

## Council work session agenda

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**Tuesday, October 16, 2018**                      **2:00 PM**                      **Metro Regional Center, Council Chamber**

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**2:00**    **Call to Order and Roll Call**

**2:05**    **Chief Operating Officer Communication**

**Work Session Topics:**

2:10    Southwest Corridor Locally Preferred Alternative                      [18-5095](#)

Presenter(s):    Malu Wilkinson, Metro  
Chris Ford, Metro

Attachments:    [Work Session Worksheet](#)  
[Southwest Corridor Steering Committee Preferred Alternative Report](#)  
[Fall 2018 SW Corridor Light Rail Project Newsletter](#)  
[Southwest Corridor Equitable Development Strategy Summary](#)  
[LPA Resolution Draft](#)  
[EIS Comment Summary Draft](#)

3:00    2030 Regional Waste Plan's Draft Actions and Indicators                      [18-5096](#)

Presenter(s):    Paul Slyman, Metro  
Matt Korot, Metro  
Marta McGuire, Metro

Attachments:    [Work Session Worksheet](#)  
[Regional Waste Plan: Draft Actions Packet](#)

**3:30**    **Metro Attorney Communication**

**3:45**    **Councilor Communication**

**4:00**    **Adjourn**

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានកាតបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

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## **Southwest Corridor Locally Preferred Alternative**

### *Work Session Topics*

Metro Council Work Session  
Tuesday, October 16, 2018  
Metro Regional Center, Council Chamber

# METRO COUNCIL

## Work Session Worksheet

**PRESENTATION DATE:** 10/16/18

**LENGTH:** 45 minutes

**PRESENTATION TITLE:** SW Corridor LPA

**DEPARTMENT:** Planning & Development

**PRESENTER(S):** Malu Wilkinson (x1680, [malu.wilkinson@oregonmetro.gov](mailto:malu.wilkinson@oregonmetro.gov)) and Chris Ford (x1633, [chris.ford@oregonmetro.gov](mailto:chris.ford@oregonmetro.gov))

### WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** Update Council on upcoming resolutions related to the proposed SW Corridor light rail project
- **Outcome:** Receive Council input on draft resolutions

### TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The Southwest Corridor Plan is a package of transit, roadway, bicycle and pedestrian projects that can help reduce congestion, increase transportation options, improve safety and enhance quality of life in Southwest Portland and southeastern Washington County.

Since the last update to Council in July, the Southwest Corridor Steering Committee recommended a locally preferred alternative (LPA) for the proposed light rail line. The LPA identifies the final rail alignment for further design and study, as well as the locations of all the stations, maintenance facilities, and associated project elements. The steering committee recommendation was informed by the Draft Environmental Impact Statement (EIS) on the project, public and agency comment on the Draft EIS, the recommendation of the SW Corridor Light Rail Community Advisory Committee (CAC) and input from staff. Since that time, project partners have considered endorsements of the steering committee recommendation.

Public engagement on the Southwest Corridor Plan has been extensive since its beginnings in 2011, including a robust public review period on the Draft EIS that gathered over 1,000 comments, summarized in the report included in work session materials. Public input from neighborhood meetings, open houses, online forums, the CAC and other sources has helped shape the alternative refinement process, and the public review input helped inform the steering committee's final recommendation on the LPA.

In addition, Metro staff has been working on a Southwest Equitable Development Strategy (SWEDS), which began in spring 2017 and will continue through summer 2019. Recognizing that light rail investments create redevelopment that can displace households and businesses through rising rents, and also make it difficult for some future households and businesses to move to an HCT corridor, the Strategy strives to ensure that individuals and families from all economic backgrounds can live, work and thrive in the Southwest Corridor. The SWEDS work has been coordinated with the joint Portland-Tigard equitable housing strategy, which was supported through Metro grants.

The steering committee recommendation and the local endorsements are directed to Council, which is anticipated to consider its endorsement of the LPA in November. This endorsement would include direction to staff to include the LPA in the Regional Transportation Plan's financially constrained project list and in the Metropolitan Transportation Improvement Plan. These are



necessary steps for the project to be considered for a Capital Investment Grant from the Federal Transit Administration (FTA). Council will also consider dissolution of the steering committee, which has stood since 2011, as well as the CAC and direct staff to undertake the Final EIS and support TriMet's ensuing planning leadership on the light rail project.

After approval of an LPA, TriMet will advance project designs and convene a new steering committee and community advisory committee to help guide remaining decisions around project elements, such as the best way to connect light rail to Marquam Hill and Portland Community College's Sylvania campus and the route around the Barbur Transit Center. Metro staff will continue leading the federal environmental review effort by preparing a Final EIS, which will evaluate the advanced designs for the preferred alternative, commit to mitigations to reduce adverse effects, and respond to comments submitted on the Draft EIS. Metro will also continue implementing its work plan on the Southwest Equitable Development Strategy.

The Southwest Corridor Plan is one of the major projects in the Investment Areas group of Planning & Development, and will implement an important initiative of the Regional Transportation Plan. The Southwest Corridor Plan touches upon a number of other Metro programs and regional issues, notably around active transportation, fulfillment of the 2040 Growth Concept, and equitable housing.

Next steps for the Southwest Corridor Plan are:

- October 18 – JPACT considers resolution approving the LPA
- November 15 – Metro Council considers resolution approving the LPA

#### **QUESTIONS FOR COUNCIL CONSIDERATION**

- What questions does Council have regarding the recommended LPA, including its content, implications and further work to be undertaken?
- What input does Council have regarding the draft resolution?

#### **PACKET MATERIALS**

- Would legislation be required for Council action ☒ Yes ☐ No
- If yes, is draft legislation attached? ☒ Yes ☐ No
- What other materials are you presenting today?
  - Southwest Corridor Steering Committee Preferred Alternative Report
  - Fall 2018 SW Corridor Light Rail project newsletter
  - Southwest Corridor Equitable Development Strategy summary
  - Draft EIS Comment Summary

## **Southwest Corridor Light Rail Project**

### **Steering Committee Preferred Alternative Report**

#### **1. RECOMMENDATION**

This report presents the Southwest Corridor Steering Committee’s recommended Preferred Alternative for the proposed Southwest Corridor light rail project. The Preferred Alternative must include the transit mode (light rail), route, stations and termini.

##### **Summary of alignment chosen**

This recommendation represents a commitment to identifying a cost-effective transit project that extends from downtown Portland to Bridgeport Village and meets the adopted project Purpose & Need. It is based on the project staff recommendation, analysis documented in the *Southwest Corridor Light Rail Project Draft Environmental Impact Statement* (EIS), input from the public and agencies, and also takes into consideration the Federal Transit Administration’s (FTA) rating criteria for large transit projects.

The recommended Preferred Alternative is shown on Figure 1 and includes the following alternatives and refinements described in the Draft EIS:

- Alternative A1, Barbur
- Alternative B2, I-5 Barbur Transit Center to 60th
  - Refinement 2, Taylors Ferry I-5 Overcrossing, which modifies Alternative B2\*
  - Refinement 4, Barbur Undercrossing, which modifies Alternative B2
- Alternative C2, Ash to Railroad
  - Refinement 5, Elmhurst, which modifies Alternative C2
  - Refinement 6, Tigard Transit Center Station East of Hall, which modifies Alternative C2

\*The committee recommends a preference for Refinement 2, but with Alternative B2 as studied in the Draft EIS, or a modification of either, remaining in consideration.

In addition, the committee directs staff to continue to work together to evolve and finalize the work plan for further design and environmental review, keeping members of this or a subsequent steering committee informed on its progress and contents. If the design and environmental review finds a “fatal flaw” with any project component, staff will present the issue to TriMet’s future project steering committee for guidance.

This Preferred Alternative would provide a number of benefits to the SW Corridor and the Portland region. These include:

- Providing a reliable, fast travel option between Bridgeport, Tigard, SW Portland and downtown Portland that will maintain its travel time even as the population grows by 70,000 in the corridor by 2035.
- Serving a projected 43,000 average weekday riders in 2035.
- Carrying 1 in 5 southbound commuters leaving downtown Portland in the PM peak in 2035.
- Connecting existing and future jobs and homes, along with Portland State University (PSU), Oregon Health & Science University (OHSU), National University of Natural Medicine (NUNM) and Portland Community College-Sylvania (PCC).
- Providing a new transit “backbone” for the local bus system in southeastern Washington County, including new transit centers and park and rides to enable people to easily switch between travel modes.
- Creating a new pedestrian connection to the jobs, medical services and educational opportunities on Marquam Hill at OHSU, the Veterans Administration and Shriners hospitals.
- Creating an improved bike and pedestrian link to PCC Sylvania campus and a quick shuttle connection between the campus and MAX.
- Building a shared transitway in South Portland to allow buses from Hillsdale to bypass congestion to more quickly reach downtown Portland, and vice versa.
- Building continuous sidewalks and bike lanes where light rail would be located within an existing roadway, such as on SW Barbur Boulevard and SW 70th Avenue.
- Creating the required transportation infrastructure to support local and regional plans such as the Tigard Triangle Strategic Plan, Barbur Concept Plan and 2040 Growth Concept. These plans aim to accommodate continued population and job growth without a proportionate increase in traffic congestion by supporting transit-oriented development.

## **Implications**

The Preferred Alternative will be evaluated in the Final EIS, which will document the significant beneficial and adverse effects of the project, commit to mitigation strategies and document their effects, and respond to comments submitted on the Draft EIS. Appropriate review and analysis of the Preferred Alternative will also be undertaken under Sections 106, 4(f), 6(f) and 7, which address historic resources, parks and endangered species.

This recommendation would end further analysis of Alternatives A2-BH (Naito with Bridgehead Reconfiguration), A2-LA (Naito with Limited Access), Design Refinement 1, B1 (Barbur), B3 (I-5 26th to 60th), B4 (I-5 Custer to 60th), C1 (Ash to I-5), C3 (Clinton to I-5), C4 (Clinton to Railroad), C5 (Ash and I-5 Branched) and C6 (Wall and I-5 Branched), as well as Refinement 3 (I-5 Undercrossing). This recommendation would also end further work on aspects of Alternative B2: a new light rail bridge near the Portland/Tigard city boundary crossing over I-5 and Pacific Highway to enter the Tigard Triangle, and

traveling adjacent to SW Atlanta Street to connect to SW 70th Avenue; and of Alternative C2: the east-west alignments along SW Beveland Street and SW Ash Avenue.

### **Further action recommended**

In preparation for the Final EIS, the Steering Committee directs staff to continue work to identify ways to avoid, minimize, or mitigate the adverse effects documented in the Draft EIS, including:

- The relocation of households and businesses along the alignment. TriMet will update designs to avoid or minimize property effects but when that is not possible then property owners, tenants and businesses will receive fair market financial compensation and relocation assistance.
- Increased traffic congestion and queuing at several locations throughout the corridor. Additional traffic analysis will be performed where necessary, including at highway ramp terminals, park and ride accesses, and at-grade light rail crossings of streets. Specific locations may include:
  - South Portland in the vicinity of the Bridgehead Reconfiguration
  - The Barbur/Bertha/I-5 off-ramp
  - The Crossroads area in the vicinity of Refinement 2
  - Downtown Tigard in the vicinity of Refinement 6
  - The SW Upper Boones Ferry at-grade crossing area, with consideration of a grade-separate crossing
  - The greater Bridgeport area
- Routing over wetlands and floodplains in Tigard, and the generation of additional storm water runoff. These effects must be mitigated to levels that meet federal and local requirements.
- Various effects on historic resources and public parks, largely in South Portland. These properties receive special federal protection and extra public engagement and analysis will be undertaken on these impacts.
- Tree removal along the route, particularly in Segment A.

Design work on the Preferred Alternative should also address detailed questions relating to station locations and designs, park and rides, station connections and other issues.

The Southwest Corridor Equitable Development Strategy should continue to explore policy options and investments to address the potential for existing and future displacement, including its current funding of pilot programs to promote housing and workforce development options in SW Corridor.

Figure 1

## Preferred Alternative: Steering Committee Recommendation

### Alignment Alternatives

Alternative A1: Barbur

Alternative B2: I-5 Barbur TC to 60th

Alternative C2: Ash to Railroad

### Design Refinements

Refinement 2: Taylors Ferry I-5 Overcrossing\*

Refinement 4: Barbur Undercrossing

Refinement 5: Elmhurst

Refinement 6: Tigard Transit Center Station East of Hall

### Additional Project Elements

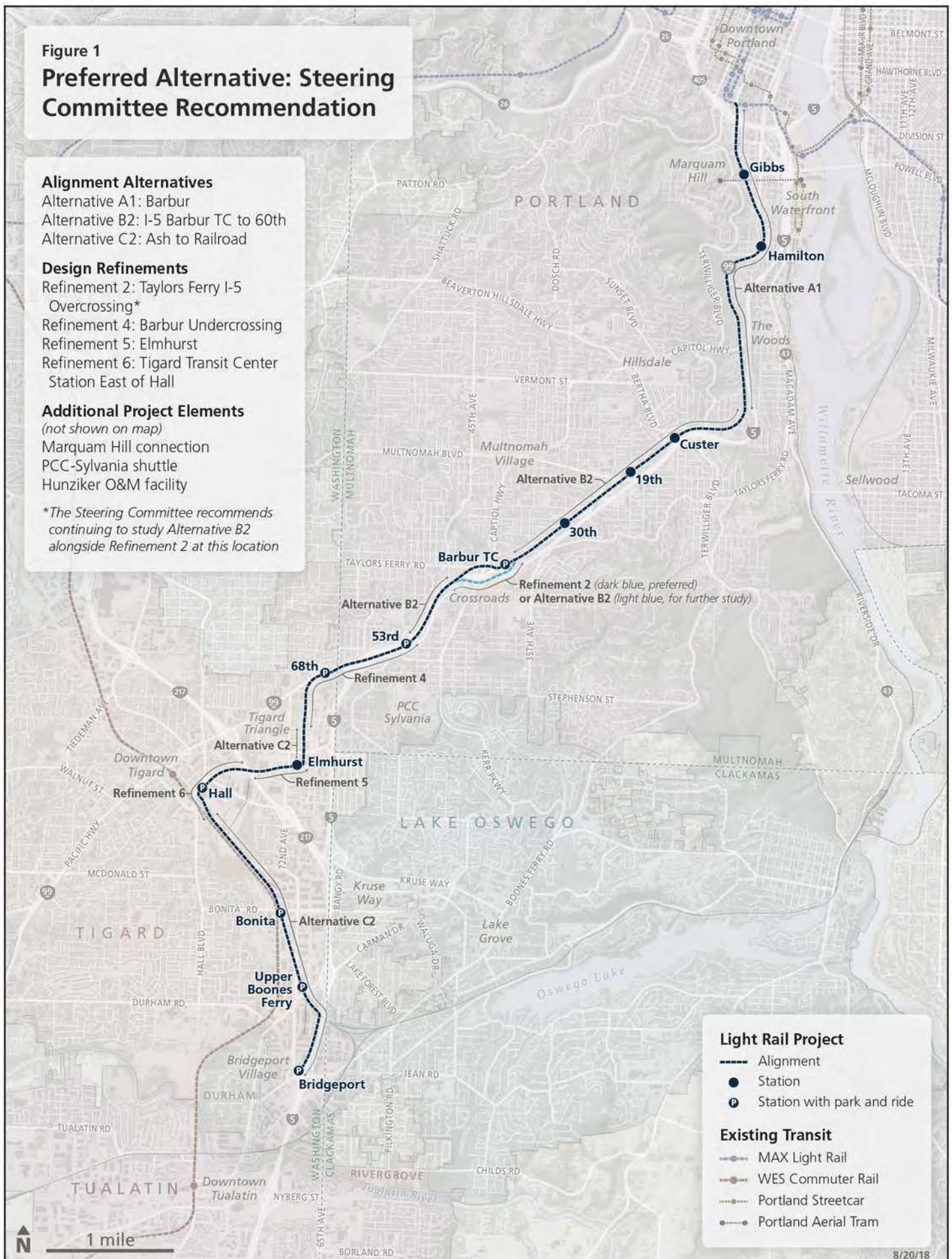
(not shown on map)

Marquam Hill connection

PCC-Sylvania shuttle

Hunziker O&M facility

\*The Steering Committee recommends continuing to study Alternative B2 alongside Refinement 2 at this location





## **2. PREFERRED ALTERNATIVE DESCRIPTION AND RATIONALE**

For each of the three segments studied in the Draft EIS, this document describes the recommended Preferred Alternative route, stations and additional project elements; recaps the options removed from further consideration; and explains the rationale for its recommendation.

### **Segment A: Inner Portland**

#### **Description**

In Segment A (Inner Portland), which extends from the southern end of the Portland Transit Mall to just north of the intersection of SW Barbur Boulevard and SW Brier Place, the recommended Preferred Alternative includes:

- Alternative A1, Barbur

The Preferred Alternative in Segment A is shown in Figure 2.

Green Line light rail trains would continue from Clackamas County, through downtown Portland and into the Southwest Corridor, with tracks diverging from existing MAX tracks just west of the current Lincoln Station, at SW Fourth Avenue and SW Lincoln Street. It would cross Interstate 405 (I-405) on a new structure east of and parallel to SW Fourth Avenue. The alignment would run along the east side of SW Barbur Boulevard for several blocks, then transition into the center of SW Barbur Boulevard at SW Hooker Street. The alignment would continue running in the center of SW Barbur Boulevard into the Woods area. In this section, the existing Newbury and Vermont viaducts would be replaced by two new bridges that would carry four auto lanes, light rail, and improved bike and pedestrian facilities.

Between this point and through the southern end of Segment A and into Segment B, light rail would continue to travel in the center of SW Barbur Boulevard.

Continuous bicycle and pedestrian facilities would be constructed along the light rail alignment through Segment A and into Segment B, between downtown Portland and the Barbur Transit Center.

