July 2025.

Staff recommend that Council adopt this ordinance independent of other potential reforms for two primary reasons. First, this would ensure that these changes can take effect in Tax Year 2026 and continue for the second half of the ten-year tax approved by voters in 2020 (as well as any extension that may be approved by voters in the future). Second, it provides an opportunity for Council to demonstrate responsiveness to taxpayer and partner concerns, ahead of considering a potential voter measure and/or other reform actions.

Known Opposition/Support/Community Feedback

Adoption of the ordinance is supported by business, community and provider coalitions that have been involved throughout the development of potential SHS reforms. Many of these stakeholders have also expressed support for the Multnomah County Board of Commissioners taking similar action with the county's Preschool for All tax, which staff understand is currently under discussion.

Although some partners have raised concerns about the revenue impacts of the Ordinance, as well as other Supportive Housing Services Reforms that Council is considering, staff are unaware of significant opposition to this Ordinance at this time.

Legal Antecedents

The Supportive Housing Services taxes were created by voters through their approval of Measure 26-210 in May 2020.

This Ordinance amends details of income tax administration described in Metro Code Chapters 7.05 and 7.06, established by the Metro Council following passage of Measure 26-210.

Anticipated Effects

If the Ordinance is adopted, Metro or its Tax Administrator will index income exemptions beginning this fall for tax year 2026, using the cost-of-living adjustment as determined annually by Oregon statute. Metro or its Tax Administrator will publish adjusted exemption amounts by November 15 of each year. Beginning in tax year 2026, taxpayers would no longer be required to file an SHS personal income tax return if their annual income falls below the adjusted income exemptions.

Metro will also work with the City of Portland Revenue Division to notify taxpayers, accounting and tax software firms, employers and so on about annual adjustments to income exemption levels, as well as changes in estimated payment requirements.

If voters were to approve an extension of the Supportive Housing Services income taxes, annual indexing would continue into the extension period.

Financial Implications

The Ordinance will have no direct effect on SHS tax collections for tax year 2025. Current income exemptions, filing requirements and estimated payment requirements would remain in place for tax year 2025.

The relative revenue impact of indexing the income exemption threshold is expected to be modest, as the majority of SHS personal income tax revenue is received from households with incomes well beyond the current exemption levels. Based on prior year collections, staff estimate a revenue reduction of less than two percent in the first year.

Beginning in 2026, the change in estimated tax payment thresholds would affect when Metro can expect estimated payments from many taxfilers. However, it is not expected to impact overall annual revenue.

BACKGROUND

Indexing the personal income tax exemption amount was included as a policy recommendation in the Metro Chief Operating Officer's July 2024 recommendation on funding for affordable housing and Supportive Housing Services. This was in response to input heard during the COO's Stakeholder Advisory Table process in spring 2024.

Indexing was included as a policy action in the draft Ordinance No. 25-1526 discussed by the Metro Council in January 2025. At the time, staff heard Council support for moving forward with this action as part of a larger package of reforms, with input from key stakeholders and partners.

ATTACHMENTS

None

Materials following this page were distributed at the meeting.

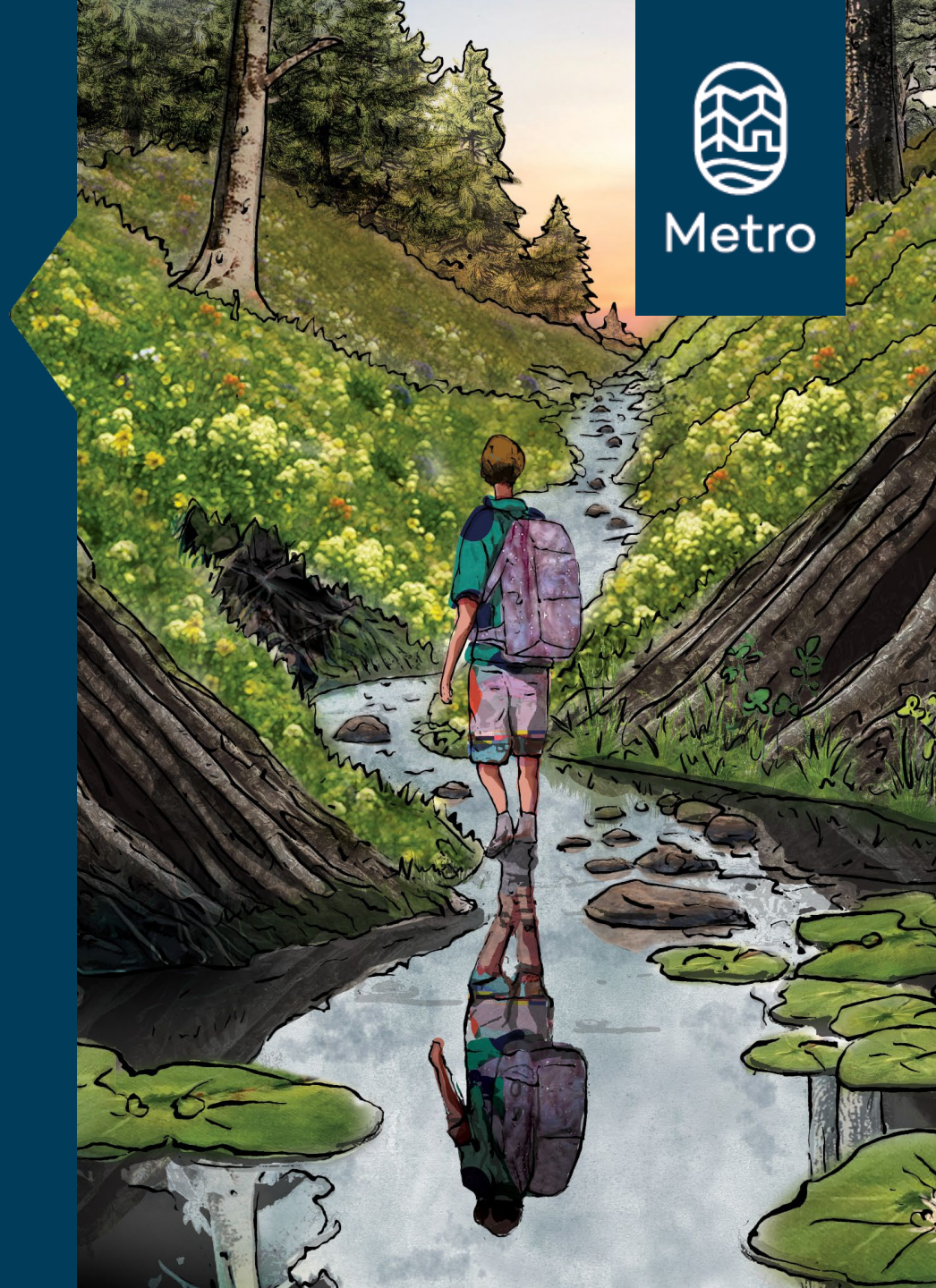
Nature in Neighborhoods Capital Grants

Resolution No. 25-
5507

June 2025



Metro



\$475 million and 6 programs to improve water quality, protect fish and wildlife habitat and connect people to nature