#### **Stations**

The Preferred Alternative includes the following stations in Segment A:

- Gibbs Station
- Hamilton Station

No park and rides are proposed in Segment A.

#### **Additional Project Elements**

The committee recommends the continued consideration of these components of the proposed project:

- Marquam Hill connection to provide access between the Gibbs light rail station to the medical complex on Marquam Hill. This connector will allow pedestrians to reach the South Waterfront district via the Darlene Hooley pedestrian bridge. Multiple options for this connection are

included in the Draft EIS; the committee recommends a public process later in 2018 for the selection of the preferred option to be studied in the Final EIS.

- A shared transitway extending over one mile from downtown Portland on SW Barbur Boulevard, with a stop at SW Gibbs, to improve the speed and reliability of buses traveling between downtown Portland and Hillsdale.

The Steering Committee also recommends the following additional action beyond the proposed light rail project:

- Development of a Ross Island Bridgehead Reconfiguration that includes changes to SW Naito Parkway in coordination with the light rail project, based on the roadway designs in Alternative A2-BH. This separate project would redirect regional traffic away from local neighborhood streets in the South Portland neighborhood, convert SW Naito Parkway to a surface boulevard with at-grade intersections, improve safety for pedestrians and bicyclists, and make nearly three acres of land available for development. It would provide benefits to the region and to a neighborhood that has been historically negatively impacted by transportation investments, and could potentially mitigate some traffic impacts caused by the light rail project.
- Study of the proposed Bridgehead Reconfiguration in the Final EIS for the light rail project.
- Identification of funding sources for non-project-related mitigation portions of the Bridgehead Reconfiguration independent of the light rail project. Cost estimates must be developed.

#### **Options considered and removed from consideration**

The following alternatives were considered for Segment A:

- Alternative A2-BH, Naito with Bridgehead Reconfiguration
- Alternative A2-LA, Naito with Limited Access

Both of these alternatives would have routed light rail on SW Naito Parkway instead of on SW Barbur Boulevard south of downtown Portland.

- Refinement 1, East side running in the Woods, which would have constructed a separate light rail structure to avoid the Vermont and Newbury viaducts

Additional alternatives were considered and narrowed by the Steering Committee in project phases completed prior to the initiation of the Draft EIS.

#### **Rationale for selection**

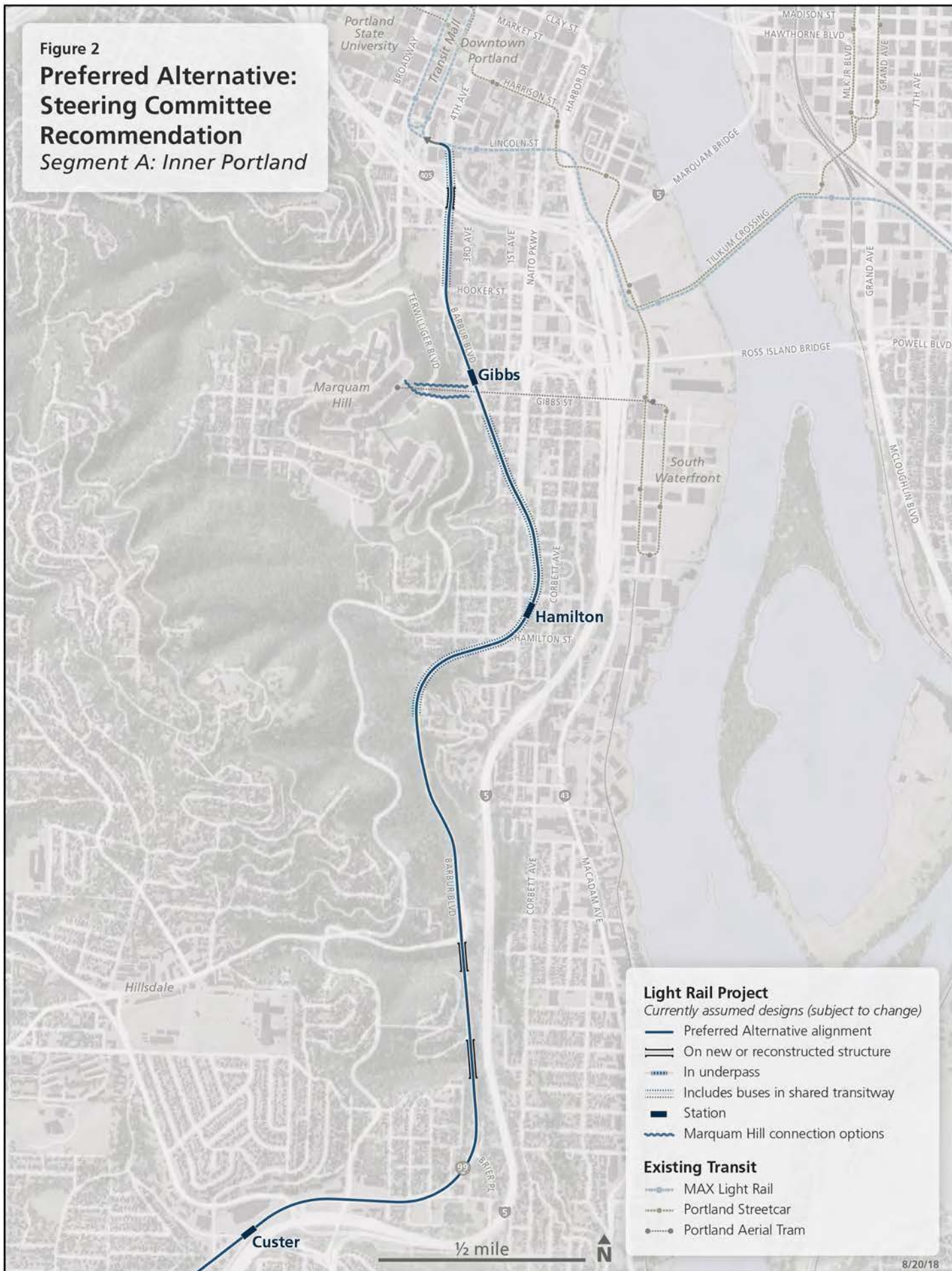
Compared to Alternatives A2-BH and A2-LA, Alternative A1 would:

- Provide faster light rail travel times
- Provide a shorter connection to Marquam Hill
- Result in fewer displacements of residents, businesses and employees and fewer impacts on potentially protected historic resources

Compared to Refinement 1, Alternative A1 would:

- Replace the Vermont and Newbury viaducts, wood structures built in 1934, that compromise the safety of bicyclists and pedestrians due to their narrow widths
- Provide a continuous route for light rail, bicyclists, and pedestrians that would not require an at-grade crossing of northbound SW Barbur Boulevard auto lanes
- Be the result of an agreement between ODOT and City of Portland in which ODOT would contribute funding toward the replacement of the viaducts. This funding could be considered separate from project costs

**Figure 2**  
**Preferred Alternative:**  
**Steering Committee**  
**Recommendation**  
**Segment A: Inner Portland**



## **Segment B: Outer Portland**

### **Description**

In Segment B, Outer Portland, which extends from SW Barbur Boulevard at SW Brier Place to the intersection of SW 68th Avenue and SW Atlanta Street, just west of the Portland/Tigard city boundary, the recommended Preferred Alternative includes:

- Alternative B2, I-5 Barbur Transit Center to 60th
- Refinement 2, Taylors Ferry I-5 Overcrossing
- Refinement 4, Barbur Undercrossing

The Preferred Alternative in Segment B is shown in Figure 3.

Light rail would operate in the center of SW Barbur Boulevard from the northern end of Segment B until just north of the Barbur Transit Center. At this location, with Refinement 2, light rail would cross the southbound lane of SW Barbur Boulevard at a gated crossing to run north of and parallel to SW Taylors Ferry Road. It would cross SW Capitol Highway at grade before turning south on structure to cross over SW Taylors Ferry Road and I-5 to land between I-5 and SW Barbur Boulevard. If pending analysis of the benefits and impacts of Refinement 2 indicates it would not represent an improvement over Alternative B2, this or the subsequent Steering Committee may recommend replacing Refinement 2 in the Preferred Alternative with Alternative B2 without the refinement, or some other design resulting from continued analysis. Without Refinement 2, light rail would cross the northbound lane of SW Barbur Boulevard at a gated crossing to run between Barbur Transit Center and I-5. It would cross over a new light rail structure crossing I-5, SW Capitol Highway, and SW Barbur Boulevard to land between SW Barbur Boulevard and I-5.

Where SW Barbur Boulevard crosses I-5 (the northern point of the Tigard Triangle), light rail would cross over I-5 on a new parallel structure that would then descend into the space between the I-5 off-ramp and southbound SW Barbur Boulevard/Pacific Highway. The alignment would then cross under Pacific Highway to transition to the southeast side of the roadway just west of SW 65th Avenue. The alignment would accommodate Highway 99W and I-5 planning envelopes and sight distance standards set by ODOT.

Continuous bicycle and pedestrian facilities would be constructed along Barbur Boulevard from Segment A to the Barbur Transit Center.

The Steering Committee recommends further environmental analysis of Refinement 2, with TriMet's future steering committee to determine whether the Final EIS studies Refinement 2, unrefined Alternative B2 or a design variation of either.

### **Stations and park and rides**

The Preferred Alternative includes the following stations and park and rides in Segment B:

- Custer Station
- 19th Station



- 30th Station
- Barbur TC Station and park and ride with up to 825 spaces
- 53rd Station and park and ride with up to 950 spaces
- 68th Station and park and ride with up to 900 spaces (located in overlap of Segments B and C)

### **Additional Project Elements**

The committee recommends the continued consideration of these components of the proposed project:

- 53rd Avenue pedestrian and bicycling improvements between the station and the PCC Sylvania campus
- PCC Sylvania bus shuttle, either between campus and the SW 53rd Avenue Station, or between Barbur Transit Center, PCC Sylvania, and the SW 68th Avenue Station

### **Options considered and removed from consideration**

The following alternatives were considered for Segment B:

- Alternative B1, Barbur, in which the light rail alignment would remain on SW Barbur Boulevard throughout Segment B
- Alternative B3, I-5 26th to 60th, in which light rail would transition from SW Barbur Boulevard to adjacent to I-5 near SW 26th Avenue
- Alternative B4, I-5 Custer to 60th, in which light rail would transition from SW Barbur Boulevard to adjacent to I-5 near SW Custer Street
- Refinement 3, I-5 Undercrossing, in which light rail would cross SW Barbur Boulevard south of the 53rd Station and continue adjacent and east of I-5, until tunneling under I-5 to reach the Tigard Triangle parallel to SW Atlanta Street and connecting to SW 70th Avenue.

Additional alternatives were considered and narrowed by the committee in project phases completed prior to the initiation of the Draft EIS.

### **Rationale for selection**

Compared to Alternatives B3 and B4, Alternative B2 would:

- Offer more accessible and visible station locations
- Include more streetscape and safety improvements to SW Barbur Boulevard
- Result in fewer residential displacements
- Better support the Barbur Concept Plan

Compared to Alternative B1, Alternative B2 would avoid the complex reconstruction of the existing bridge over I-5 at Crossroads. The committee believes Alternative B1 to be largely infeasible and undesirable for reasons not described in the Draft EIS, namely that the Barbur/Capitol bridge over I-5

would need to be reconstructed as the existing structure is not strong enough for light rail trains. The reconstructed bridge would likely:

- Be rebuilt to be higher to meet current clearance standards and thus create challenges with adjacent property accesses as the elevation of streets immediately adjacent to the structure would also need to be raised. Bike and pedestrian connectivity and safety issues would not be resolved and may be exacerbated.
- Result in a multiple year closure of SW Capitol Highway (Highway 10) and SW Barbur Boulevard
- Require supports (the current structure is a free span), necessitating the widening of I-5 for a length in each direction, which could result in reconstruction of existing on and off ramps, and may trigger a federal requirement for a full interchange at current standards. These resultant effects would significantly increase the financial cost and adverse effects of the project.

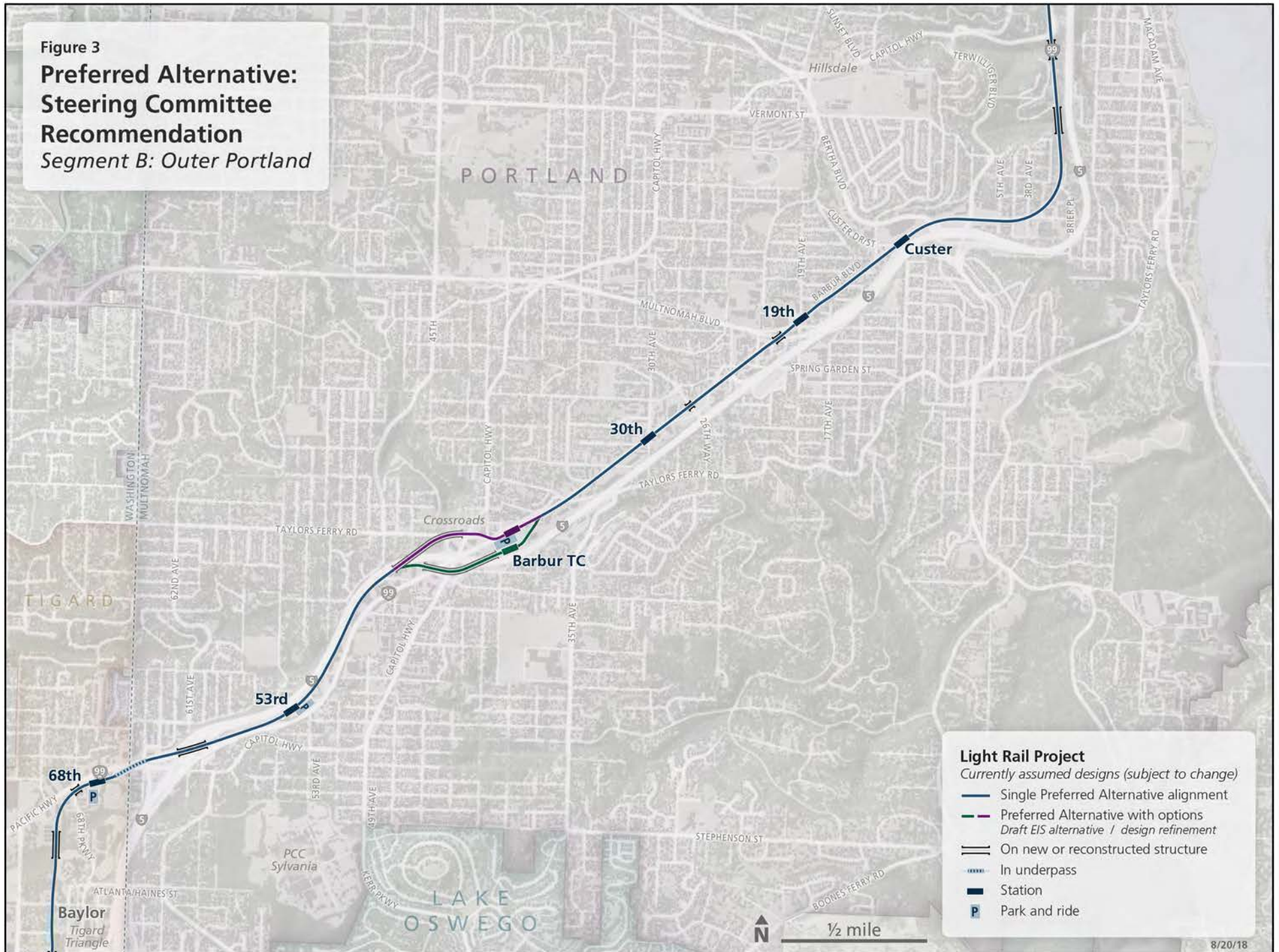
Refinement 2 would, in comparison to Alternative B2 as designed:

- Reduce construction impacts on I-5 by providing a shorter light rail bridge
- Reduce visual impacts because the bridge over I-5 would be lower as it would not cross over SW Barbur Boulevard or SW Capitol Highway
- Reduce costs

Refinement 4 would, in comparison to both Alternative B2 as designed and Refinement 3:

- Result in a faster travel time for transit passengers
- Lower capital costs
- Reduce visual impacts by providing a shorter light rail bridge
- Reduce construction-period traffic impacts on I-5
- Shift the Baylor Station and park and ride to SW 68th Avenue near OR-99W, improving station spacing and park and ride access, and increasing ridership

**Figure 3**  
**Preferred Alternative:**  
**Steering Committee**  
**Recommendation**  
**Segment B: Outer Portland**



## Segment C: Tigard and Tualatin

### Description

In Segment C, which extends from the intersection of SW 68th Place and Pacific Highway to Bridgeport Village in Tualatin, the recommended Preferred Alternative includes:

- Alternative C2, Ash to Railroad
- Refinement 5, Elmhurst
- Refinement 6, Tigard Transit Center Station East of Hall

The Preferred Alignment in Segment C is shown in Figure 4.

This combination of Alternative C2 and refinements represents a Through-Routed alignment direct to Bridgeport Village, and ends consideration of a Branched alignment with separate branches to downtown Tigard and to Bridgeport Village. For more details, see Chapter 2 of the Draft EIS.

From the southeast side of SW Barbur Boulevard near SW 68th Avenue, a new curved light rail bridge would connect to the Tigard Triangle, via a light rail-only bridge over 68th Avenue, with a north-south alignment bridge over Red Rock Creek connecting to SW 70th Avenue at SW Atlanta Street. Between SW Atlanta Street and SW Elmhurst Street, light rail would operate along the SW 70th Avenue right-of-way, which would include bicycle and pedestrian facilities, and cross over SW Dartmouth Street on structure.