Bond criteria

- Advance racial equity
- Prepare for climate change
- Conduct meaningful engagement

oregonmetro.gov/parksandnaturebond



Metro



\$40 million for Nature in Neighborhoods capital grants

- Funds projects that increase nature at the neighborhood scale and partnerships between park providers, community organizations and others
- Multiple rounds of competitive capital grants, including \$2.58 million for the 2024 cycle
- Community Choice grants up to \$2.3 million in bond funds



Metro





2023 Award: Connecting people to nature by improving accessibility and education and gathering spaces at Hoyt Arboretum
\$500,000 Hoyt Arboretum Friends



Hoyt Arboretum

A PARTNER IN GLOBAL CONSERVATION

Maintain a
**PUBLICLY
ACCESSIBLE
DATA-BASE** with
6,300
trees, shrubs and plants



OUR HERBARIUM
contains verified
plant samples from
approximately 30% of
our collection to date
and we are expanding
this archive of genetic
material for future record.

Support a
**GLOBAL
COLLECTION**
including



**67
SPECIES**



that are endangered or
threatened

THREE NATIONALLY RECOGNIZED COLLECTIONS

Hoyt is an American Conifer Society reference garden

Hoyt has over 60 cultivars and 50 species of Magnolia

Hoyt has over 90 species, subspecies, and cultivars in our Maple collection

Maples and Magnolias are accredited by the **Plant Collections Network of the American Public Gardens Association.**



CONIFER



MAPLE



MAGNOLIA

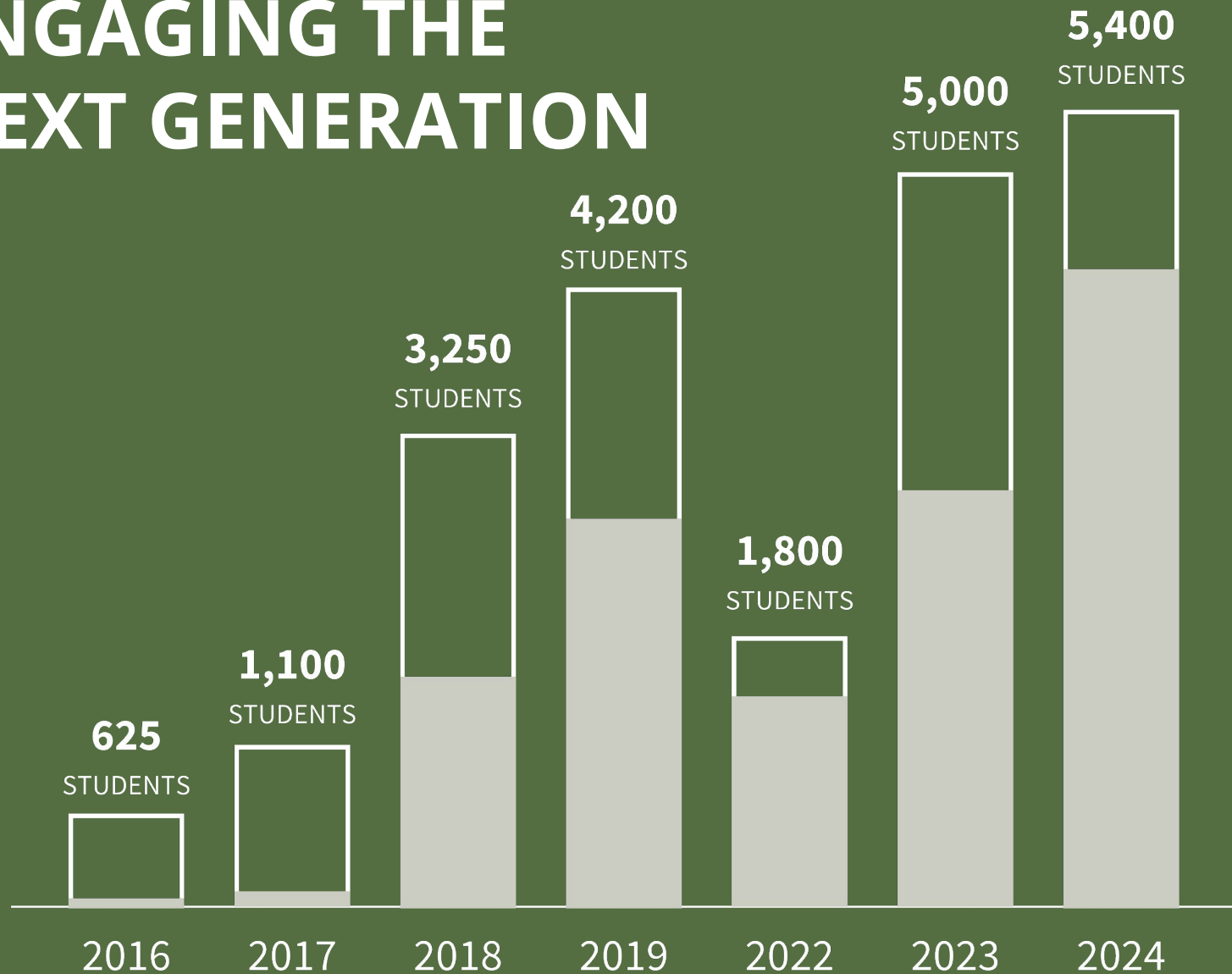
Hoyt Arboretum Friends



PORTLAND PARKS & RECREATIONSM

Healthy Parks, Healthy Portland

ENGAGING THE NEXT GENERATION



Shaded area represents students who visit from Title 1 schools with support from our scholarship program. Approximately 73% of students in 2024 visited free of charge.