The alignment would turn west from SW 70th Avenue onto SW Elmhurst Street, with a station between SW 70th Avenue and SW 72nd Avenue. The alignment would continue west to cross SW 72nd Avenue at grade, before elevating to cross over Highway 217 on a light rail-only bridge toward downtown Tigard. Upon reaching the ground west of Highway 217, the alignment would turn southwest and cross SW Hunziker Street at grade in the vicinity of SW Knoll Drive and travel along the east side of SW Hall Boulevard to reach a station, which would include a bus transfer area and new park and ride.

From this new transit center east of Hall, light rail would turn to the southeast and travel adjacent to the freight rail and WES Commuter Rail tracks. Light rail would be on a structure between just south of SW Tech Center Drive and just south of SW Bonita Road to avoid a freight rail spur track and SW Bonita Road, resulting in an elevated station at SW Bonita Road. The alignment would continue adjacent to the railroad at grade and cross SW 72nd Avenue and SW Upper Boones Ferry Road with at-grade gated intersections. The route would approach I-5 about 0.25 mile south of SW Upper Boones Ferry Road before turning south to pass over the railroad on structure toward the terminus at SW Lower Boones Ferry Road near Bridgeport Village.

Continuous bicycle and pedestrian facilities would be constructed along the light rail alignment where it is on SW 70th Avenue south of Red Rock Creek, and potentially in other locations as well.

The alignment would accommodate Highway 99W and I-5 planning envelopes and sight distance standards set by ODOT.

## **Stations and park and rides**

The Preferred Alternative includes the following stations and park and rides in Segment C:

- 68th Station and park and ride with up to 900 spaces (located in overlap of Segments B and C)
- Elmhurst Station
- Hall Station and park and ride with up to 300 spaces
- Bonita Station and park and ride with up to 100 spaces
- Upper Boones Ferry Station and park and ride with up to 50 spaces
- Bridgeport Station and park and ride with up to 950 spaces

## **Additional Project Elements**

- An operations and maintenance facility to the southeast of the Hall station, between SW Hunziker Street and the WES/freight tracks

## **Options considered and removed from consideration**

The following alternatives were considered for Segment C:

- Alternative C1, Ash to I-5, in which light rail would diverge from the railroad right of way near SW Landmark Lane south of downtown Tigard to reach I-5 and operate adjacent to I-5 to Bridgeport Village
- Alternative C3, Clinton to I-5, in which light rail would utilize a bridge extending from SW Clinton Street in the Tigard Triangle to downtown Tigard
- Alternative C4, Clinton to Railroad, in which light rail would be routed as Alternative C1 south of downtown Tigard and as Alternative C3 between the Tigard Triangle and downtown Tigard
- Alternative C5, Ash and I-5 Branched, in which light rail service would branch in the southern Tigard Triangle, with some trains using SW Ash Avenue to terminate in downtown Tigard, and some trains continuing along an adjacent to I-5 alignment to terminate at Bridgeport
- Alternative C6, Wall and I-5 Branched, in which light rail service would branch in the southern Tigard Triangle, with some trains using SW Wall Street to terminate in downtown Tigard, and some trains continuing along an adjacent to I-5 alignment to terminate at Bridgeport

Additional alternatives were considered and narrowed in project phases completed prior to the initiation of the Draft EIS.

## **Rationale for selection**

Compared to Alternatives C5 and C6, which would branch service in the Tigard Triangle and have one terminus in downtown Tigard and one terminus in Bridgeport Village, C2 would:

- Provide better Tigard-Tualatin connectivity and better transit service in Downtown Tigard
- Have lower operating costs, resulting in more cost-effective light rail operations and allowing more local bus service in the corridor



Compared to C3 and C4, which would use an alignment on SW Clinton Street, C2 would:

- Provide an additional light rail station in the Tigard Triangle
- Result in higher ridership
- Better support the Tigard Strategic Plan
- Avoid a critical traffic impact at SW Hall Boulevard near Highway 99W

Compared to C1 and C3, which would operate a through route along I-5, C2 would:

- Provide faster service with faster travel times
- Result in fewer impacts to businesses and employees

Refinement 5 would:

- Avoid impacts to businesses on SW Beveland Street
- Result in faster travel times and increased ridership

Refinement 6 would:

- Avoid residential displacements along SW Hall Boulevard and SW Ash Avenue
- Reduce traffic impacts by avoiding two at-grade auto crossings of SW Hall Boulevard

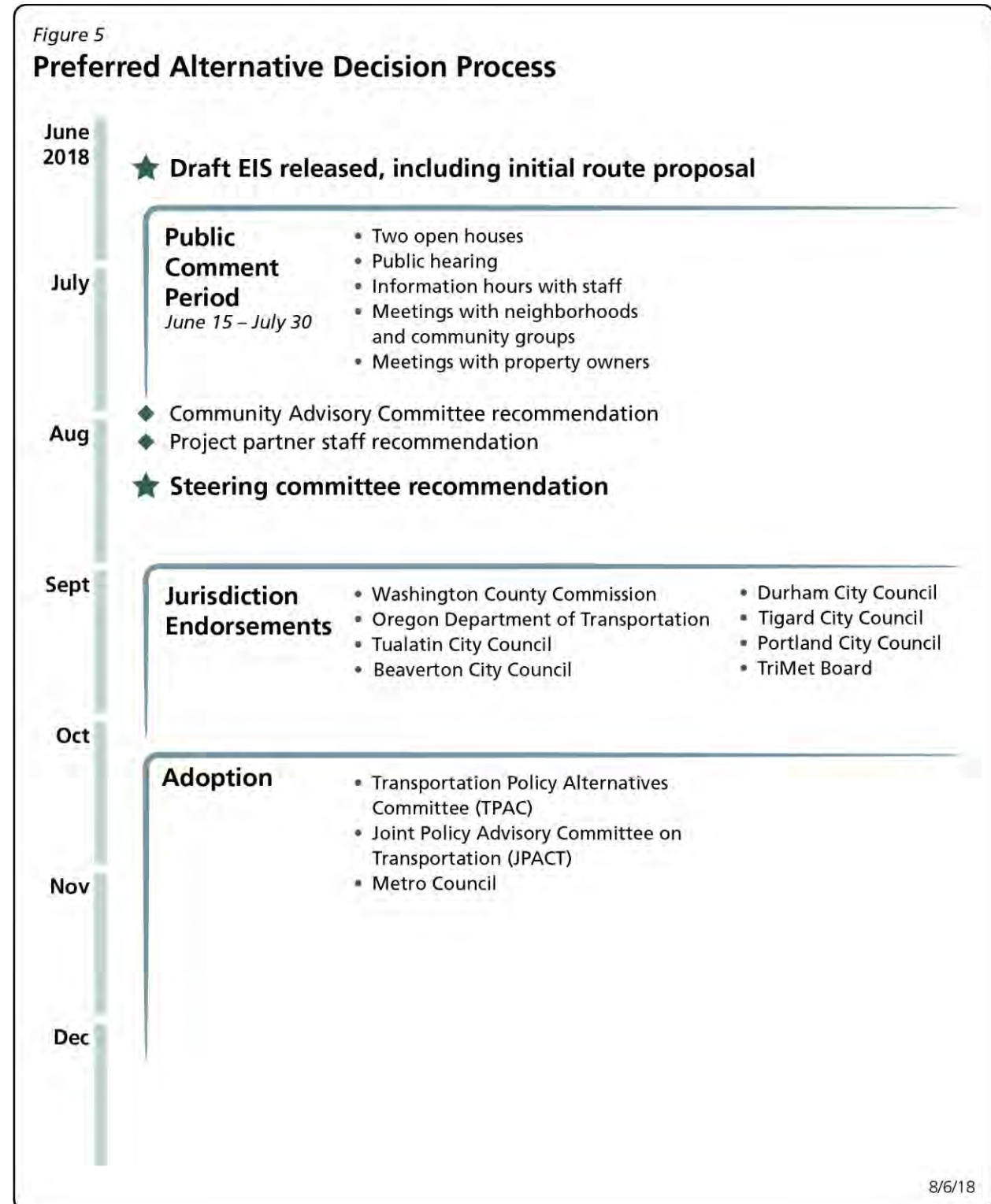
Figure 4

**Preferred Alternative:  
Steering Committee  
Recommendation**  
*Segment C: Tigard and  
Tualatin*



### 3. PREFERRED ALTERNATIVE SELECTION PROCESS

The anticipated process for adoption of the Preferred Alternative into the Regional Transportation Plan is shown in Figure 5.



## **Appendix A – Preliminary Work Plan Development**

The following text is an initial set of interests that does not yet represent a finalized, consensus agreement. Factors from public comments and federal environmental permitting needs must also be taken into account before the workplan is finalized.

### **Segment A – Issues to be addressed**

The committee recommends the following design and planning efforts as the project proceeds:

- Work with FTA to determine which portions of the viaducts replacement are eligible for federal funding recognizing that some elements may become betterments to the transit project
- Develop construction sequencing that minimizes traffic impacts related to replacement of the viaducts and associated SW Capitol Highway (Highway 10) overpass
- Define bicycle and pedestrian improvements at the tie-in of light rail to existing infrastructure at SW 4th Avenue and SW Lincoln Street.
- Optimize designs for the light rail alignment tie-in to existing light rail tracks at SW 4th Avenue and SW Lincoln Street to ensure reliable light rail operations.
- Maximize speeds of buses and trains operating together on the shared transitway in South Portland.
- Initiate a planning process to select and refine a Marquam Hill connection design.
- Continue traffic analysis with focus on, but not limited to, the South Portland area.

### **Segment B – Issues to be addressed**

- Initiate a planning process to select and refine the bus shuttle route connecting light rail to the PCC Sylvania campus.
- Initiate discussion among project partners about the best locations and sizes of park and rides.
- Continue traffic analysis with focus on, but not limited to, the Crossroads area in the vicinity of Refinement 2.

### **Segment C – Issues to be addressed**

- Continue cooperative design work between TriMet and the City of Tigard on the layouts and configurations of the Hall station and its related elements (bus stops, pedestrian connections, park and ride).
- Work to define MOS options that support Tigard's downtown vision, are cost effective, extendable to Tualatin and are operationally efficient.
- TriMet and City of Tigard will work on an agreement regarding the design, development opportunities, benefits and adverse effects of the downtown station.
- Initiate discussion among project partners about the best locations and sizes of park and rides.
- Explore ways to avoid or minimize impacts to businesses at the Bridgeport station and park and ride location.

- Continue traffic analysis with focus on, but not limited to areas near freeway ramps, at-grade rail crossings of roadways, and the Bridgeport terminus.
- Prioritize and identify funding for sidewalk and bike facilities or a multi-use path on the light rail bridge over Highway 217.

### **General planning and design**

- Maintain the goal of creating a fast, cost effective project that reaches Bridgeport Village and includes a robust public engagement process to incorporate community values
- Continue to strive to minimize property impacts
- Continue collaboration of TriMet, Metro, Cities of Portland, Tigard and Tualatin and Washington County to pursue opportunities for regulated affordable housing in conjunction with the light rail project.
- Optimize the supporting transit network to ensure connectivity and broad transfer access to light rail
- Continue collaboration of project partners with FTA and other local and federal agencies participating in the environmental review process to define the work program of the Final EIS, particularly on issues such as traffic, ecosystems, water resources and indirect effects.

### **Design – bicycle and pedestrian**

Prioritize and identify funding for sidewalks, bicycle facilities, or multi-use paths adjacent to the alignment or connecting to stations and consider including as betterments, including:

- The station access improvements included in the Draft EIS
- Over I-5 in the Crossroads area if not incorporated in light rail bridge design
- Over Red Rock Creek
- Over Highway 217

### **Design – stations and park and rides**

Initiate a station and park and ride planning process to optimize the number of stations, park and rides, and their locations, and to optimize park and ride capacities and accesses. Further refine station access improvement projects based on the station locations.

- All park and rides: Evaluate sizing to balance transit performance with safety, traffic impacts, costs, and property impacts.
- All stations and park and rides: Identify opportunities to integrate new technologies for shared vehicles, autonomous vehicles, traffic signal coordination and more into station access and design.
- Barbur Transit Center: Optimize layout for transit operations and redevelopment potential
- Tigard Transit Center (Hall Station): Ensure designs create safe pedestrian and bicycling access between the station and downtown Tigard and to the WES Commuter Rail station, and foster



the station area's redevelopment as a mixed use area supporting housing and jobs. Design the operating and maintenance facility east of the Hall station in a manner that facilitates redevelopment in the vicinity.

- Bridgeport station: Emphasize the station's importance as the terminus in connecting to areas beyond the light rail line. With this potential as a mobility hub, ensure that all connecting modes—autos, buses, bicycles and pedestrians—have convenient access. Explore ways to avoid or minimize impacts to the Village Inn.

### **Traffic analysis**

Consider expanding the scope of traffic analysis, while maintaining current methodologies. Staff needs to assess the following suggested analyses to distinguish those that may impact major alignment decisions and should be initiated in the short term to inform the Final EIS, versus those that will inform elements of the final design and can be performed later. The suggested analyses are:

- Assess traffic diversion and traffic circulation changes in the South Portland area, including SW Naito Parkway, SW Barbur Boulevard, I-405, US-26, local streets, and Ross Island Bridge ramps to identify required mitigations if the Ross Island Bridgehead Reconfiguration is not constructed in coordination with the light rail project, and to identify impacts and mitigations if it is.
- Assess traffic queuing resulting from light rail crossing of SW Upper Boones Ferry road crossing, and whether queuing would spill back to the I-5 ramps at SW Carmen Drive, and to the SW Durham Road crossing of WES Commuter Rail tracks. Identify mitigations, including consideration of grade separation.
- Study traffic and safety impacts in the greater Bridgeport area, including Nyberg Road, Tualatin-Sherwood Road, and Lower Boones Ferry Road resulting from access to the proposed park and ride terminus.
- Perform additional analysis where necessary at other highway ramp terminals, park and ride accesses, and at-grade light rail crossings of streets.



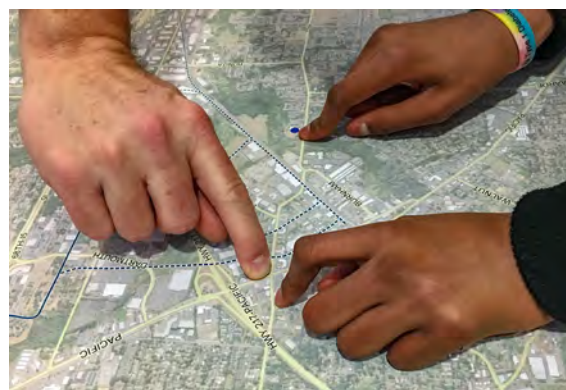
PORTLAND • TIGARD • TUALATIN

# Corridor

## Light Rail Project

## What's next for light rail?

*A route has been selected for a new MAX light rail line serving Portland, Tigard and Tualatin.*



In August 2018, the route for our region's next light rail line was recommended by a steering committee comprised of local and regional leaders in the Southwest Corridor. This new 12-mile line would connect with the existing MAX system, WES Commuter Rail and many bus lines, serving southwest Portland, Tigard and Bridgeport Village in Tualatin.

Through late summer and into the fall of 2018, jurisdictions in the Southwest Corridor, will formally acknowledge the recommendation.

With this preferred route identified, the project now moves into the final environmental impact analysis and design phase. In the coming years, project partners will work with property owners, businesses, residents and community groups to refine the design of the route, stations, sidewalks, bike lanes and roadway improvements. These efforts will focus on minimizing potential impacts while maximizing the benefits of this new transportation investment.

### Learn more...

[swcorridorplan.org](http://swcorridorplan.org)

@SWCorridor

[swcorridorDEIS@oregonmetro.gov](mailto:swcorridorDEIS@oregonmetro.gov)

# Recommended light rail route

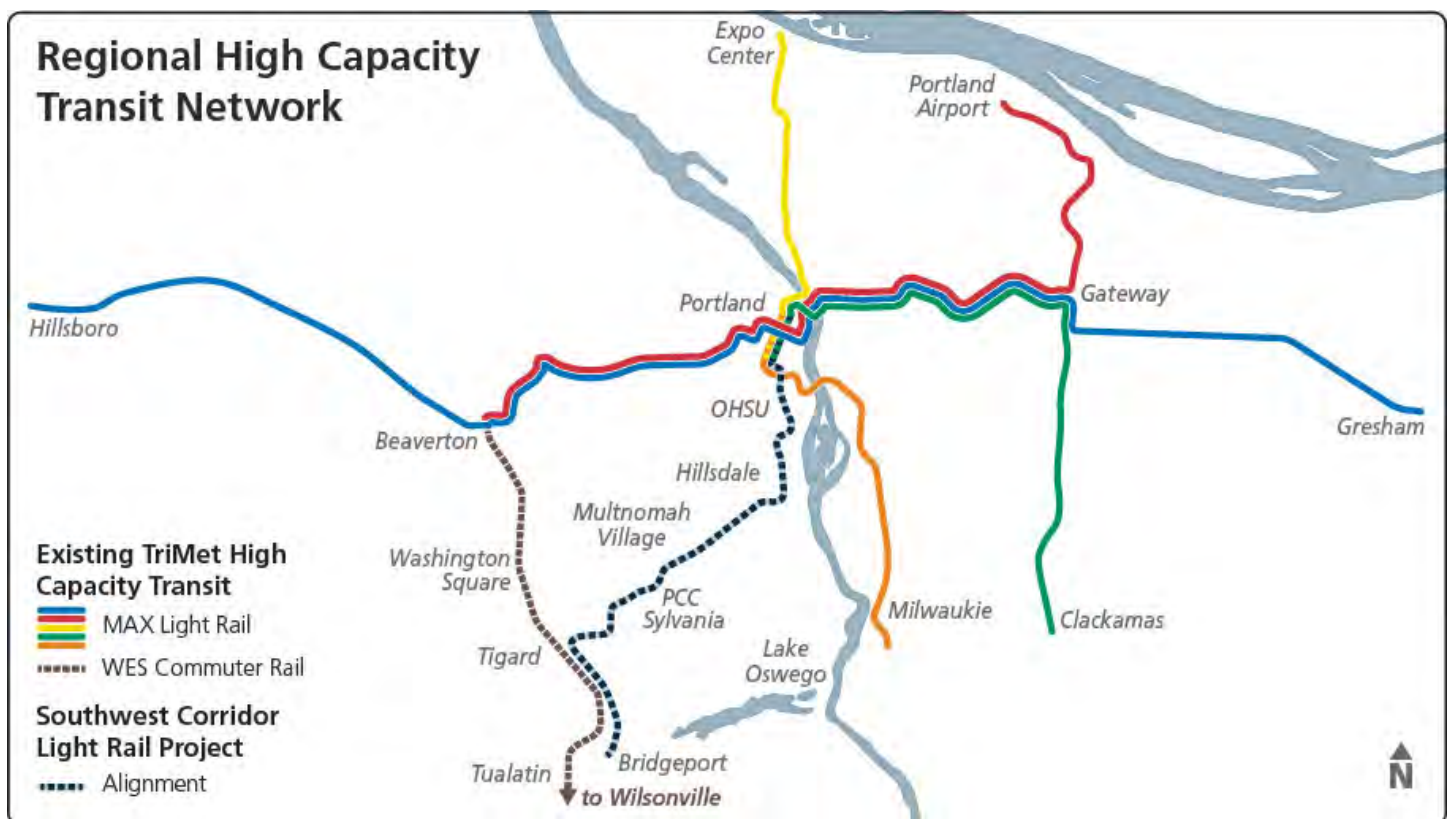
On August 13, 2018, the Southwest Corridor Steering Committee unanimously supported a route for the light rail line. The new MAX light rail will extend the existing Green Line MAX in downtown Portland near Portland State University. It will then travel down the middle of SW Barbur Boulevard to Barbur Transit Center, maintaining two travel lanes in each direction and building continuous bike lanes and sidewalks.

South of Barbur Transit Center, the route will travel adjacent to I-5. At the city limits between Portland and Tigard, the train will cross over I-5 and under Highway 99W, and then travel southwest to Tigard.

In the Tigard Triangle, the train will travel on SW 70th Avenue until SW Elmhurst Street, cross over Highway 217, and run east of SW Hall Boulevard adjacent to downtown Tigard. It will continue southeast parallel to the freight tracks until it reaches I-5, where it will turn and run adjacent to the freeway to the southern terminus at Bridgeport Village.

Under this plan, TriMet, the Portland Bureau of Transportation and the Oregon Department of Transportation (ODOT) will work together to replace the Newberry and Vermont viaducts, which support SW Barbur Boulevard in inner Southwest Portland, while adding light rail transit and new bicycle and pedestrian facilities.

The project will include a pedestrian connection to Marquam Hill and OHSU, a shuttle to the Portland Community College Sylvania Campus, a new light rail maintenance facility, roadway and infrastructure improvements to keep traffic moving on SW Barbur Boulevard and Highway 99W, and accompanying walking and biking improvements.





**Preferred Alternative: Steering Committee Recommendation**

**Light Rail Project**

- Alignment
- Station
- Station with park and ride

**Existing Transit**

- MAX Light Rail
- WES Commuter Rail
- Portland Streetcar
- Portland Aerial Tram

# What's in the project?

The cornerstone of the Southwest Corridor Plan is a new 12-mile MAX light rail line connecting downtown Portland to Tigard and Tualatin. But the plan also includes roadway, bicycle and pedestrian improvements and strategies to ensure that development along the light rail line addresses the region's workforce, economic development and housing needs.

The project includes:

- a new walk and bike connector between SW Barbur Boulevard and **Marquam Hill** to provide access to OHSU, the VA Hospital, Doernbecher Children's Hospital and other facilities
- a **shared transitway (for buses and light rail)** on the northernmost 2-miles of Barbur Boulevard to allow buses to bypass traffic congestion in South Portland
- stations along **Barbur Boulevard** from Burlingame to the Barbur Transit Center (while maintaining two auto lanes in each direction on Barbur)
- a **shuttle** between PCC-Sylvania and nearby stations to shorten the connection between light rail and the campus
- a southern terminus station at **Bridgeport Village**, to provide access to jobs, and connect to bus lines accessing Tualatin employment areas, Wilsonville, and other points south and west
- **transfer opportunities** to other transit, including many bus lines, MAX lines and WES Commuter Rail
- new or improved **sidewalks, bike lanes and safe crossings** along the alignment and at stations to provide safe access
- new **park and rides** (2,000 to 3,500 parking spaces) near freeway ramps that would allow drivers to connect easily to light rail and avoid the daily congestion on I-5 and Barbur

The project team is pursuing additional improvements as part of the broader Southwest Corridor Plan. For example, partners have already begun to implement the Southwest Corridor Equitable Development Strategy, and are developing a strategy to reconfigure access at the west end of the Ross Island Bridge.



*Incomplete sidewalks on Barbur Boulevard (at Alice Street)*



*Biking on Barbur Boulevard (at Bertha Boulevard)*



## Southwest Corridor Equitable Development Strategy

As the Portland region grows, we face challenges more common to our big city neighbors – lack of affordable housing and community/business displacement. We must consider how to support more inclusivity and equity as we grow.

Planning for the Southwest Corridor MAX line offers an opportunity. Portland and Tigard created an Equitable Housing Strategy, and in 2016, Metro received a federal grant to support the creation of a Southwest Corridor Equitable Development Strategy (SWEDS). Through SWEDS, Metro is developing ways to support neighborhoods with:

- housing choices for people of all incomes
- a range of jobs for people of all backgrounds
- learning opportunities that prepare people for those jobs
- wages that support people's desire to live and work in the corridor

A unique and powerful element of this work is its community-driven nature. It is guided by a Project Oversight Committee, consisting of community members, local businesses, non-profits and public agencies.



Hear the Edwards family's story at [www.swcorridorplan.org](http://www.swcorridorplan.org).

In addition, early strategy ideas suggested by the community will be tested in a series of pilot projects. These pilot projects prepare for the changes and opportunities light rail investments would bring, and they are all led by private groups and non-profits. They are an opportunity for real creativity and innovation.

This unique partnership is intended to protect and provide opportunities for people living here today, while planning for those coming in the future.

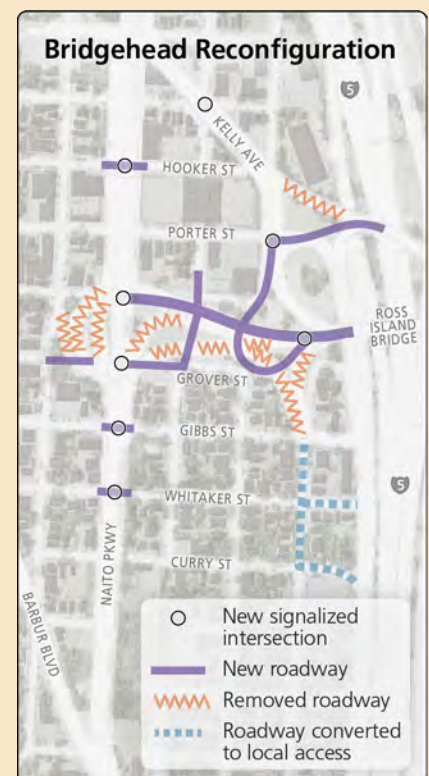
## What is the Ross Island Bridgehead Reconfiguration?

The Ross Island Bridgehead Reconfiguration would simplify access to the west end of the bridge, shifting regional traffic out of the local neighborhoods, creating a safer environment for people, and opening up land for new housing, shops, and restaurants.

The "Bridgehead" refers to the area at the west end of the Ross Island Bridge in the South Portland neighborhood. This area has been shaped and reshaped by infrastructure projects since the early 1900s. As the automobile became more popular and streets replaced streetcar lines, high-volume roadways such as I-5, Harbor Drive, Front Avenue (now Naito Parkway), freeway interchanges and Ross Island Bridge ramps displaced homes and businesses, and placed barriers to access throughout the remaining neighborhood.

Congested traffic conditions continue today with cars regularly lining up and spilling into the neighborhoods, impacting quality of life, and constraining walking and biking access. The proposed Bridgehead Reconfiguration comes from multiple past planning and engineering studies for the area, and is intended to accomplish a range of land use and transportation goals supported by the community, the City of Portland and ODOT. It would simplify access and improve traffic conditions.

The Bridgehead Reconfiguration would redirect existing ramp traffic to Kelly Avenue and onto a new, shorter bridge on-ramp and convert Naito Parkway to an improved boulevard with regular, at-grade intersections. It would also add bike lanes and open up nearly 3 acres of land for development.





## By the numbers



**75,000 more residents**

*estimated to live in the Southwest Corridor by 2035*



**2,000 to 3,600 spaces**

*proposed at park & rides*



**30 minutes via light rail**

*from Bridgeport Village to Portland State University*



**13 light rail stations**

*proposed on the line*



**43,000 riders on the line**

*on an average weekday in 2035*



**1 in 5 commuters on MAX**

*going southbound from downtown during the 2035 PM rush hour*



**\$2.6 to 2.8 billion**

*estimated cost to build (including inflation and finance)*

## Improved transit access

Compared to a future scenario without the project, the light rail line would increase the number of households and jobs accessible by transit within half an hour:

- over **70 percent more** households could reach the Barbur Transit Center, downtown Tigard and Bridgeport Village
- over **35 percent more** jobs could be reached from downtown Tigard
- over **60 percent more** jobs could be reached from the Barbur Transit Center and Bridgeport Village

# Why light rail?

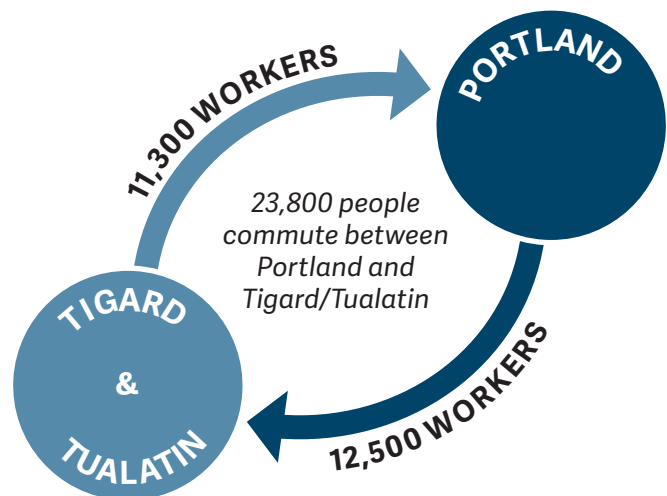
*The Southwest Corridor is growing – with growth comes congestion, and getting around will only become more difficult if solutions are not implemented now.*

Road expansion is not the only answer. There isn't space to add auto lanes along the length of Highway 99W and I-5, and expansion would not fix the bottlenecks at places like Highway 217, I-405, and I-84 that cause backups. While TriMet is adding bus service to reach more parts of the corridor, buses are slowed by traffic just as cars are.

Light rail, on the other hand, operates in its own right of way separated from traffic, creating a congestion-proof option for traveling through the corridor. (Bus rapid transit, which is high-quality bus service in dedicated bus lanes, was also considered to address these needs, but only light rail could carry the expected high number of riders in the future.)

With an anticipated travel time of just 30 minutes between Bridgeport Village in Tualatin and downtown Portland, the MAX line is projected to attract 43,000 riders on an average weekday by 2035. This means light rail could carry almost a fifth of the southbound rush hour commuters from downtown Portland. Like MAX lines along the Sunset and Banfield Highways, Southwest Corridor light rail will be able to whisk its riders past the cars stuck in traffic. That 30 minute travel time will hold steady long into the future even as more people and cars increase congestion.

By building an essential branch in the regional transit system, the project will improve access to employment, education, housing and recreation destinations. With new sidewalks, bikeways and road improvements planned along the route, the project puts people first – by transit, on foot, on a bicycle or in a car.



# Next steps

This fall, local jurisdictions, including the cities of Portland, Tigard, Tualatin; TriMet; ODOT and Washington County will discuss support for the route recommended by the Steering Committee and formalize support for next steps. Finally, the Metro Council will vote to adopt the final route into the Regional Transportation Plan (RTP). At this point, the Final Environmental Impact Statement (EIS) and design phases can begin.

In late 2019, a Final EIS will respond to comments and confirm strategies to minimize and mitigate impacts identified in the Draft EIS. Project partners will work with property owners, businesses, residents and community groups in refining light rail designs based on the extensive environmental analyses completed. Staff will also evaluate the four Design Refinements included in the Preferred Alternative. Community involvement will be part of that process as well.

In November 2020, voters may decide on a regional funding measure which could fund about half the project. In early 2023, the project will compete for funding through the Federal Transit Administration's New Starts program.

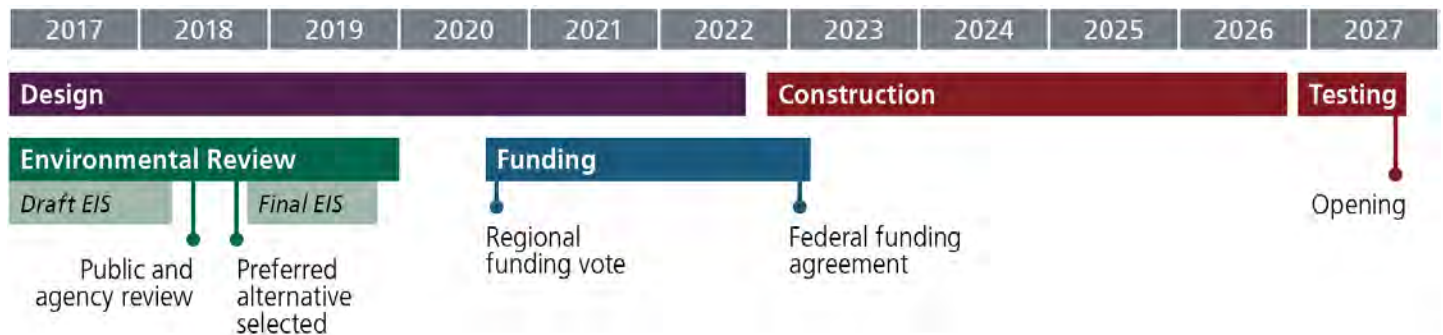
## When will light rail be built?

The plan has been in the works for years, and some roadway and sidewalk projects in the corridor have already been built. Light rail construction could begin as early as 2022 and the line could be open for service in 2027. However, there are still a lot of details to finalize. It's a long road from planning to construction and it relies on a lot of public feedback to make sure we get it right.

## Who pays for it?

As with previous MAX lines, the region will pursue federal grants that could pay up to half the cost of the light rail project. Some funding may come from the state and from local sources in the Portland metro area.

The remainder could come from a regional transportation funding ballot measure, which is anticipated in 2020. This measure is expected to include a package of transportation improvements around the region, including the Southwest Corridor Light Rail Project, for voters' approval. This regional funding commitment will help the project compete for federal matching dollars.





# How to be involved

Over the next few years, TriMet will work with partners and communities to refine designs. Decisions during this phase include confirming station locations and Park & Ride sizes, identifying types of structures for bridges and viaducts, selecting improvements for walking, biking and driving needs, determining connections to PCC Sylvania and Marquam Hill/OHSU, and more. Significant public input will be needed during this phase.

The project team will meet with community groups, host design workshops, solicit feedback online, and conduct one-on-one outreach with impacted property owners, businesses and residents.

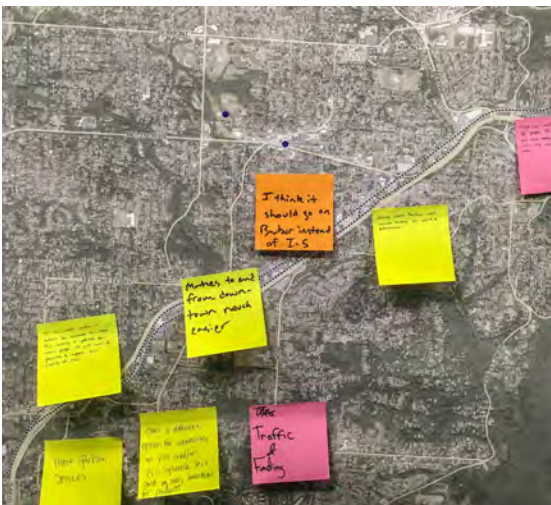
Beginning in early 2019, a new project Community Advisory Committee and Steering Committee will be convened to help guide the project through the design phase.

**Visit** [swcorridorplan.org](http://swcorridorplan.org):

- Join the project email list
- Learn more about the project's seven-year history

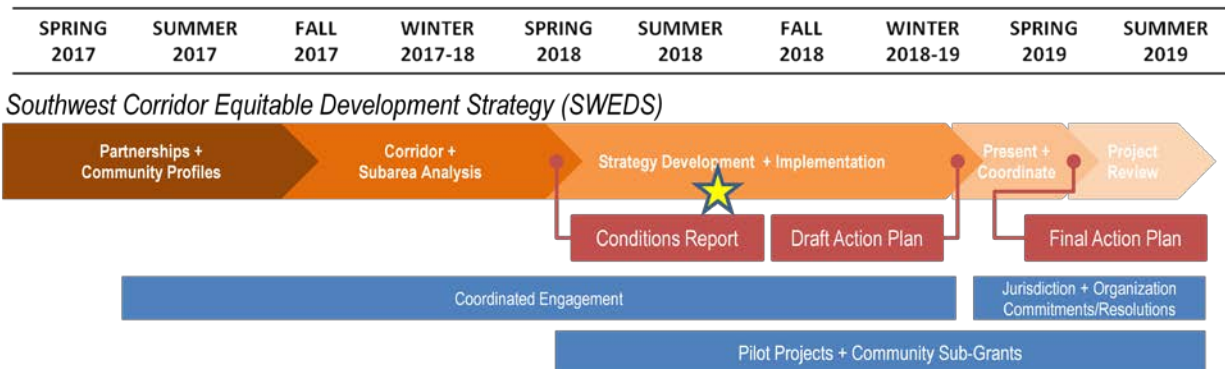
**Email** questions or comments to [swcorridorDEIS@oregonmetro.gov](mailto:swcorridorDEIS@oregonmetro.gov)

**Call** us anytime, (503) 813-7535





## Southwest Corridor Equitable Development Strategy



### Project Background

The Southwest Corridor Equitable Development Strategy strives to ensure that individuals and families continue to live, work and thrive in the Southwest Corridor as we invest in a proposed 12-mile MAX light rail line from downtown Portland to Tigard and Tualatin, along with walking, biking and roadway projects to help people access stations. This means making sure SW Corridor neighborhoods have:

- different choices for where to live for people of all incomes
- a range of jobs for people of all backgrounds
- learning opportunities that prepare people for those jobs
- wages that support people's desire to live and work in the corridor.