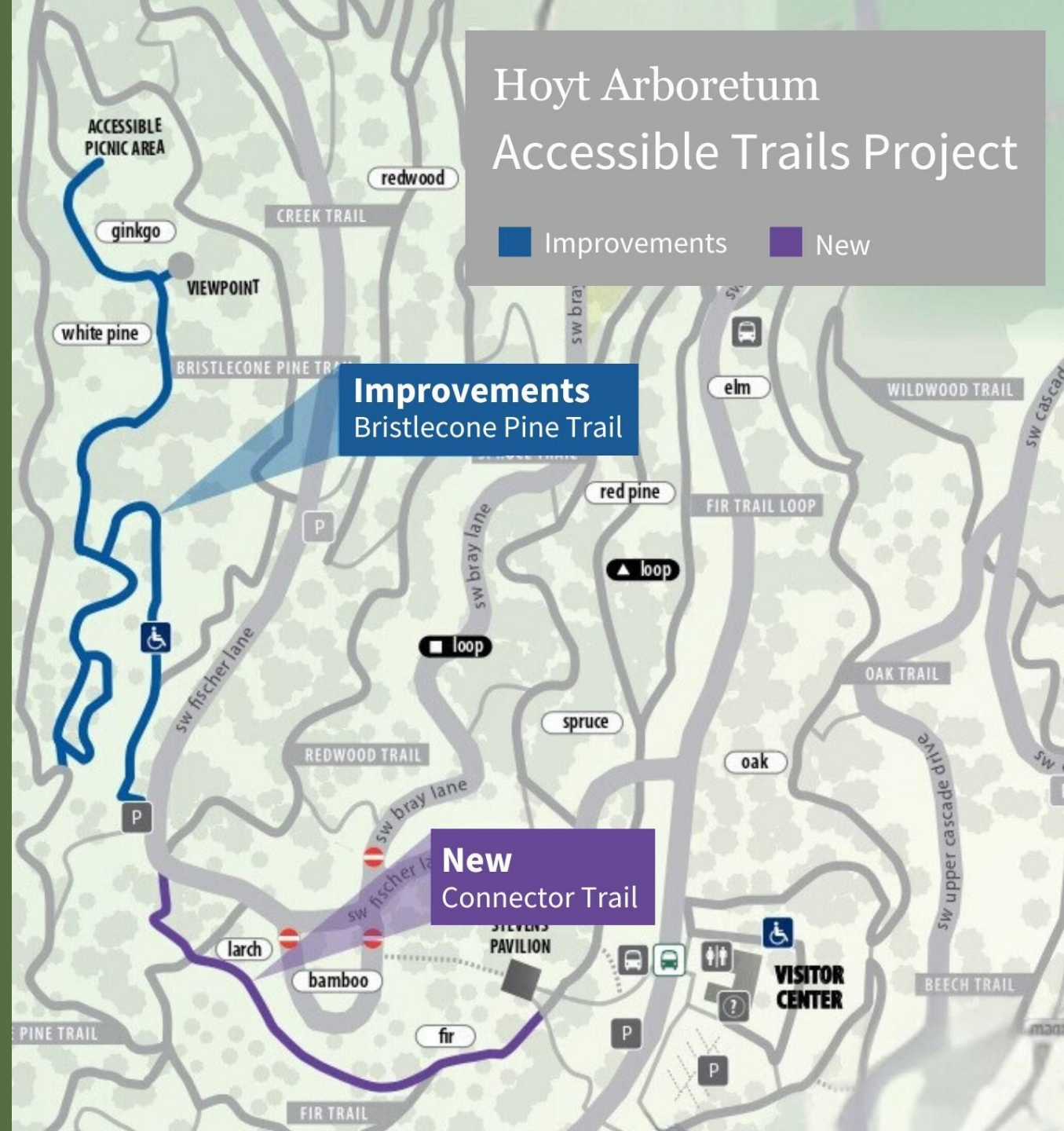
“My student who uses a motorized wheelchair was offered a completely accessible route to enjoy with her peers. It’s been a privilege to provide my students with the opportunity to find belonging here at the arboretum.”

**Catherine Cox, 4th Grade Teacher
Metzger Elementary School in Tigard, Title I**

METRO NATURE IN NEIGHBORHOODS CAPITAL GRANT



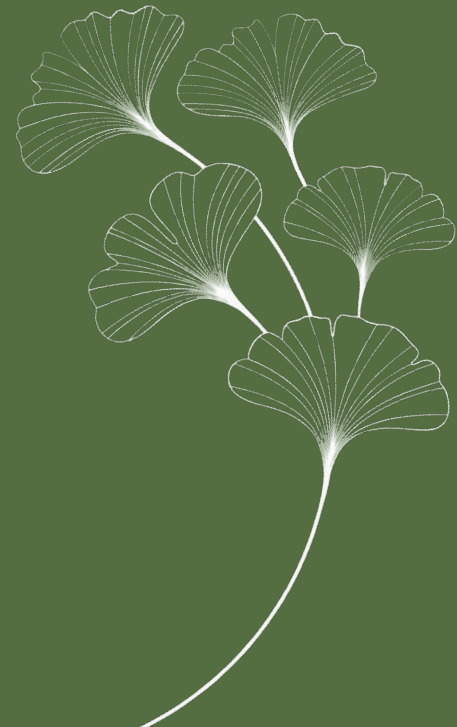
Connecting people to nature by
improving trail accessibility, and
education and gathering spaces.



BRISTLECONE PINE TRAIL ACCESSIBLE PICNIC AREA CONCEPT



Knot Studio, 2024



COMMUNITY INPUT



Accessibility of the Bristlecone Pine Trail and Hoyt Arboretum

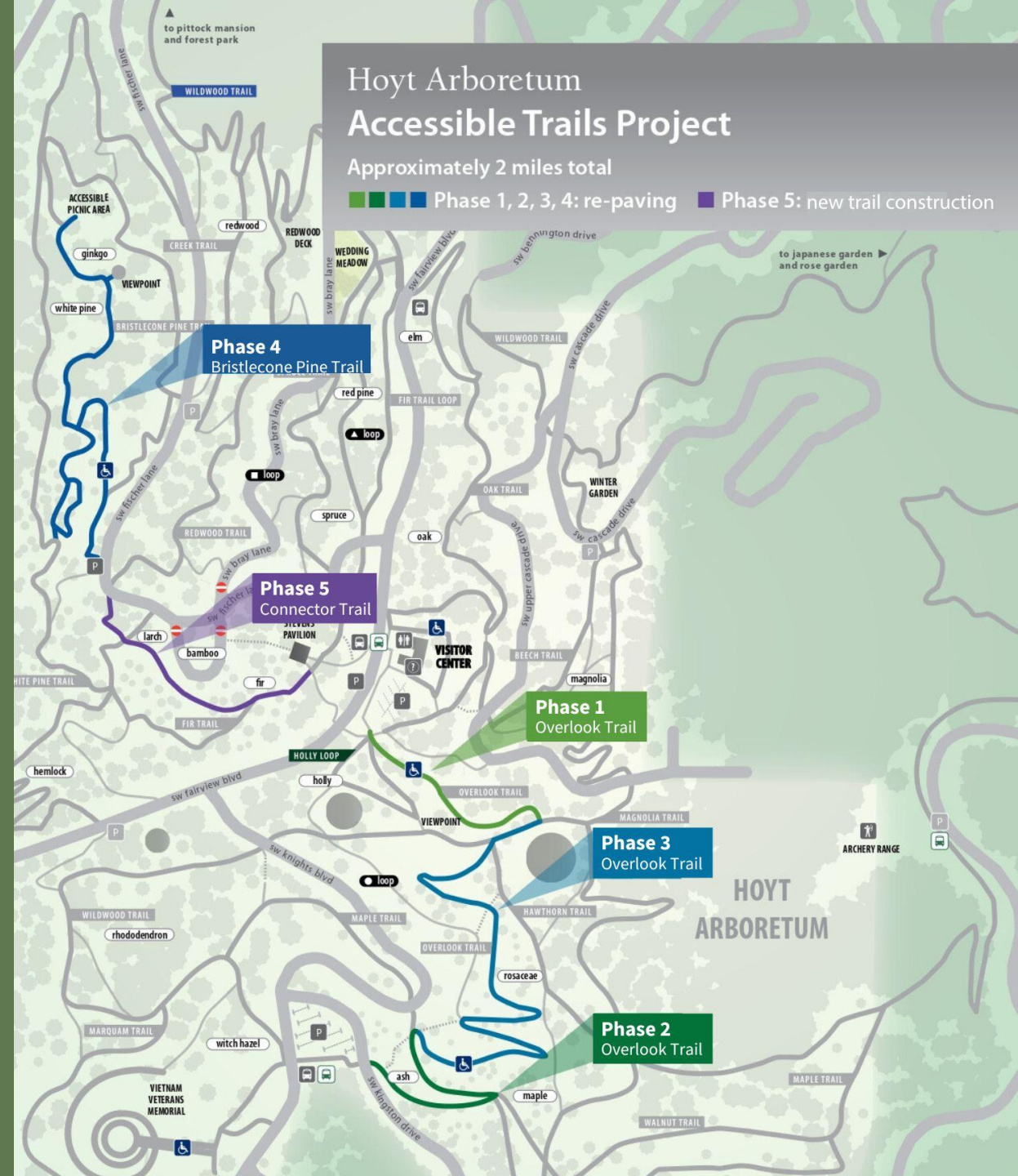
Report prepared by Syren Nagakyrie
Founder and Director of Disabled Hikers

“As a part of this project, I support the connector trail as a necessary opportunity for improved accessibility at the Arboretum. It will create a more valuable experience for Disabled people so that they can enjoy more options.”

THANK YOU!



2 MILES OF CONNECTED ACCESSIBLE TRAILS DIRECTLY FROM MAX





2024 Award: Riparian Forest Rescue! Save our unique urban forest from the invasive ash borer

\$988,820 Jackson Bottom Wetland Preserve - City of Hillsboro

[Video: Invasive emerald ash borer could wipe out Oregon's ash trees. Here's how you can help - OPB](#)

Review committee recommendation

Carol Gossett, OMSI

Carrie Jones Bohara, Portland Public Schools, Climate Resilience

Jasper Lieber, Volunteer, Columbia Slough Watershed Council

John Van Nevel, ERM Scientist, Former US Forest Service

John Hoffnagle, Former Oregon State Parks Foundation

Lynn Lindgren, Housing Development Center,

Mark Sirois, Clackamas County Development Services

Rosemary Fama, Portland State University

Thomas Kissinger, Oregon City, Parks Director

Valeria McWilliams, Metro, Housing



Red Rock Creek Trail Implementation
\$ 1,000,000 , City of Tigard



PRECEDENT IMAGES

BIRDBLIND AND SHELTERS



NATIVE HABITAT WITH TRAILS



VISION IMPAIRED INTERPRETIVE FEATURES



GREEN ROOF



Gladstone Nature Park Inclusive Bird Pavilion
\$132,000 City of Gladstone



Aloha-Reedville Housing Wetland Restoration

\$750,000 Housing Authority of Washington County



Central Eastside Willamette River Seasonal Activation Pilot
\$ 250,000 Human Access Project



King City Community Park Forest Path

\$ 407,300 City of King City



Block 24 Garden Project \$100,000 Lan Su Chinese Garden

Nature in the Neighborhood at Llewellyn Elementary

Connecting community with nature through enhanced ecosystem services

INCLUSION

Research shows that the average play yard does not serve diverse, female, neurodivergent, and students with mobility concerns. Through **intentional community engagement** we seek to include our whole community in designing and creating a space that connects our diverse community to the outdoors with **integrated seating, sensory gardens, culturally diverse plantings and art, walking paths** and more. Trellises provide an opportunity for both outdoor learning and respite for students seeking a lower stimulus environment during outdoor play.

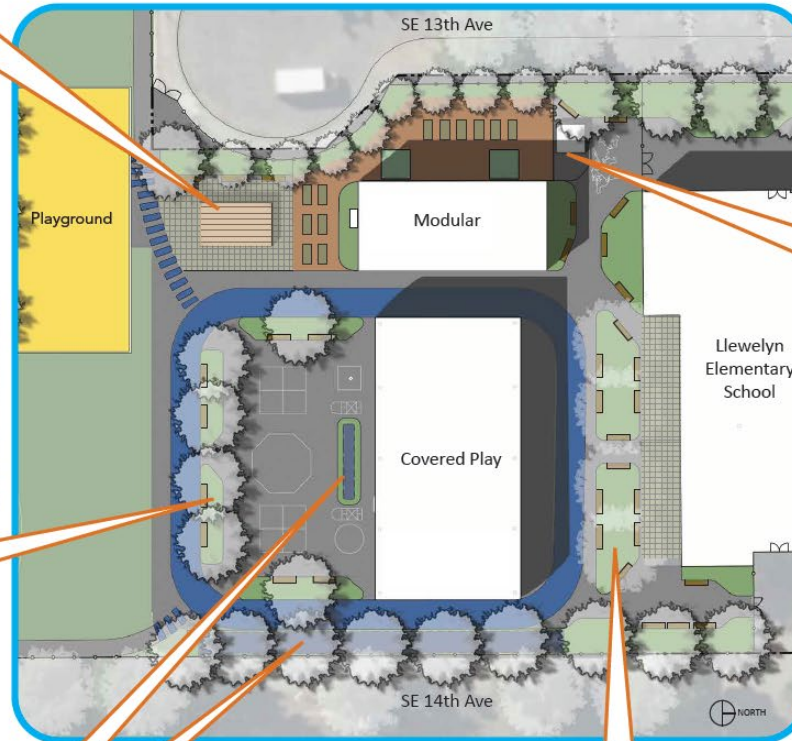


ECOSYSTEM SERVICES

We will transform blacktop into native and pollinator gardens. This vital for **Habitat creation** will improve biodiversity on campus.