### Project Oversight Committee

A Project Oversight Committee, made up of various public/private/non-profit partners from the Southwest Corridor provides advice to Metro and project partner staff. This committee advises staff on implementing the work and allocating resources to future Pilot Projects. The Project Oversight Committee has finalized a set of Equitable Development Principles (see below) to guide future work on a SW Corridor Equitable Development Strategy. The Principles were utilized in selecting a set of early implementation pilot projects and they will be refined to define and filter the actions included in the Strategy.

### Equitable Development Goals

The following equitable development goals have been established to target key issues project partners are interested in measuring as part of a corridor conditions report, clarify components of social equity the project focuses on as we proceed with coordinated engagement efforts, guides what targets are established for the final Strategy and Action Plan, and provides a rationale for establishing jurisdiction and organizational endorsements and commitments.

- Address residential and business displacement
- Reduce disparities and improve conditions for affected people
- Preserve and expand affordable housing
- Advance economic opportunity for all and build community capacity for wealth creation
- Promote transportation mobility and connectivity
- Develop healthy and safe communities
- Expand the breadth and depth of influence among affected people



### **Equitable Development Pilot Projects:**

Equitable Development Pilot Projects are intended to inform this Strategy while supporting community-driven initiatives that prepare communities for the changes and opportunities light rail and other investments would bring to the SW Corridor. The six funded projects officially started their work on July 1, 2018 and have 12 months to complete their stated tasks:

- Mercy Corps NW- establishing services and targeted assistance to help stabilize and prepare underserved entrepreneurs to minimize the pressures they will face during light rail construction.
- Immigrant & Refugee Community Organization- identifying lower-wage, lower-skilled diverse individuals (people of color and other historically marginalized populations) from the SW Corridor who work in entry-level roles at Oregon Health Science University, and training them for middle-skill health care roles.
- Community Partners for Affordable Housing- adjusting a site design process for existing and future properties and elevating lessons from engagement with community organizations that will inform future housing development design beyond unit size, to include culturally relevant employment and health services that should be within close proximity or co-located with affordable housing developments.
- Home Forward- addressing potential displacement by supporting 43 ethnic groups (around 3,000 people) associated with Muslim Education Trust by assisting the community in navigating the maze of government programs and agencies providing housing support services.
- Proud Ground- addressing permanently affordable homeownership opportunities through: targeted outreach with existing non-profit partners, working with Habitat for Humanity and other development partners to secure permanent affordability among the pipeline of units available to households between 35-80% AMI, and developing a business plan that focuses on the creation of a land bank model for SW Corridor.
- Momentum Alliance- strengthening capacity among historically marginalized communities (communities of color, immigrants and refugees, and low-income renters) in the SW corridor through leadership development and engagement.

### **Strategy Development**

The Project Oversight Committee has identified a list of 40 actions drawn from priorities documented for inclusion among engaged community-based organizations and SWEDS advisory groups dedicated to equity and housing and business and workforce stabilization. Metro is working with its partners to build out a long-term Equitable Development Strategy by prioritizing the actions based on their positive impact to equitable outcomes, while considering the difficulty in their implementation. The Oversight Committee will continue to evaluate how to organize and advance these actions as they move forward with finalizing a draft strategy for the corridor.

### **Long-Term Implementation**

Federal Grant dollars are a finite resource relative to the SW Corridor. As such, project staff have begun a conversation with the Project Oversight Committee about the long-term implementation of the Strategy once federal resources are no longer available. Early discussions have centered around the creation of a collaborative table of current (and possibly new) Oversight Committee members that would be dedicated to implementation of the SW Corridor Equitable Development Strategy upon completion of this grant. The conversations are in their infancy, but models from around the United States are offering a positive example for how this group might come together to work over the next 10 years to prepare the community for the challenges and opportunities that are associated with a major transit investment in the corridor.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE ) RESOLUTION NO. 18-4915  
SOUTHWEST CORRIDOR LIGHT RAIL )  
PREFERRED ALTERNATIVE ) Introduced by Councilor Craig Dirksen and  
Councilor Bob Stacey

WHEREAS, the Metro Council identified the Southwest Corridor, located between downtown Portland and Sherwood, as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan;

WHEREAS, in June 2010, the Metro Council adopted Ordinance No. 10-1241B, amending the 2004 Regional Transportation Plan (RTP) to comply with federal and state law, which amendments included adoption of the Regional High Capacity Transit (HCT) System Plan;

WHEREAS, the Southwest Corridor includes portions of the cities of Portland in Multnomah County and Tigard, Tualatin, King City, Durham, and Sherwood in Washington County, and includes a broad north/south travel corridor generally along Interstate 5 (I-5) and Pacific Highway (OR-99W)/SW Barbur Boulevard;

WHEREAS, the communities in which the Southwest Corridor light rail developed land use plans to identify their local visions for high capacity transit in order to inform the Southwest Corridor planning process, including Portland's Barbur Concept Plan, Tigard's High Capacity Transit Land Use Plan, and the Linking Tualatin plan;

WHEREAS, in December 2011, the Southwest Corridor Plan Steering Committee, including representatives of the cities and counties in the corridor, as well as Metro, TriMet and ODOT, adopted a charter agreeing to use a collaborative and publicly inclusive approach to developing the Southwest Corridor Plan;

WHEREAS, the Southwest Corridor Plan process has been intended to lead to the adoption of a locally preferred alternative under the National Environmental Policy Act of 1969 (NEPA) for a high capacity transit investment in the Southwest Corridor, and consideration of inclusion of the Southwest Corridor Plan in Metro's revised 2018 Regional Transportation Plan;

WHEREAS, in fall 2013, the Metro Council endorsed the *Southwest Corridor Shared Investment Strategy* (Metro Council Resolution No. 13-4468A), directing staff to coordinate and collaborate with project partners on refinement and analysis of high capacity transit alternatives and local connections in the Southwest Corridor;

WHEREAS, in June 2014, the Steering Committee unanimously adopted for further study the *Southwest Corridor Transit Design Options*, a package of the most promising high capacity transit design alignment options and associated roadway, bicycle and pedestrian projects and potential station areas that support the Southwest Corridor Land Use Vision;

WHEREAS in June 2014, the Metro Council adopted the *Southwest Corridor Transit Design Options*, directed staff to complete a focused refinement period of the *Southwest Corridor Transit Design Options*, and, pending Steering Committee direction on the results of the focused refinement analysis and timing of the draft Environmental Impact Statement (DEIS), directed staff to study the *Southwest*



*Corridor Transit Design Options* under the National Environmental Policy Act in collaboration with the Southwest Corridor Plan project partners and with the involvement of stakeholders and public.

WHEREAS, the Southwest Corridor project partners collaboratively funded the further study of the options set forth in *Southwest Corridor Transit Design Options*, as demonstrated in the actions of their governing bodies;

WHEREAS, in December 2014, the Steering Committee directed staff to implement an 18-month workplan for the focused refinement of the *Southwest Corridor Transit Design Options* using a place-based approach to narrow alignment options and select a preferred transit mode and terminus;

WHEREAS, on June 13, 2016, the Steering Committee endorsed a *Southwest Corridor High Capacity Transit Proposed Range of Alternatives for Environmental Review* that describes the high capacity transit mode, preferred terminus, and transit alignments, as well as associated roadway, bicycle and pedestrian projects to be considered under NEPA;

WHEREAS, on June 13, 2016, the Steering Committee adopted an updated project “Purpose & Need” statement, reflecting refinements made to the high capacity transit project since the Steering Committee adopted the original Purpose & Need January 2014;

WHEREAS, on July 28, 2016, the Metro Council endorsed the *Southwest Corridor High Capacity Transit Proposed Range of Alternatives for Environmental Review* and the updated project Purpose & Need statement (Metro Council Resolution No. 16-4713);

WHEREAS, on September 2, 2016, the federal environmental review process began with the publication of a Notice of Intent to prepare an environmental impact statement, issued by the Federal Transit Administration (FTA), with FTA, Metro and TriMet as lead agencies, and with the public scoping process soliciting public and agency comments on the *Proposed Range of Alternatives for Environmental Review* and on the revised Purpose & Need, prior to commencing work on the Draft Environmental Impact Statement (EIS);

WHEREAS, FTA published the Draft EIS on the Southwest Corridor Light Rail Project in June 2018, documenting the anticipated beneficial and adverse effects of the proposed light rail route alternatives and potential measures for reducing adverse effects;

WHEREAS, the Southwest Corridor has 11 percent of the region’s population and 26 percent of the region’s employment, 23,800 people commute daily between Portland and Tigard/Tualatin for work, the corridor is projected to grow by 70,000 residents and 65,000 jobs between 2015 and 2035 and transit demand is projected to grow by over 70 percent over that time, high levels of congestion exist in the corridor today and 13 to 17 hours of congestion per day are expected on I-5 between Portland and Tigard in 2035;

WHEREAS, the Southwest Corridor light rail is expected to provide fast reliable high capacity transit service with a 30 minute trip between Portland State University and Bridgeport Station regardless of congestion, and is projected to carry 43,000 daily weekday riders in 2035, and is projected to carry about 20 percent of PM peak southbound commuters from downtown Portland or the equivalent of one freeway lane’s worth of drivers, in 2035;

WHEREAS, the Metro Council is supportive of inclusive engagement in its planning process and equitable development as an outcome of high capacity transit investments;

WHEREAS, a public involvement process was a component of each phase of the Southwest Corridor planning, including a 45-day public comment period following publication of the Draft EIS and a focus on equitable engagement of underrepresented community members, such as non-English speakers;

WHEREAS, 1,015 comments were submitted during the public comment period via web comments, emails, and letters, or at one of 33 hearings, open houses, information sessions, and other meetings held;

WHEREAS, after the Metro Council created the Southwest Corridor Community Advisory Committee (Metro Council Resolution 16-4751) to advise the Steering Committee and to assist with the identification of the locally preferred alternative, which committee represented businesses, community groups, and institutions in Portland, Tigard, Tualatin, and Washington County, the committee met monthly beginning in February 2017, and on July 30, 2018, the committee provided a consensus recommendation for a light rail alignment for the Southwest Corridor;

WHEREAS, equitable planning includes not only shared distribution of the benefits and burdens of growth and investments, but partnership in the process resulting in shared decision-making and more equitable outcomes for the region; and

WHEREAS, to increase the likelihood that a new Southwest Corridor light rail line will benefit rather than displace vulnerable households and businesses, Metro received a grant from the FTA to collaborate with the community to create an Equitable Development Strategy for partners to implement in coordination with the light rail project;

WHEREAS, the Southwest Corridor Light Rail Project Steering Committee heard public input and testimony on the Draft EIS and the proposed project, received the Community Advisory Committee recommendation, and received recommendations from project staff representing Metro, TriMet, ODOT, Portland, Tigard, Tualatin, Washington County and Sherwood, and made recommendations for a locally preferred alternative on August 13, 2018, including the mode of transportation, alignment, and station locations as attached in Exhibit A;

WHEREAS, on September 10, 2018, the Tualatin City Council adopted Resolution No. 5398-18, to support the Southwest Corridor Steering Committee Preferred Alternative Report; and

WHEREAS, on September 25, 2018, the Washington County Board of Commissioners adopted Resolution and Order No. RO 18-95, to endorse the Southwest Corridor Steering Committee Preferred Alternative Report; and

WHEREAS, on September 26, 2018, the TriMet Board of Directors adopted Resolution 18-09-66 recommending that the Metro Council adopt the Locally Preferred Alternative as shown in the Southwest Corridor Steering Committee Preferred Alternative Report; and

WHEREAS, FTA requires that the locally preferred alternative be included in the Regional Transportation Plan's financially constrained project list and in the Metropolitan Transportation Improvement Plan, in order to be considered for a Capital Investment Grant project rating; and

WHEREAS, in December 2018, the Metro Council is anticipated to consider Resolution No. 18-4892 (For the Purpose of Adopting the 2018 Regional Transit Strategy and Replacing the 2009 High Capacity Transit System Plan) and Ordinance No. 18-1421 (For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional

Framework Plan); now therefore

BE IT RESOLVED that, the Metro Council:

1. Endorses the Southwest Corridor Light Rail Locally Preferred Alternative as described in the Southwest Corridor Light Rail Project Steering Committee Preferred Alternative Report, attached as Exhibit A to this resolution and that generally includes the following:
  - a. An extension of the existing MAX light rail southward from SW Fourth Avenue and SW Lincoln Street, largely traveling within the SW Barbur Boulevard right-of-way until the Barbur Transit Center, then serving the Tigard Triangle and downtown Tigard before terminating near SW Bridgeport Road in Tualatin; and
  - b. Continuous bicycle and pedestrian facilities constructed along the light rail alignment between downtown Portland and the Barbur Transit Center; and
  - c. A new pedestrian connection from a light rail station to OHSU facilities on Marquam Hill, an improved pedestrian and bike connection to the Portland Community College Sylvania Campus via SW Fifty Third Avenue, and a new mechanized shuttle service connecting one or more light rail stations to the Sylvania campus; and
  - d. A shared transitway in South Portland to provide exclusive right of way to select TriMet buses in addition to light rail.
2. Directs staff to include the Southwest Corridor Light Rail Locally Preferred Alternative as described in Exhibit A, in the 2018 Regional Transportation Plan financially constrained project list (RTP #11587 and #10907) and in the depiction of the Regional Transit Network in the Regional Transit Strategy (which is the transit component of the 2018 Regional Transportation Plan);
3. Directs staff to add the Southwest Corridor Light Rail Locally Preferred Alternative to the Metropolitan Transportation Improvement Plan;
4. Expresses its appreciation for the commitment and extraordinary efforts of the Southwest Corridor Steering Committee and the Southwest Corridor Community Advisory Committee, finds the charges of both committees to be complete, and dissolves both effective immediately;
5. Directs Metro staff to work with FTA and TriMet to complete the federal environmental review process and to support TriMet's new role as the planning lead on the Southwest Corridor Light Rail Project, as provided by agreement between Metro and TriMet;

ADOPTED by the Metro Council this 15<sup>th</sup> day of November, 2018.

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Tom Hughes, Council President

Approved as to Form:

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Nathan A.S. Sykes, Metro Attorney



# Summary of Public Input on Route Selection for Southwest Corridor Light Rail

*August 6, 2018*



## SUMMARY OF PUBLIC INPUT ON ROUTE SELECTION FOR SOUTHWEST CORRIDOR LIGHT RAIL

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This document is intended to inform the Southwest Corridor Steering Committee in its consideration of the final route (called the Preferred Alternative) for the proposed Southwest Corridor light rail line. It summarizes input that relates to route selection gathered from:

- Comments submitted upon release of the Draft Environmental Impact Statement (EIS) on June 7, 2018 through the public review period which ended July 30, 2018.
- Input heard at hearings, open houses, information sessions and other meetings (not including the Community Advisory Committee's recommendation, which is included in a separate document)

A summary of the outreach and notification conducted during this period is provided in Appendix A.

Input unrelated to route selection is not summarized below, including comments on routes or transit modes previously considered but not recommended for study in the Draft EIS by the Steering Committee. Additional summary of commonly mentioned themes beyond the route proposal is summarized in Appendix B.

All comments submitted on the project during the Draft EIS review period will be published in the Final EIS, which will include responses to substantive comments.

### SOURCES OF PUBLIC INPUT

Comments were received online through comment forms on the project website, by mail, through email, by phone, on comment cards and through oral testimony. A summary of demographics and feedback from participants in the project's two open houses is provided in Appendix C.

Approximately 1,015 comments were received including:

- 482 web comments (109 web comments were received through a star rating survey that allowed participants to rate the initial route proposal on a scale of one to five; the remainder were open ended comments)
- 146 emails
- 33 letters (includes 3 letters/petitions signed by multiple individuals)
- 354 comment cards

All of the input received was read by staff and tagged for relevant content. Since participants decided what information to share, not every comment discussed the initial route proposal or indicated support or opposition for alignment alternatives under



consideration. For this reason, it is impossible to summarize what all participants think about any particular topic. Instead, this summary identifies the topics raised most by participants and how many times an issue was discussed. Any assumptions about the level of support for an alignment are based on the number of participants who mentioned that choice in their comment, not a percentage of total comments received.

Demographic information was received from some participants. A summary is provided in Appendix D.

## **GENERAL SUMMARY OF INPUT ON LIGHT RAIL ROUTE OPTIONS**

Much of the public input relates to the initial route proposal presented in March 2018 and included in the Draft EIS. In general, input was supportive of the Initial Route Proposal. However, there are three portions of the alignment where concerns were raised. In Southwest Portland, people who commented on the choice between an in-Barbur alignment and an I-5 adjacent alignment. In this same area, concerns were raised to the initial route proposal Refinement 2 (Taylors Ferry I-5 Overcrossing). The input also includes concerns with Refinement 4 (Barbur Undercrossing) in Tigard. Concerns about the refinements are explained further in the “Summary of Input by Segment” section below.