We seek to honor our proximity to Oaks Bottom Wildlife Refuge by improving **stormwater management**.



EDUCATION

Education will be embedded in each aspect of the Llewellyn campus. **Interactive signage** will connect the community to Oaks Bottom, empower residents to employ climate resilient strategies, and engage neighbors to participate in citizen science. **Outdoor learning labs** will serve students and community organizations.



CLIMATE RESILIENCE

Llewellyn seeks to address the urban heat effect that is leading to rising temperatures in classrooms and on the playground by depaving, adding canopy area, and planting an education **climate resilient demonstration garden**.



Llewellyn's Climate Resilient Schoolyard Project
\$ 579,486 Portland Public Schools



Peace Memorial Park Revitalization
\$ 260,047 Lloyd EcoDistrict



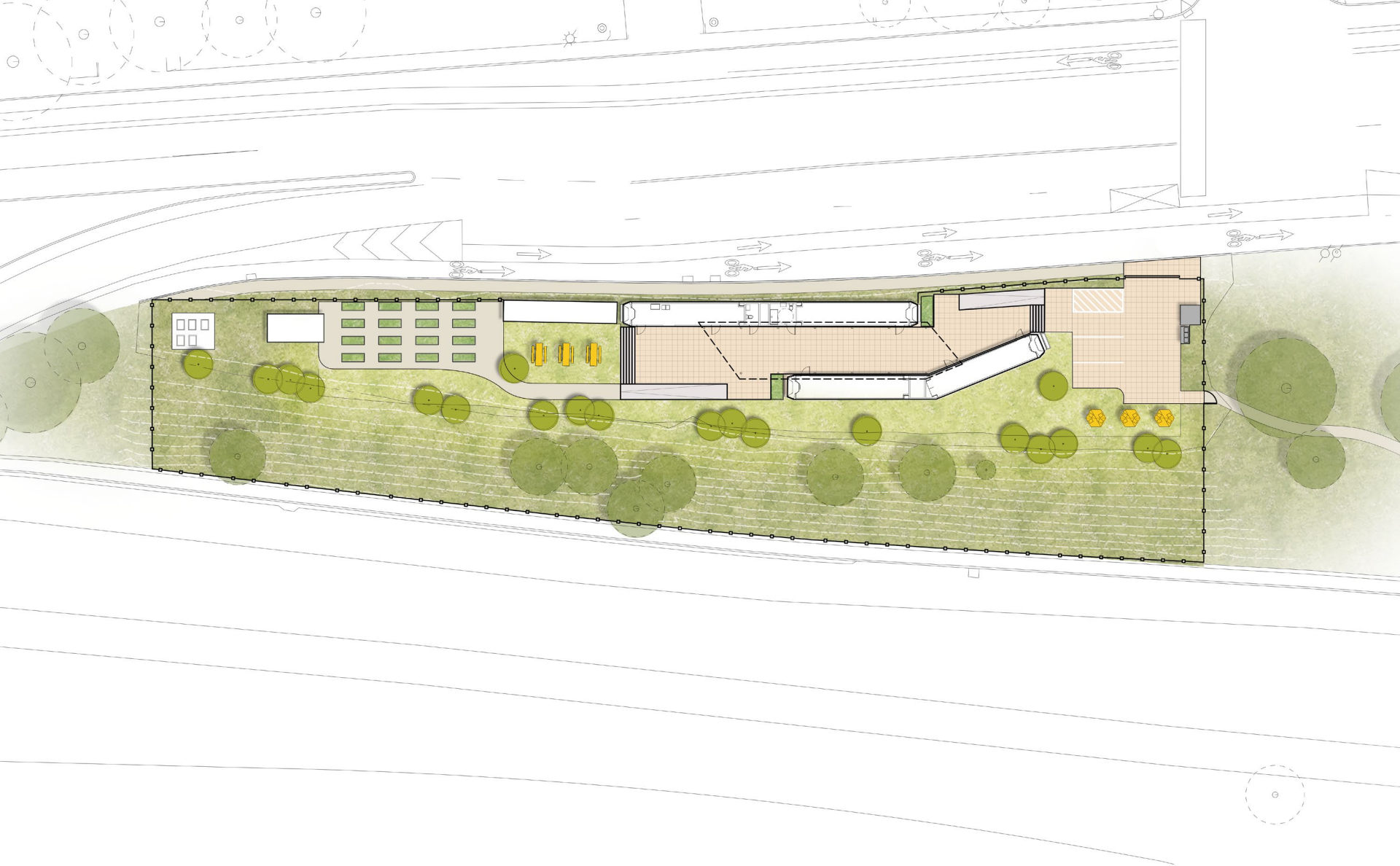
Park at Jennings Lodge Campus

\$ 1,000,000 North Clackamas Parks and Recreation District



PSU Oak Savanna & ITECK Center

\$ 600,000 Portland State University



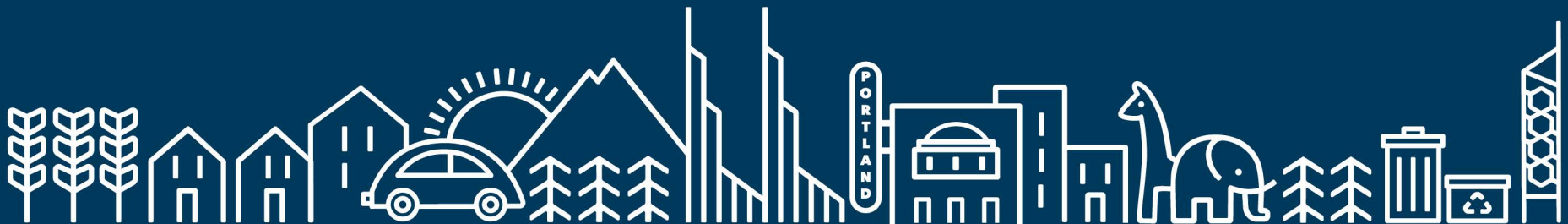
The AfroFuturism Oasis

\$ 988,020 The AfroFuturism Oasis



Black Wellness Center Community Garden Initiative
\$ 600,000 Unite Oregon

oregonmetro.gov



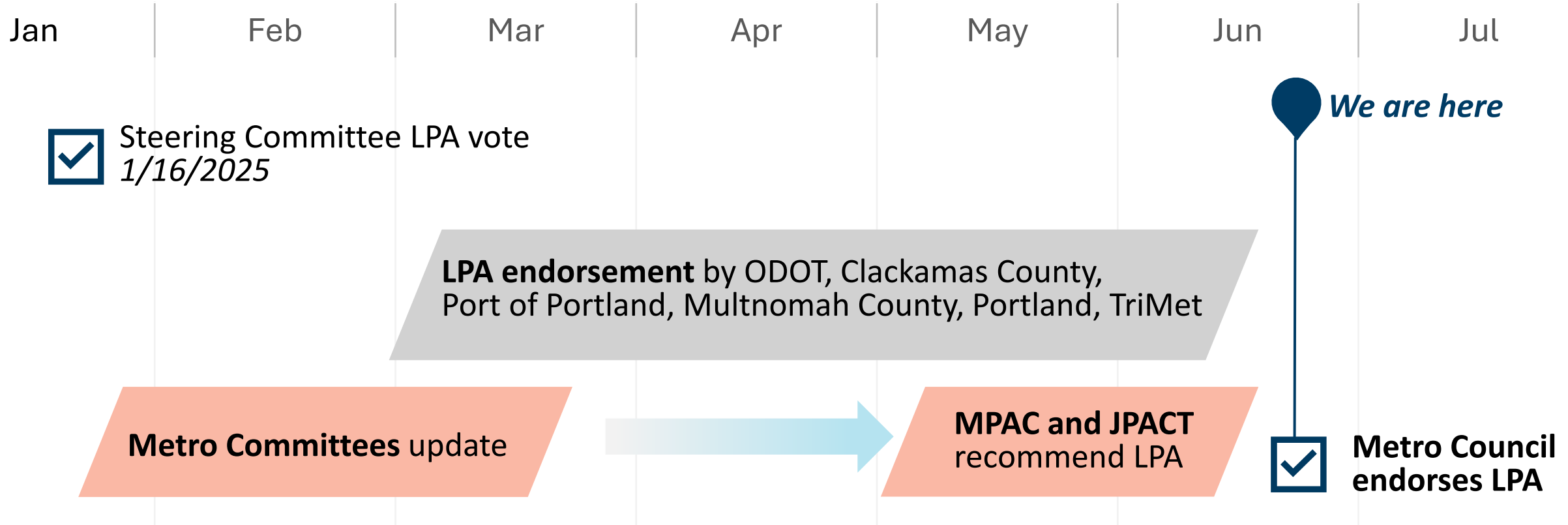


June 26, 2025

82nd Avenue Transit Project: Locally Preferred Alternative (LPA)

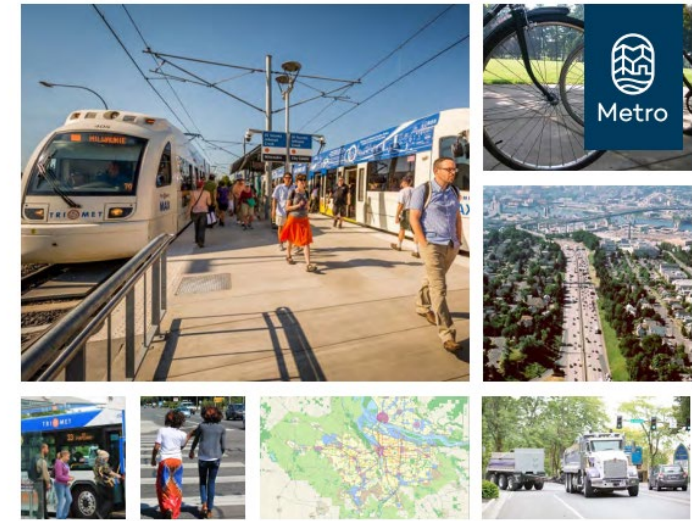


Next Steps for LPA



Metro Council Role

- **LPA endorsement**
 - Spring 2025: Consider approving LPA endorsement
- **Future RTP amendment**
 - Fall/Winter 2025: Discuss amendment and public comment
 - Spring 2026: Consider approving RTP amendment



2023 Regional Transportation Plan

*A blueprint for the future of transportation
in the greater Portland region*

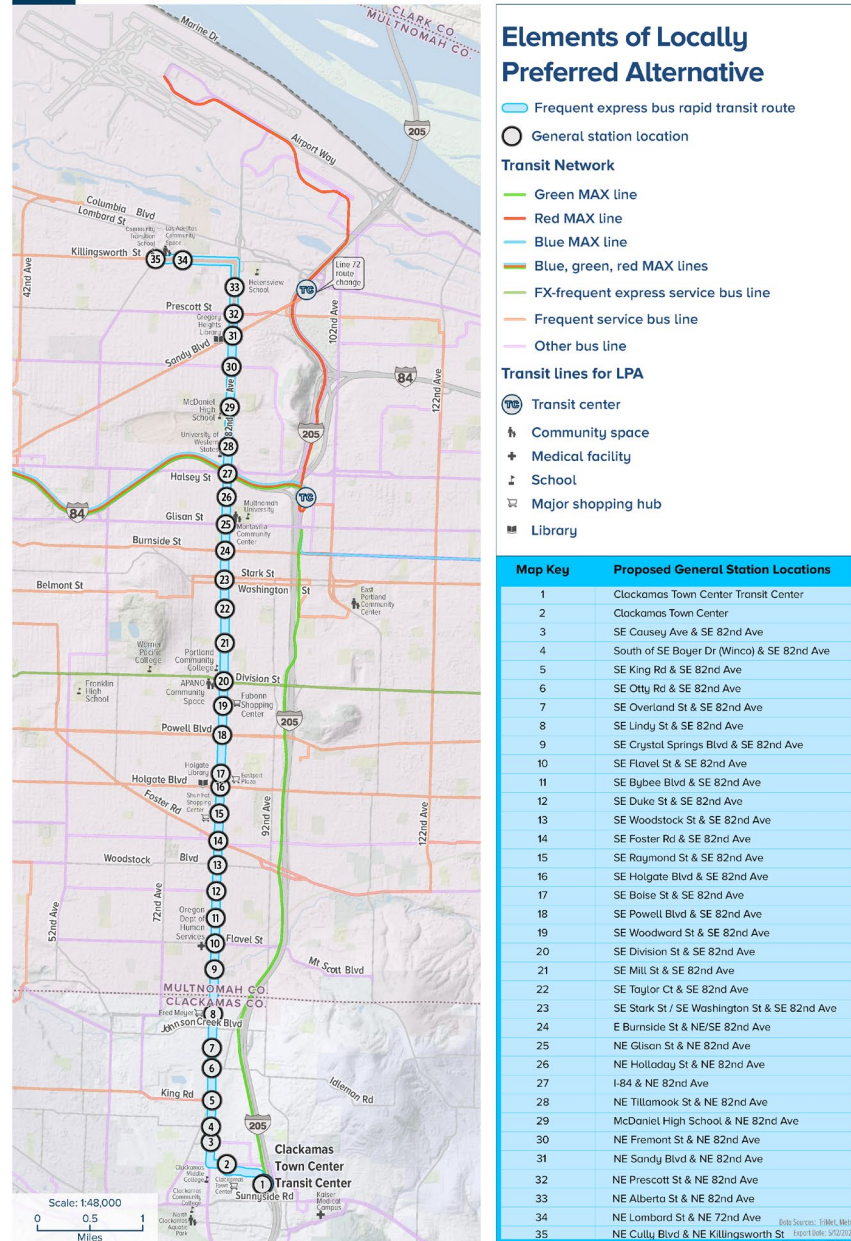
Adopted November 30, 2023

oregonmetro.gov/rtp





82nd Avenue Transit Project Locally Preferred Alternative

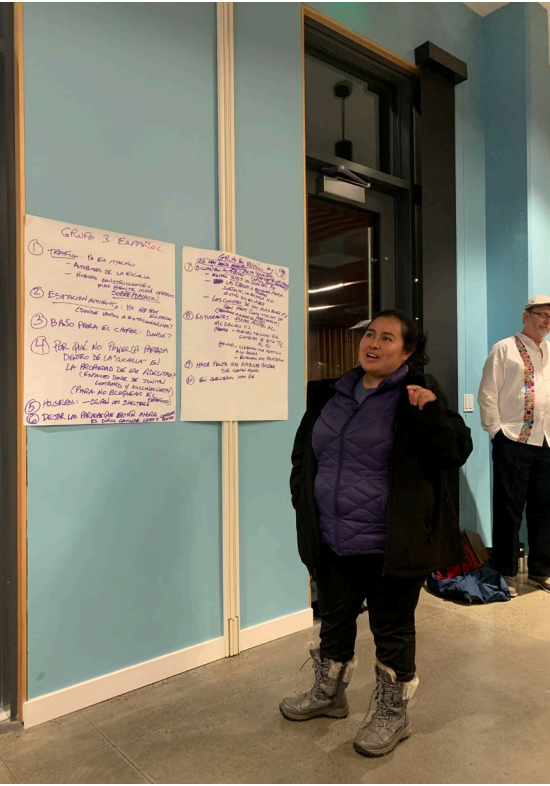


Transit Project Locally Preferred Alternative

The Steering Committee selected a recommended LPA 1/16/25:

- Mode:** Frequent Express (FX) BRT
- General Station Locations:** ~1/3-mile average station spacing
- Alignment:** ~10-mile alignment between Clackamas Town Center Transit Center and the Cully Boulevard and Killingsworth Street area.

Engagement Process to Date



Transit Project Improvements

- 68 stations – pick up locations will have upgrades including weather protection, seating, real-time information, and lighting
- Enhanced crossings at every station location
- Sidewalk, curb ramp and accessibility improvements
- New signals, signal upgrades and improvements to benefit transit
- Roadway improvements/repaving at station areas
- Higher capacity hydrogen electric articulated buses
- Continuing discussions on physical priority through Business Access and Transit (BAT lanes)



Metro Council Requested Action

Do you approve
Resolution No. 25-5495?





Metro

Arts and events
Garbage and recycling
Housing and supportive services
Land and transportation
Parks and nature
Oregon Zoo

oregonmetro.gov



82nd Avenue Development Strategy

June 26, 2025



Zachary Lauritzen, Oregon Walks



82nd Avenue Development Strategy (DS)

- The **82nd Avenue Coalition**, in partnership with Metro, City of Portland and Clackamas County, has finalized a Development Strategy for the corridor.
- **The coalition is made up of non-profit organizations that serve the community along 82nd Avenue.**
 - Convened by Oregon Walks, Verde, APANO, and Unite Oregon
- The 82nd Avenue DS will help ensure project-related policies and investments in the corridor are identified that will assist in stabilizing communities and businesses against existing displacement pressures.



Partners

APANO

Oregon Walks

Verde

Unite Oregon

Metro

Prosper Portland

Bureau of Planning & Sustainability

Bureau of Transportation

Housing Bureau

N. Clackamas Chamber of Commerce

Clackamas County Economic Development

Clackamas Workforce Partnership

Equitable Development Community Priorities

- Workforce Development
- Climate Resiliency
- Childcare
- Business Stabilization
- Equitable Housing
- Community Development



What's Next?

- Some of this is happening now!
- Work with City of Portland to formally adopt the plan
- Work with Clackamas and Multnomah Counties on funding components
- TIF and transit project engagement
- Today: Metro adopts Resolution 25-5496





TV Highway Transit and Safety Project LPA

Metro Council | June 26, 2025

Project timeline



Metro Council Role

LPA endorsement

- Spring 2025: Consider approving Locally Preferred Alternative

Future RTP amendment

- Fall/Winter 2025: Introduce amendment and public comment
- Spring 2026: Consider approving RTP amendment

2023 Regional Transportation Plan



Project location



Recommended LPA map (eastern segment)



Recommended LPA map (western segment)



Elements of locally preferred alternative

- General station location
- ⊙ General terminus station location
- Potential general station location to be determined
- Bus rapid transit route

Project Steering Committee



Community Engagement



Project benefits

- 85 stations with shelters, lighting, seating, real-time arrival info
- Curb ramp, platforms, and accessibility improvements
- Enhanced crossings or signal at all stations
- Eliminate partial-pullout design
- Increased speed and reliability
- 4 intersection rebuilds
- Zero emission buses
- 12-minute service



Metro Council Requested Action

Do you endorse the Tualatin Valley Highway Transit and Safety Project LPA by approving Resolution No. 25-5504?





Questions?