A notable amount of public input is related to concerns about traffic flow on Barbur Boulevard, especially where light rail would be located in Barbur. Some of this input advocates for an alignment adjacent to I-5 instead, and some opposes the project altogether. Several of the comments incorrectly base their opposition to Barbur alignments on the claim that the project would remove lanes on Barbur; the project retains four through lanes on Barbur south of Naito. Others incorrectly based their opposition on the assumption that the I-5 adjacent alignment would have fewer business impacts; DEIS analysis indicates more residential and business displacements with the I-5 adjacent alignment (B-4) compared to the initial route proposal.

Many comments addressed the potential displacement of the Village Inn restaurant located at Bridgeport Village. That issue does not affect route selection and so is not discussed in this document, but is addressed in staff’s recommendation on the Preferred Alternative.

## **GENERAL SUPPORT**

Since many who commented were not asked their position on the project, we can’t say with certainty how many people support or oppose the project. However, approximately 25 percent of participants clearly indicated support for the initial route proposal or for light rail in general. Some participants used a star system to rate the project on a scale of 1 through 5 (one is lowest rating and five is the highest). Of the 109 participants in the rating survey, 47 percent rated the initial route proposal five or four stars.

Participants who supported light rail mentioned environmental benefits, improvement to individual commute times and congestion reduction and the primary reason for support.

Many supporters of the initial route proposal mentioned the need for light rail in the Southwest Corridor.

## **NO PROJECT**

The Draft EIS includes an evaluation of the proposed project in comparison to a “No Project” alternative. Since many who commented were not asked their position on the project, we can’t say with certainty how many people support or oppose the project. However, approximately 20 percent of comments submitted during the public review period clearly stated opposition to the project (either in this location or to light rail generally), and that position was also heard at public events. Some participants used a star system to rate the project on a scale of 1 through 5 (one is lowest rating and five is the highest). Of the 109 participants in the rating survey, 45 percent rated the initial route proposal one or two stars.

The reasons given for opposition to the project include:

- Avoiding direct effects to residences or businesses
- Traffic impacts
- General opposition to light rail
- Lack of support for project need
- Disagreement with SOUTHWEST Corridor as a location for light rail; preference for a different location
- Preference for an entirely different route, investment in other transportation options such as bus service and/or freeway expansion, or waiting for future technology such as autonomous vehicles
- Concerns about local increases in crime
- Concern with the project cost

## **SUMMARY OF INPUT BY SEGMENT**

### **Segment A**

The initial route proposal calls for light rail on Barbur (Alternative A1), applying Refinement 1. Input in full support of the overall initial route proposal is advocating for that alignment.

Specific input received on Segment A route selection was primarily supportive of the Barbur alignment as well, predicated on an improvement to the Ross Island Bridgehead also occurring. Suggestions on the Bridgehead improvement range from safer pedestrian crossings of Naito Boulevard to a full reorganization of the bridge access system. Some

input supports Alternative A2-BH (Naito with Bridgehead Configuration), with little input in support of Alternative A2-LA (Naito with Limited Access). Reasons for supporting a Naito alignment were proximity to the National University of Natural Medicine (NUNM) and South Water Front, desire for improved pedestrian and bike infrastructure on Naito, opportunity for redevelopment and concerns about traffic impacts in the vicinity of SW 4th Street and Caruthers St.

### **Ross Island Bridgehead project**

Approximately 20 percent of all comments received support a Ross Island Bridgehead improvement project, separate, but coordinated with light rail. They were supportive because of the project's potential to reduce traffic, increase pedestrian safety, and reconnect the adjacent Lair Hill neighborhood. The vast majority of these comments were received from students or faculty at the National University of Natural Medicine (NUNM). These comments indicated that NUNM would benefit from the bridgehead reconfiguration through increased accessibility and safety, especially for pedestrians. They also voiced strong support for a Naito improvement project.

### **Design Refinement 1**

Input on Refinement 1 is complex. The input is mostly focused on how bikes, pedestrians and traffic would navigate through the area with light rail moving out of and back into Barbur, with the balance of input opposing the Refinement but suggesting that those circulation concerns are the main issue. Those who support the Refinement mention concern about construction impacts to the Highway 10 overpass at Barbur and historic significance of the viaducts.

### **Marquam Hill connection**

Input on the Marquam Hill connection options will be summarized in a future document before that decision is made.

## **Segment B**

The initial route proposal calls for light rail in Barbur until Barbur Transit Center, where it switches to running adjacent to I-5 until the city limits (Alternative B2), applying Refinement 2 so that the light rail uses a separate structure north of the Barbur-Capitol bridge ("Crossroads") instead of south of Crossroads in order to cross I-5. Input in full support of the overall initial route proposal is advocating for that alignment.

### **In-Barbur/I-5 Adjacent options**

Comments specific to the Segment B route selection were split between support for an in-Barbur alignment (B1, B2, B3) and an I-5 adjacent choice (B4), with a slight majority supporting I-5 adjacent. Input includes concerns about how traffic will function in the Barbur/I-5 corridor.

Comments received in support of in-Barbur alignments cited improved infrastructure and safety for cyclists and pedestrians most often as their reason for support. Other reasons included, improved livability in the area, improved access and visibility of stations

(including ADA accessibility), redevelopment potential in the corridor, and this choice being supportive of Barbur Concept Plan.

About 2/3 of comments were specific about the in-Barbur alignment option preferred. Most of those supported staying on Barbur for the entirety of the outer Portland segment of the route (B1). It received four times as much support as the option to depart from Barbur at the Barbur Transit Center (B2), and the option to leave Barbur at 26th was not specifically mentioned in the comments received.

Comments indicating support for the I-5 alignment (B4) cited traffic concerns as the reason for this preference. Other reasons cited were increased noise, higher cost, negative impacts to the streetscape of Barbur and the livability of adjacent neighborhoods and higher displacements of property owners relative to the I-5 alignment. Unfortunately, some of these concerns were based on incorrect information. Several comments indicated that traffic on Barbur would worsen after construction of the system because of a reduction in travel lanes on Barbur Boulevard. Designs studied in the DEIS do not include a reduction of travel lanes on Barbur in section B. The DEIS also indicates that the I-5 adjacent alignment (B4) results in more business and residential displacements than the initial route proposal. Similarly, option B4 has a longer transit travel time than the initial route proposal.

#### **Design Refinement 2/Crossroads**

Robust input was received on the Crossroads area, with Refinement 2 in particular the subject of major concerns or explicit opposition:

Overall the public input on Refinement 2 highlights the existing circulation problems in the Crossroads with its complex street pattern and high volumes of auto traffic already creating congestion, difficulty in making desired movements and conflicts with pedestrians and bicycles. Specific concern was raised about function of the Taylor's Ferry and Capitol Highway intersection with this refinement. In general public input does not clearly support a desired option at the Crossroads, instead conveying a longstanding desire for a major overarching improvement. Some input expresses an interest in maintaining the southern structure in the unrefined Alternative B2 and some input supports staying in Barbur through Crossroads as in Alternative B1. Others point to the need for a new bicycle and pedestrian bridge over I-5 in this area. Little of the input opposes the unrefined Alternative B2 design.

Comments in opposition to Refinement 2 site anticipated residential and business relocations as a reason for their position. Another concern expressed frequently was the design's potential impact to Woods Creek park and the headwaters of Woods Creek. Others mention the height and visual impact of the light rail structure over I-5 and the potential for cold weather closures due to ice. Several of the comments submitted incorrectly base their opposition to Refinement 2 due to a misunderstanding that light rail would run in Taylors Ferry Road from Capitol Highway westward to Tigard or would displace businesses on the south side of Taylors Ferry.

Comments in support of Refinement 2 mention reduced costs, construction impacts, business impacts and visual impact. Others suggest greater opportunities for redevelopment in the West Portland Town Center.

#### **Portland Community College (PCC) connection**

Input on the PCC Sylvania connection options will be summarized in a future document before that decision is made.

### **Segment C**

The initial route proposal is based on Alternative C2 (Ash to Railroad) with three refinements applied. It calls for light rail to cross from north to south under Highway 99W around the Portland-Tigard city limits, then travel to a station on 68<sup>th</sup> Avenue before turning south along the 70<sup>th</sup> Avenue alignment (Refinement 4), before turning west along Elmhurst (Refinement 5) and traveling along the east side of Hall Boulevard to a station near the freight tracks (Refinement 6), then continuing southeast along those tracks to the terminus at Bridgeport Road. Input in full support of the overall initial route proposal is advocating for that alignment.

Most specific comments on route selection in Segment C are in support of the initial route proposal, with notable opposition from property owners directed affected by Refinement 4 as well as the Village Inn.

#### **Design Refinement 4**

Some input supported Refinement 4. By the numbers, a significant number of people indicated their opposition. A petition received against Refinement 4 contained 226 signatures.

The most common reason cited in comments supporting the refinement was improved access to the proposed light rail line with a station at 68th and Pacific Highway. Many comments also expressed a need for pedestrian and bicycle infrastructure to support access to this station from the north and west. Other comments noted development opportunities, cost and time savings, fewer visual and noise impacts, improved station spacing, and preservation of residential property as reasons for supporting this refinement.

Input in opposition pointed to existing business displacement and impacts to property owners. Some mentioned potential noise, vibration, visual and habitat impacts. Others identified increased traffic, access to stations and a concern that a station near 99W is less compatible with the City of Tigard's vision for the Tigard Triangle.

#### **Design Refinement 5**

Comments received specific to Refinement 5 center around the impact to existing homes and businesses. Input in support sites the negative impacts that Ash alternative (C2) would have upon Beveland area businesses and recent public and private investments in SW Beveland Street. Input also mentions lower cost and improved travel time with Refinement 4. Input in opposition discusses the impacts to the residential community and individual

properties as well as concern about tree removal, loss of habitat, noise and vibration impacts.

#### **Design Refinement 6**

Input also includes concerns about how the station location in Refinement 6 will relate to Main Street and WES, including pedestrian connectivity across Hall, and on the amount of business and employee displacement that it would create. Such input generally does not advocate for the Ash Avenue alignment, due to its displacement of unregulated housing, but rather advocates for minimizing the adverse effects of Refinement 6 on the existing industrial district. Other priorities mentioned in comments received about the downtown Tigard area included preserving existing affordable housing, minimizing residential displacement, protection of wetlands, downtown redevelopment opportunity, and reducing construction cost and traffic impacts on Hall Blvd.

#### **Railroad/I-5 options**

Input received was supportive of the Railroad alignment options primarily because of the impact to the businesses along I-5 incurred by the alternative. Other reasons for this support include reduced cost, access by Tigard residents and transit dependent people and support for the Tigard Triangle Strategic Plan. Input opposed to the railroad alignment also emphasized business displacement concerns and traffic impacts on SW Bonita Road.

#### **Bridgeport Station**

A considerable amount of input was received in support of the Village Inn and redesign of the Bridgeport station to keep this business in its current location. A total of 340 comment cards voicing support for the Village Inn were received in addition to a petition containing approximately 3,850 signatures.





## **APPENDIX A:**

### **DISTRIBUTION, NOTIFICATION AND OUTREACH EVENTS**

#### **Physical distribution**

Wire-bound copies of the Draft EIS, including appendices, were placed in 11 locations in and around the project area:

- Metro's office
- TriMet (downtown ticket office)
- City of Portland Bureau of Planning and Sustainability (Development Services Center)
- Seven libraries throughout the project area (Hillsdale, Capitol Hill, Tigard, Tualatin, Portland State University, Portland Community College – Sylvania, National University of Natural Medicine)
- St. Anthony's Catholic Church in Tigard, which serves as a gathering place for the Spanish and Vietnamese speaking communities

#### **Physical notification**

A notification postcard was mailed to letter carrier routes covering physical addresses approximately one-quarter mile of the alignment options studied in the Draft EIS, which went to around 11,000 mailboxes. The postcard included the website address, the times and locations of open houses and the public hearing, and the closing date of the public comment period. The postcard included a message in Spanish.

Letters were sent to the listed owners of properties that could experience a full or partial acquisition under any alignment studied, including those affected by design refinements only. The letter provided the electronic and physical locations of the Draft EIS, and a special phone number for them to contact Metro with questions. The letter included a message in Spanish, Vietnamese, Russian, Chinese and Korean with a number for a multilingual hotline.

Newspaper advertisements announcing the Draft EIS availability plus the time and location of a public hearing ran for several weeks after the June 15 Notice of Availability (NOA) date in eight local newspapers. Three papers were culturally specific periodicals and two advertisements (Tilde Noticias and Phuong Dong) were published in other languages (Spanish and Vietnamese).

#### **Outreach activities**

During a period starting just before the Draft Environmental Impact Statement (EIS) release, and continuing through the close of the public comment, staff attended or hosted 33 community meetings and events attended by over 650 people, including:

- Two open house events

- Two public hearings
- One multilingual event/hearing
- Four information hours with staff
- 24 association, commission or organization visits

In addition, staff fielded approximately 35 phone calls from the public during this period.

### **Public hearings**

The following is a summary of testimony received at the two public hearings held during the DEIS comment period.

The July 19<sup>th</sup> public hearing hosted 36 speakers. 15 of the speakers directly stated they were in support of the project moving forward. A major theme amongst supporters of the project were the benefits of public transportation beyond the mode itself - including the active transportation infrastructure, access to jobs, and the provision transportation options for future generations. There were an array of concerns expressed in opposition to the project as well, the most prominent being a suspicion that ridership was overestimated in the DEIS and in many cases; concerns about high project costs accompanied this view. Another common assertion of speakers who were opposed to the project was that Southwest Corridor light rail would not relieve traffic issues. Both supporters and people opposed to the project voiced concerns for the preservation of community gathering places. Several speakers voiced their support for the preservation of the Village Inn restaurant.

The July 26<sup>th</sup> public hearing hosted 11 speakers. The majority of speakers were generally supportive of light rail as a transportation option. Only one speaker was directly opposed to the proposed route. A few speakers expressed support for heightened WES operations in lieu of a new MAX rail line. The most prominent theme of the hearing was the opposition to negative impacts on small businesses; the Village Inn was called out specifically in three separate testimonies. Other concerns included gentrification and housing affordability, traffic, and active transportation infrastructure to improve safety.

### **Open house events**

Two open house events were held during the DEIS public comment period. A summary of those events and information about participants is included as Appendix C.

## **APPENDIX B: OTHER AREAS OF DISCUSSION**

A significant number of comments suggested more improvements to support safe cycling and walking in the Southwest Corridor as well as comments about property acquisition, traffic and communities. A number of comments received in opposition to the initial route proposal or to light rail in general identified alternative transportation investments or different destinations/routes. That nature of input is summarized here.

### **Active Transportation**

A significant number of the total comments received, about 17 percent, requested improvements for pedestrians and cyclists in the Southwest Corridor. Many of these comments asserted that the DEIS's consideration of these modes of transportation was inadequate and that they call for more upgrades to bike and pedestrian infrastructure in project designs. Some were specific to alignment choices like Refinement 2, others specific to geography, like connection of Tigard Triangle to downtown Tigard. Comments frequently noted that current conditions are unsafe for these modes of travel in the southwest corridor, and the light rail project should include upgrades along the proposed route and in station areas.

Suggestions mentioned most included:

- Continuous, upgraded bike lanes and sidewalks along the entire length of Barbur, as well as streets leading to Barbur
- Bike and pedestrian upgrades on the Barbur-Capitol bridge ("Crossroads")
- A new multimodal connection from the Crestwood neighborhood in Southwest Portland across I-5 to Barbur.
- Upgraded bicycle and pedestrian connections to PCC, Multnomah Village, Hillsdale, and the area north of 99W near the proposed 68<sup>th</sup> St station
- Improved pedestrian connectivity between the Hall St. station and Main St. in Tigard
- Multimodal connectivity between the Tigard Triangle and downtown Tigard as well as within the Triangle

### **Acquisitions, Displacements, and Relocations**

Comments frequently expressed concerns regarding property acquisitions, displacement, and relocation of current tenants and owners who would be impacted by the light rail alignment. Concern was expressed about a variety of locations in all route segments and included both residential properties and businesses. Because acquisitions would be required at many points along all of the proposed route options, this concern was widespread. Three locations that received the most attention in comments were the terminus of the line in Bridgeport Village, the area around Refinement 2 (Taylor's

Ferry/Crossroads), and the area along Highway 99W near Refinement 4 (Barbur Undercrossing).

## **Communities**

Many comments addressed the effects light rail might have on communities in the southwest corridor. Many comments expressed the need to maintain affordability in communities, especially affordable housing. There were also comments that suggested prioritizing equitable outcomes for groups like people of color, the elderly, and people living with disabilities. Preserving the feel or atmosphere of the neighborhoods that the proposed line would pass through was another topic some comments addressed.

Comments that expressed support for the project often cited increased community livability, urban design, and improved connectedness. Other comments noted the belief that access to amenities and services would improve in their community with a new light rail line.

Some comments were opposed to the project because they were worried that the light rail line might divide neighborhoods bisected by the route. Others were concerned that light rail would have a general negative impact on their community or hurt livability.

## **Traffic: Other**

Several specific locations were mentioned when participants expressed concern about the light rail project creating worse traffic conditions. Those streets and locations mentioned most are listed below:

- Barbur Blvd.
- Taylor's Ferry
- Capitol Highway
- Highway 99W
- South Portland area (SW Moody, SW Kelly, etc.)
- Bridgeport Village
- Lower Boones Ferry Rd
- Terwilliger Dr
- Hall Blvd
- 72<sup>nd</sup> Ave
- Traffic beyond the terminus in Tualatin

## **Prefer Other Investments**

There were numerous comments that indicated a preference for different transportation investments. Many comments focused on the cost of building light rail. The most common alternative proposed was expanding and improving existing roadways or building new roadways. Others felt that expanded bus service or bus rapid transit would be more cost effective or that improving existing public transit should be a priority. A few people preferred additional cycling or pedestrian infrastructure or addressing social issues.