Learn more

oregonmetro.gov/tvhighwaytransit

Kate Hawkins

Senior Transportation Planner

kate.hawkins@oregonmetro.gov

oregonmetro.gov





Metro

Resolution 25-5494

FY 2024-25 June Budget Amendment

June 26, 2025



Summary

Budget Amendments

- Fund Appropriation Changes
- No FTE changes

\$1.0
Million

Capital Improvement Plan

- CIP Changes

23
Projects

Appropriation Change by Fund

		Amendment		
	Amended Budget	Change to expenditures	Change to contingency	Amended Budget
GENERAL FUND				
- Human Resources	\$7,274,015	\$200,000	(\$200,000)	\$7,274,015

General Fund; Human Resources - \$200,000

- Adjust contingency to support personnel expenses associated with pay-equity requirements

Appropriation Change by Fund (Cont')

		Amendment		
	Amended Budget	Change to expenditures	Change to contingency	Amended Budget
MERC FUND	\$114,365,294	\$0	\$800,000	\$115,165,294

MERC Fund- \$800,000

- Transfer of resources from General Fund

Appropriation Change by Fund (Cont')

		Amendment		
	Amended Budget	Change to expenditures	Change to contingency	Amended Budget
PARKS AND NATURE OPERATING FUND				
	\$42,723,087	\$389,500	(\$181,000)	\$42,931,587

Parks & Nature Operating Fund - \$208,500

- Grant funds for Fern Hill restoration projects

Capital Improvement Plan Changes

CAM

\$0 change

- Two projects adjusted to support MRC Plaza Accessibility

Reference Attachment 2

Information Technology

\$0 change

- Two projects adjusted to support redundant internet connection project

Reference Attachment 3

OCC

\$0 change

- Three projects adjusted to support waterproofing and IT infrastructure projects

Reference Attachment 4

Oregon Zoo

\$1,041,000

- Four projects adjusted in the CIP to account for reprioritization, including add of Cascade Crest Grill remodel

Reference Attachment 5

Capital Improvement Plan (Cont')

Parks and Nature \$1,324,685 Increase

- Adjust and reprioritize 10 projects in the CIP to address habitat protection and restoration

Reference Attachment 6

WPES \$0 change

- Two projects adjusted to support point-of-sale upgrade

Reference Attachment 7

Questions & Comments



Arts and events
Garbage and recycling
Land and transportation
Oregon Zoo
Parks and nature

oregonmetro.gov

Metro Code Sections 7.06.040 and 7.06.070 are amended with underlined text representing inserted text and ~~striketrough~~ representing deleted text, and a new Section 7.06.045 is added to the Metro Code as follows:

7.06.040 Personal Income Tax Imposed; Filing Status; Inflation Indexing

- (a) A tax of one percent is imposed on the entire Oregon Taxable Income of every resident of the District subject to tax under ORS chapter 316. For Tax Years 2021-2025, taxfilers~~Taxfilers~~ that file a joint Metro return may exempt the first \$200,000 of taxable income; taxfilers that file a single Metro return may exempt the first \$125,000 of taxable income. For Tax Years 2026-2030, the exemption amounts will be indexed for inflation based on the indexing factor as determined annually pursuant to ORS 316.037(1)(c) and (d) for cost-of-living adjustments as further set forth in Section 7.06.045. Indexing also applies to any tax year beyond 2030 if voters approve an extension of the SHS Income Tax.
- (b) A tax of one percent is imposed upon the Metro Taxable Income of every nonresident of the District subject to tax under ORS chapter 316. For Tax Years 2021-2025, taxfilers~~Taxfilers~~ that file a joint Metro return may exempt the first \$200,000 of taxable income; taxfilers that file a single Metro return may exempt the first \$125,000 of taxable income. For Tax Years 2026-2030, the exemption amounts will be indexed for inflation based on the indexing factor as determined annually pursuant to ORS 316.037(1)(c) and (d) for cost-of-living adjustments as further set forth in Section 7.06.045. Indexing also applies to any tax year beyond 2030 if voters approve an extension of the SHS Income Tax.
- (c) Taxfiler filing status must follow the filing status of the taxfiler's Oregon income tax return.
 - 1. Taxfilers using Oregon filing statuses married filing jointly, head of household and qualifying widow(er) must file a joint Metro return.
 - 2. Taxfilers using Oregon filing statuses single and married filing separately must file a single Metro return.

7.06.045 Rounding of Indexed Exemption Amounts; Publication of Amounts

- (a) If the result obtained after indexing the income exemption amounts for inflation is not a multiple of \$1,000, Metro will round the increase to the next lower multiple of \$1,000. If the result is negative (deflation), income exemptions will remain at the prior year's levels. The base amount for indexing is the indexed amount from the previous year prior to any rounding.
- (b) Metro or Metro's Tax Administrator will annually publish the adjusted exemption amounts by November 15 prior to the start of the adjustment year. Metro will post the adjusted

exemption amounts on its website and in any other manner Metro deems reasonably calculated to inform the public of the adjusted amounts.

7.06.070 Individuals Required to File a Tax Return

(a) For Tax Years 2021-2025, every~~Every~~ resident of the District who is required to file an Oregon income tax return for the taxable year and who reports Oregon Taxable Income over \$200,000 using Oregon filing status married filing jointly, head of household or qualifying widow(er), or over \$125,000 using Oregon filing status single or married filing separately is required to file a Metro Personal Income Tax return. For Tax Years 2026-2030, the requirement to file a Metro tax return applies to a District resident who is otherwise required to file an Oregon income tax return and whose income is equal to or above the exemption amounts as determined in Section 7.06.040(a) for single and joint filers after indexing for inflation.

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(c) Nothing contained in this section precludes the Administrator from requiring any individual to file a return when, in the judgment of the Administrator, the individual should file a return.

(d) The Administrator will release the form that the taxfiler must file. The Administrator may accept substitute forms (such as created by tax software) provided the forms include identical information in comparable format as provided on the Metro tax return form.

(e) A copy of the taxfiler's Oregon tax return is required to be filed with the tax return. If the personal income tax has been withheld from wages, a copy of Form W-2 is required to be filed with the Personal Income Tax return unless otherwise notified by the Administrator. The Administrator is authorized to require a taxfiler to submit additional information with the taxfiler's report if, in the Administrator's sole discretion, such information is necessary to effectively administer the tax imposed under this chapter.

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Georgia Langer

From: Maxwell Powers <maxwell@cascadepolicy.org>
Sent: Wednesday, June 25, 2025 3:49 PM
To: Legislative Coordinator
Subject: [External sender]Written comments for tomorrow's 10:30 meeting

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hello,

I am speaking at tomorrow's meeting, and I have written comments to submit to the council beforehand. Here is what I will be discussing:

"Members of the Council,

My name is Max Powers, and I am here today on behalf of Cascade Policy Institute to speak about the proposed Locally Preferred Alternative for the 82nd Avenue Transit Project, specifically the bus-only lanes being considered by TriMet. The LPA claims that bus-only lanes are just one option as part of ongoing conversations, but the official PBOT mockup of 82nd says otherwise. We can see bus-only lanes included in the vision of 82nd.

These lanes will increase congestion substantially. In this design proposal, TriMet analyzed how traffic would be affected by installing BAT lanes down 82nd Avenue. They estimated that adding the lanes would cause up to 25% of drivers to divert their routes to avoid congestion. Those diversions will put more stress on residential roads and neighborhoods, requiring additional safety features and maintenance on nearby streets and alternative routes.

Metro should eliminate BAT lanes from any further consideration as part of the 82nd Avenue Project.

Thank you for your time."

Best,
Max Powers