Comment reasons cited for preferring a different transportation investment:

- The belief that light rail would increase traffic congestion and that driver behavior was too hard to change
- The notion that dwindling ridership and changing transportation technology, including autonomous vehicles and ride-sharing, will make light rail obsolete
- The belief that light rail is an inflexible investment
- The prospect of displacements and gentrification caused by light rail construction
- A concern that the proposed light rail line would not be fast enough to attract riders
- The concern that light rail would result in increased crime and that it is incompatible with the demographics of those living in the southwest corridor
- A position that not enough evidence was presented to demonstrate positive outcomes from the investment
- The prospect of environmental hazards, like snow and ice, being greater in the southwest corridor than in other parts of the Portland Metro region

## **Prefer different destination**

Some participants suggested a different destination or route for light rail. The vast majority of comments requested a southern extension of the proposed route down to Wilsonville or Woodburn. Others requested that the route to continue to Sherwood or deeper into Tualatin beyond Bridgeport Village. An eastbound Kruse Way route alternative was also suggested by a few respondents. There was one respondent who felt the terminus should be in Tigard. The majority of respondents in this category were proponents of light rail as a whole but wanted to expand service locations.





## **APPENDIX C:**

### **DEIS OPEN HOUSE - MEETING EVALUATION AND PARTICIPATION**

Two open houses were held during the DEIS Comment period. The first event was at a local elementary school in Southwest Portland on June 2, 2018. The second event was held at the Tigard Public Library on July 12, 2018. Both events were in the evening from 6 to 8:30 p.m. to support the most local participation. Approximately 80 individuals attended the two events.

Between fourteen and eighteen staff members attended each event. This resulted in a high staff to attendee ratio. Staff interviewed after these events said they were well organized and offered opportunity for individual attendees to ask questions and engage in prolonged conversations with staff.

A meeting evaluation form and demographic questioner was provided to every meeting attendee upon their arrival. These forms provide an opportunity to understand who attended and how they felt about the events. There were a total of 67 evaluation forms submitted, which is an approximately 84 percent participation rate.

#### **Demographics**

Of the respondents who shared their age, 4% were between the ages of 18-24, an additional 4% were between the ages of 25-34, 11% were between the ages of 45-54, the majority were between the ages of 55-64 (47.1%), 21.6% were between the ages of 65-74 and 5.9% were 75 years or older.

There were a total of 11 unique zip codes represented by respondents. 97219 (SW Portland and Lake Oswego) represented a major majority at 50% of respondents indicating that as their zip code. 97233 (North Tigard, Metzger) was the second most popular selection at 18.5%. 97224 (Tigard, Durham) and 97239 (South Portland) each accounted for 8% and the other 7 zip codes had 2 or fewer respondents.

95.9% of evaluation respondents identified as being White. One respondent identified as Asian or Asian American and one additional identified as Hispanic, Latino, or Spanish origin.

52.3% of respondents identified as Female and 47.7% identified as Male.

7.5% of respondents stated they had a disability and 92.5% said they did not.

#### **Meeting Evaluation**

95.2% of respondents either Agreed (50%) or Strongly Agreed (45.2%) that the meeting was worthwhile. Three respondents (4.8%) cited their experience as Neutral.

Respondents were also asked if they felt encouraged to share input and if they felt listened to. 47.5% of respondents said they Strongly Agreed, 34.9% said they Agreed, and 17.5% responded they felt Neutral.

## Meeting announcement

Respondents heard about the meeting in an array of unique ways. The most popular forms were through community announcements, E-mail, and newspaper publications.

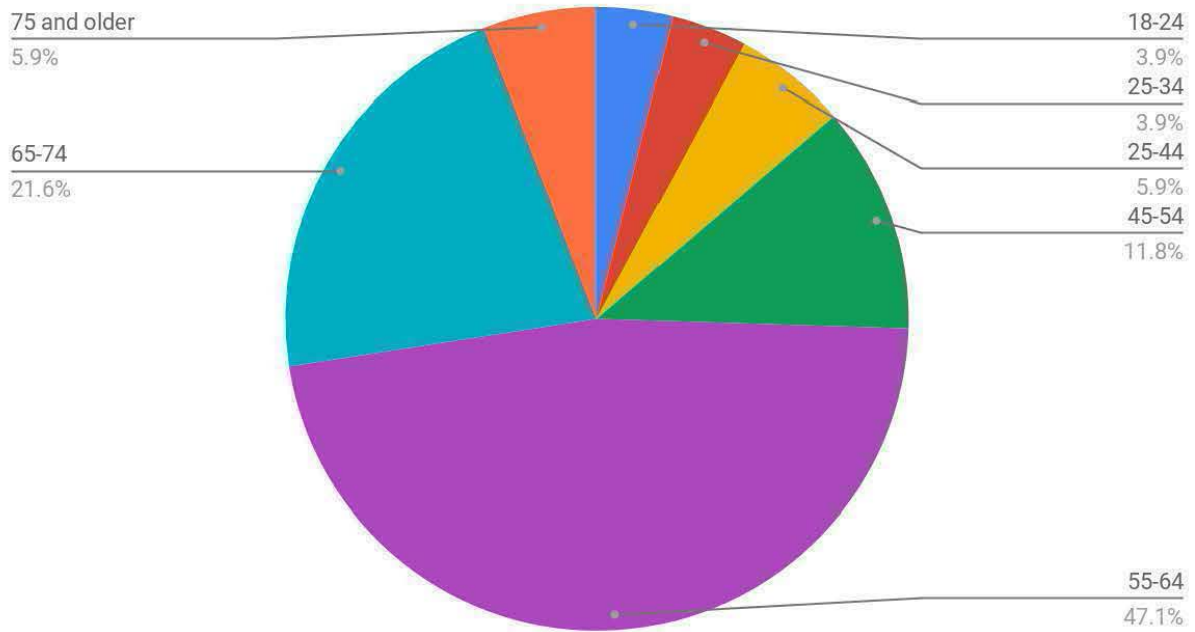
## Suggestions for future meetings

The most common suggestion was to have a presentation. Many people asked for heightened map detail and generally more information. Verbatim comments provided below:

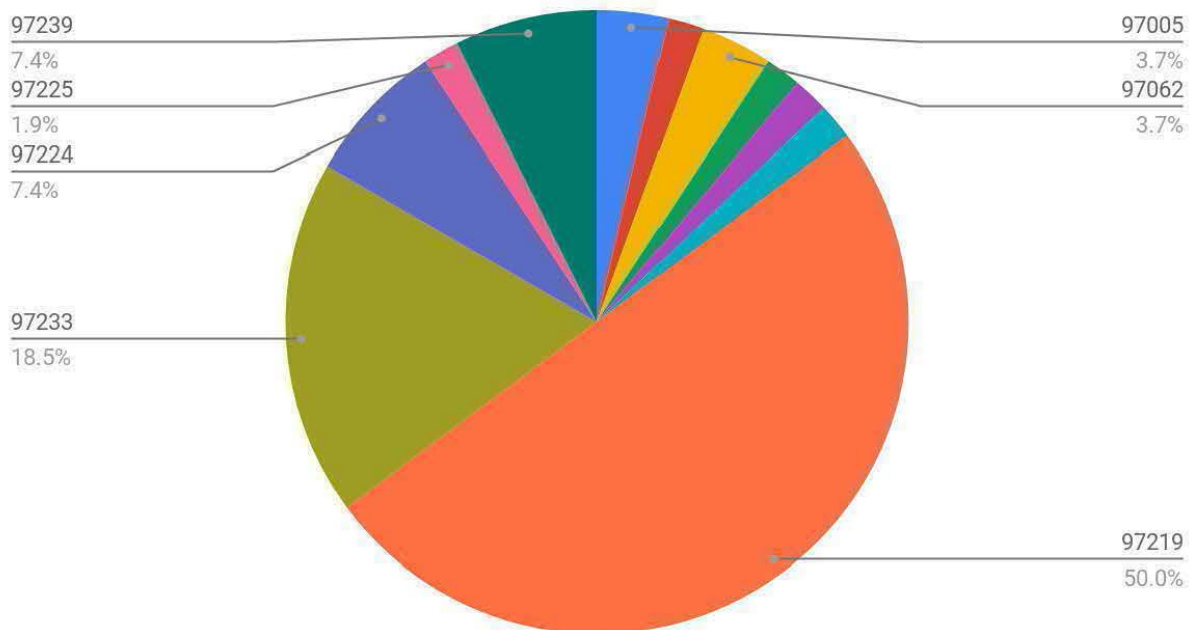
- A timeline for next steps
- Graphics easier to understand, a presentation perhaps?
- Would be good to have short presentation as overview prior to setting the crowd free to wander around
- I would like speakers to speak in a group presentation. Also, I would like a space/fence in front of the easels to keep us a little further away. When one person stands in front - no one else can see.
- A presentation of speakers - 2 or 3 - to refer to displays and brief Q&A. Then, break up to let staff mingle and chat one-on-one, which I liked
- Better Maps (more surface detail)
- Having someone on hand with specific info on the Ross Island Bridgehead portion of the project.
- Better labeling of streets on map exhibits - hard to orient locations
- Need more duplicate exhibits to alleviate crowding
- If the plan includes subsections, bring information on all of the subsections
- I would like the planned route elevated so many people could see. Maybe a mini explanation that repeats
- Overall, good visuals. Need better explanation/display of on-grade vs. overpass impacts representatives were informed, approachable (especially Rory) got questions answered and good discussion - Thank you
- More information on all possible routes

## Graphs:

### Age

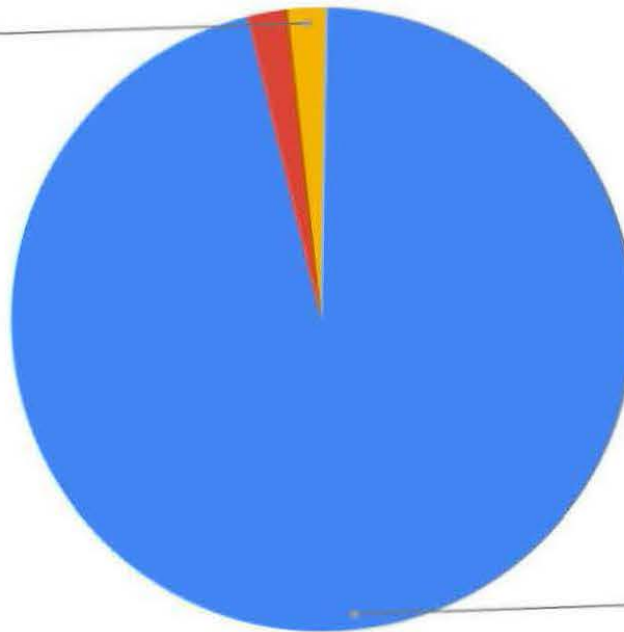


### Zip Code



## Race/Ethnicity

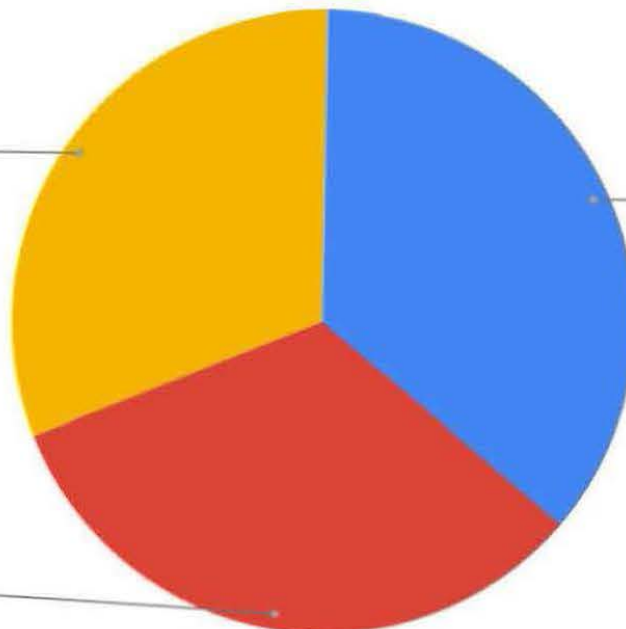
Italian American  
2.0%



White  
95.9%

## Gender

No response  
31.3%

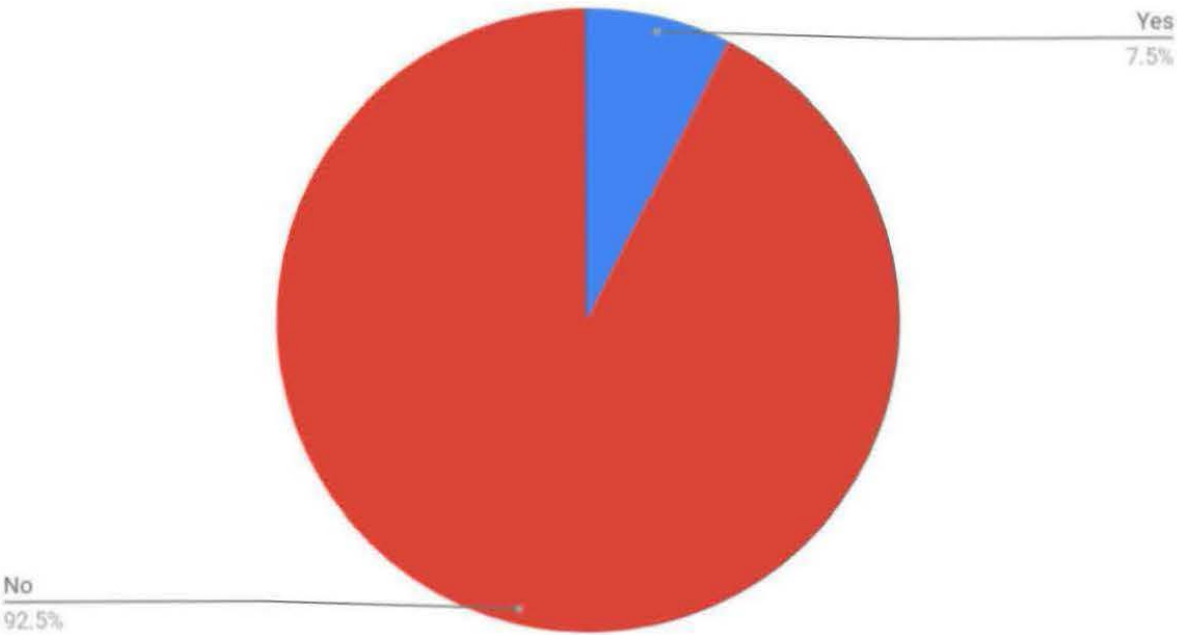


Female  
35.9%

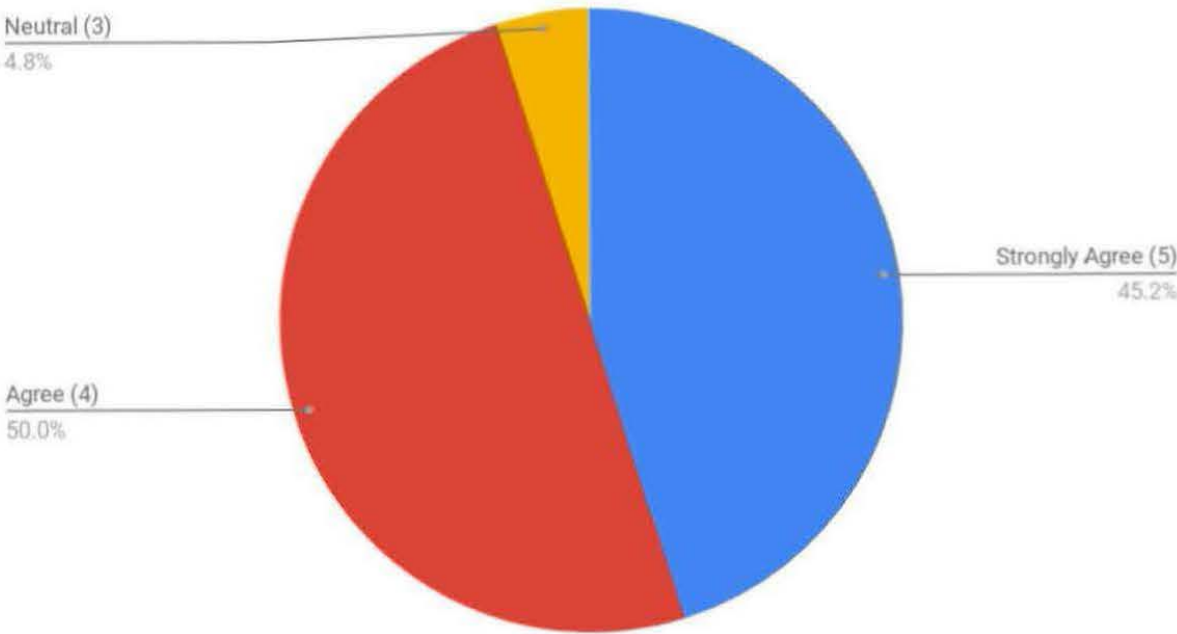
Male  
32.8%



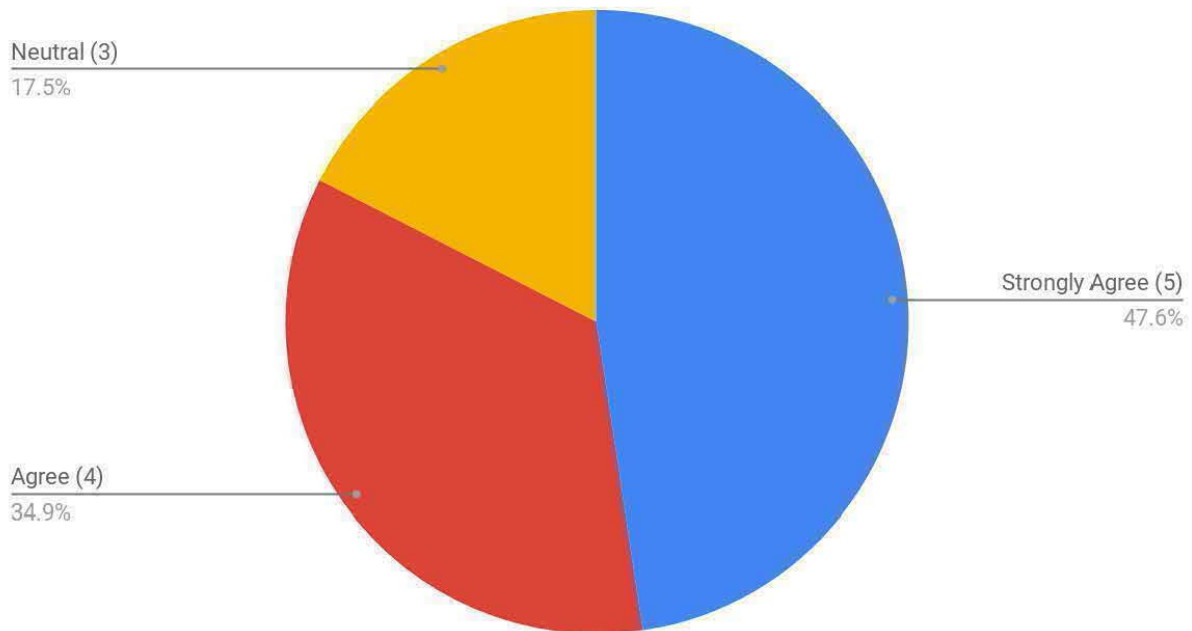
Disability



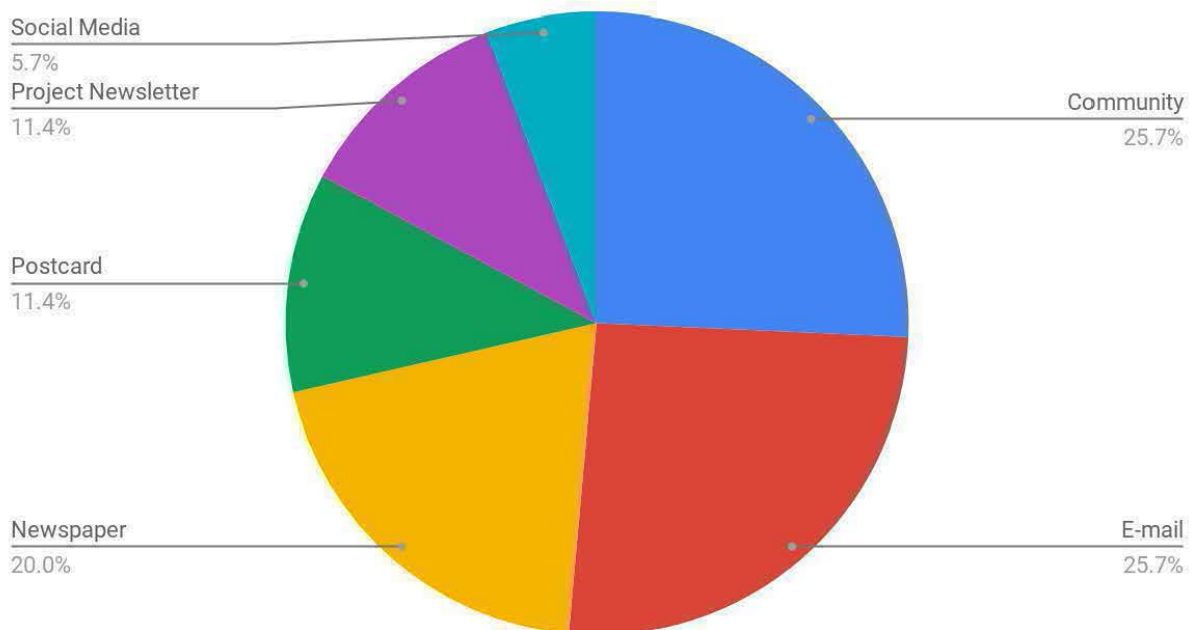
Overall, I believe the meeting was worthwhile:



I felt the meeting encouraged my input and I felt listened to:



How did you hear about today's event?

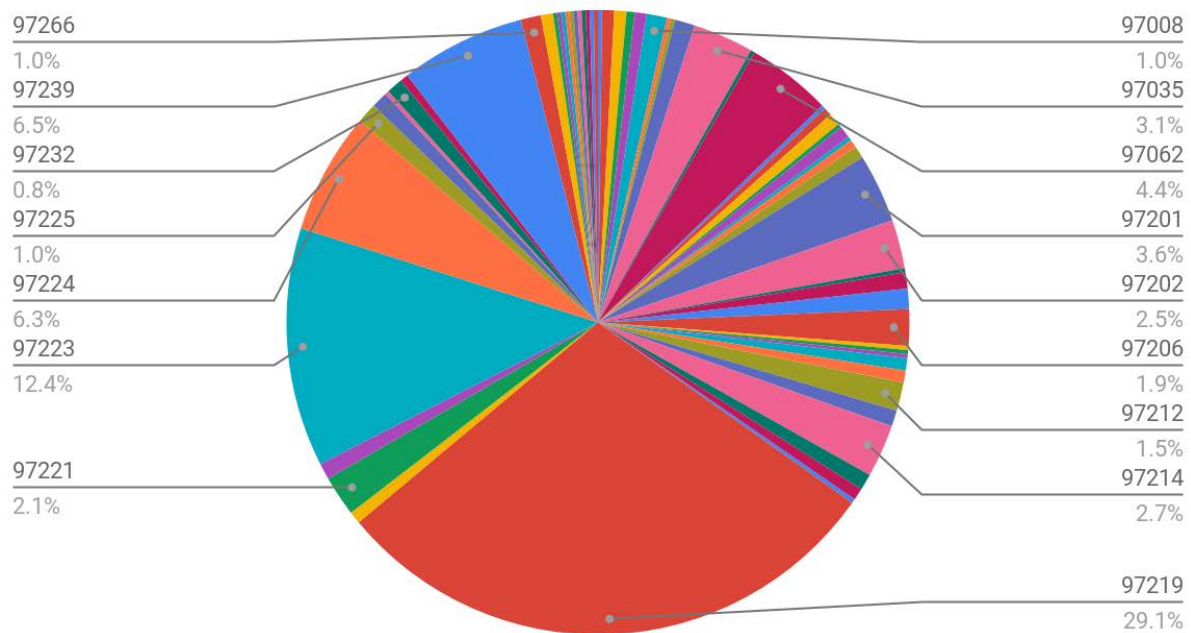


## APPENDIX D: DEIS COMMENT PERIOD PARTICIPANT DEMOGRAPHICS

### Geographic distribution

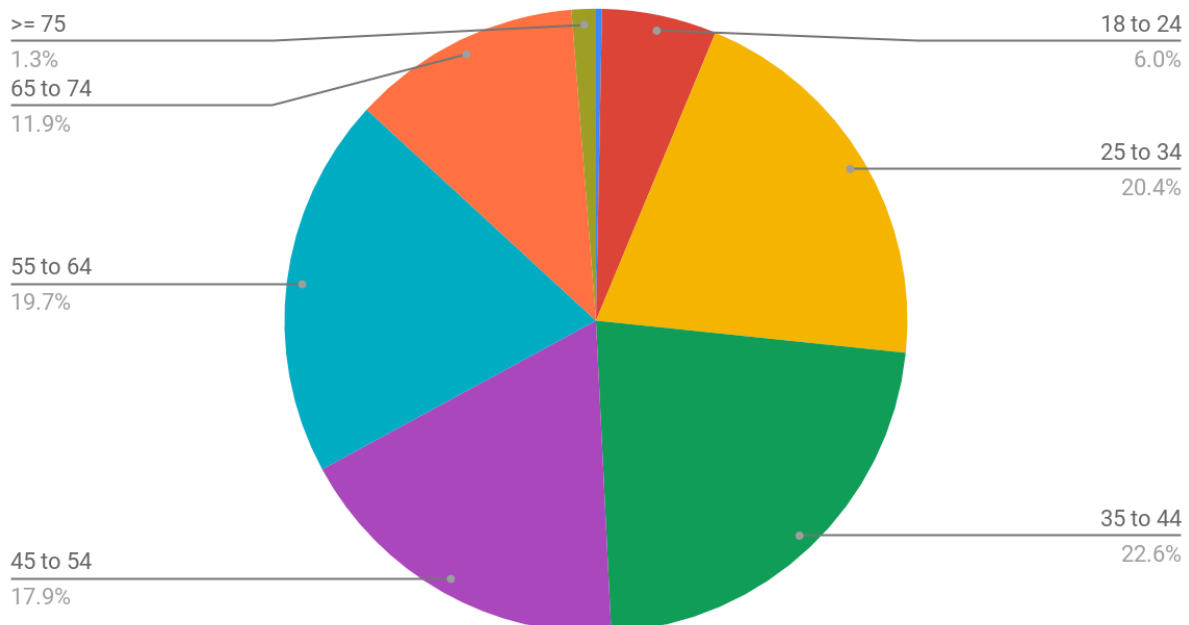
There were a total of **62 unique zip codes** provided by participants. The largest share was 29.1% of participants who indicated **97219 (SW Portland/Dunthorpe)** as their zip code, the next closest was **97233 (East Portland/Rockwood)** at 12.4% and the only others of noticeable size were **97232 (SE Portland)** and **97224 (South Portland)** at 6.5% and 6.3% respectively. (N=477)

#### Zip Codes



### Age

#### Age

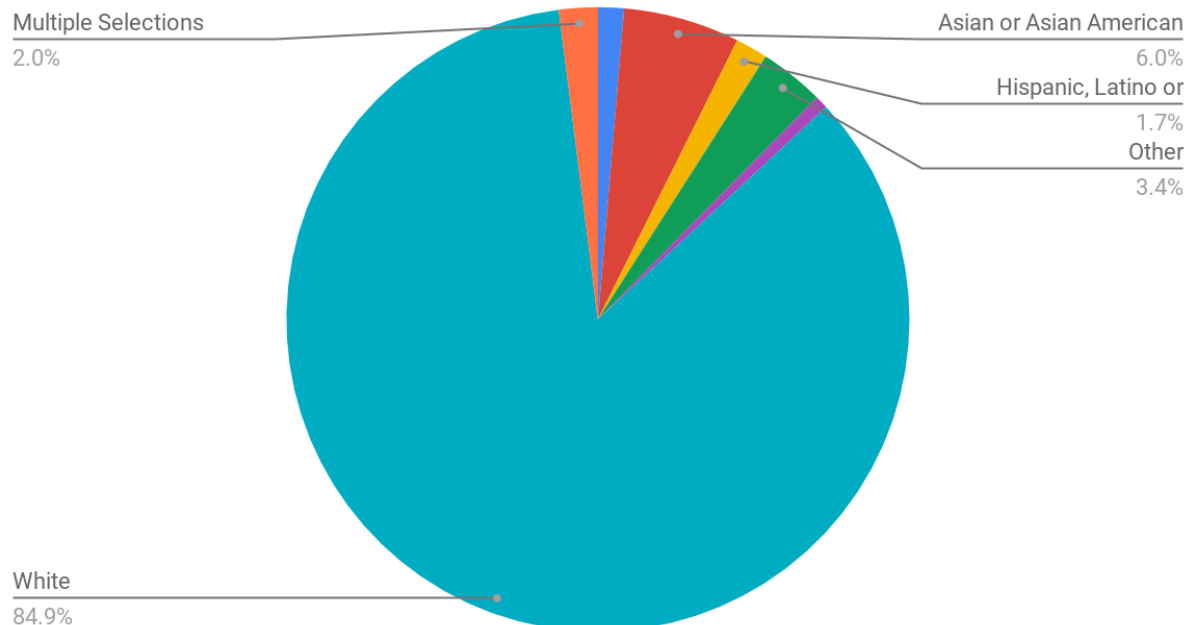


The age demographics were fairly evenly distributed. The most populous group were individuals between the ages of 35 and 44 at 22.6%, the next largest was 55-64 at 19.7% closely followed by 45 to 54 at 17.9%. There was only one participant (0.3%) who selected <18 for their age. 4 participants (1.3%) were 75 years or older and 6% (19) selected the 18-24 age range. (N=319)

## Race/Ethnicity

298 participants indicated their race or ethnic background - 84.9% identified as White, 6% identified as Asian or Asian American, 3.4% identified as Other, 1.7% identified as Hispanic, Latino, or of Spanish origin, 2% of participants selected 2 or more categories, and 1.3% identified as American Indian/Native American or Alaska Native. (N=298)

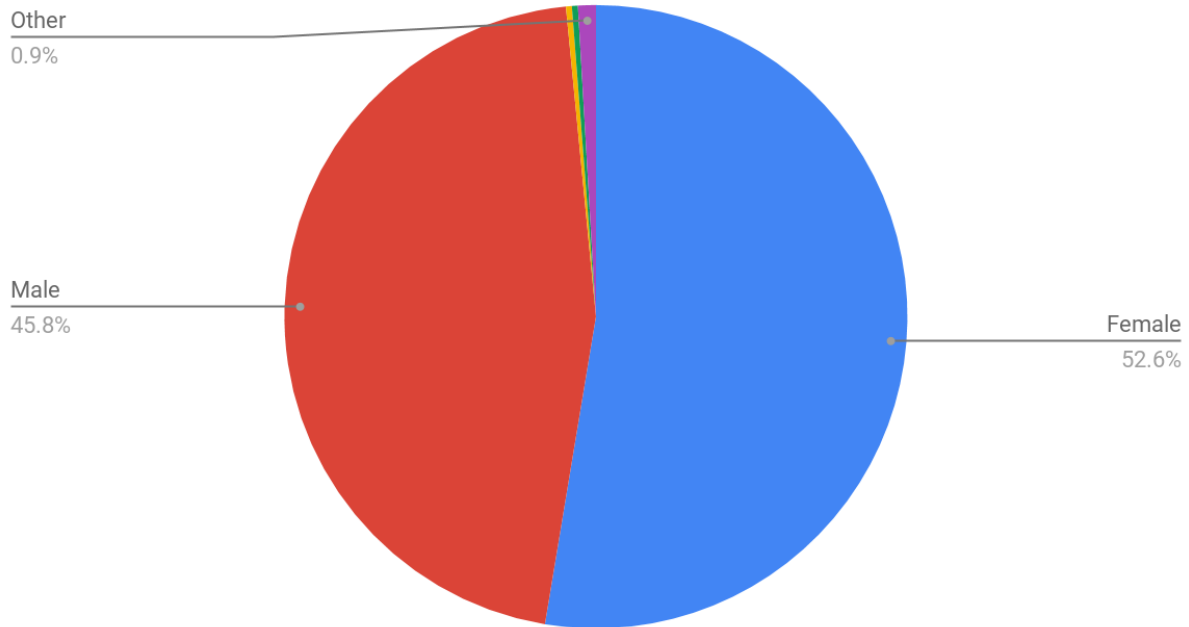
## Race/Ethnicity



## Gender

52.6% of participants identified as Female and 45.8% identified as Male. One participant identified as a Transgender Female, and another as Transgender Male. 3 (0.9%) participants responded as Other. (N=325)

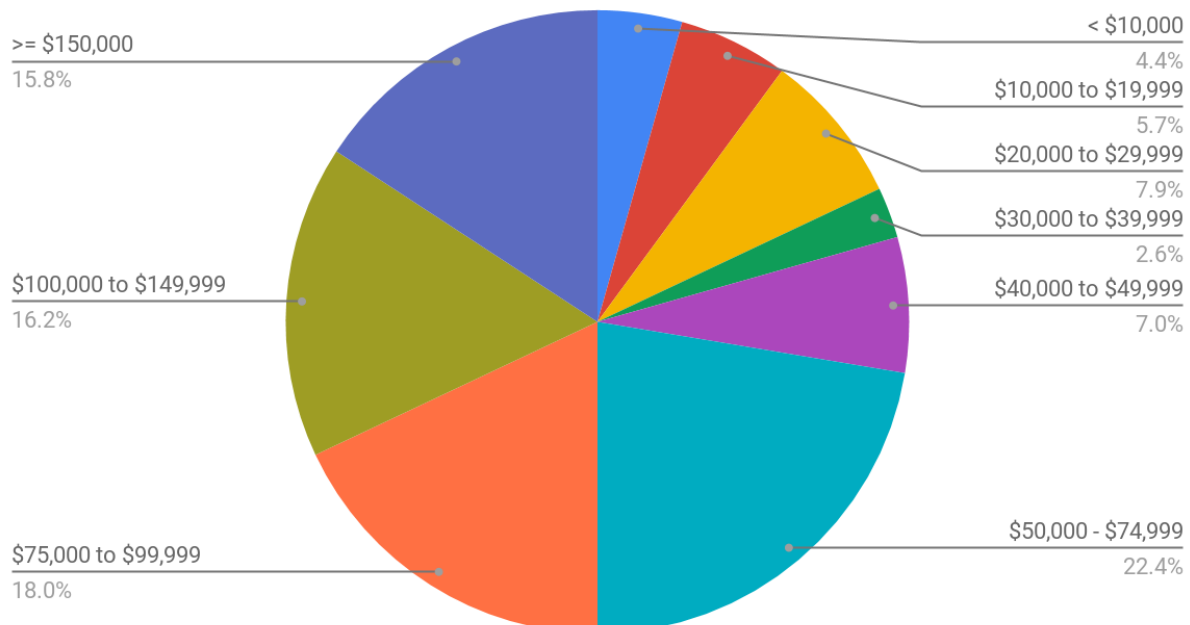
### Gender



## Annual income

The largest portion (22%) of respondents reported having an annual income between a \$50,000 and \$75,000. 18% reported between \$75,000 and \$99,000. 16.2% reported between \$100,000 and \$149,000 and 15.8% reported an annual income greater than \$150,000. 7.9% of respondents

### Annual Income



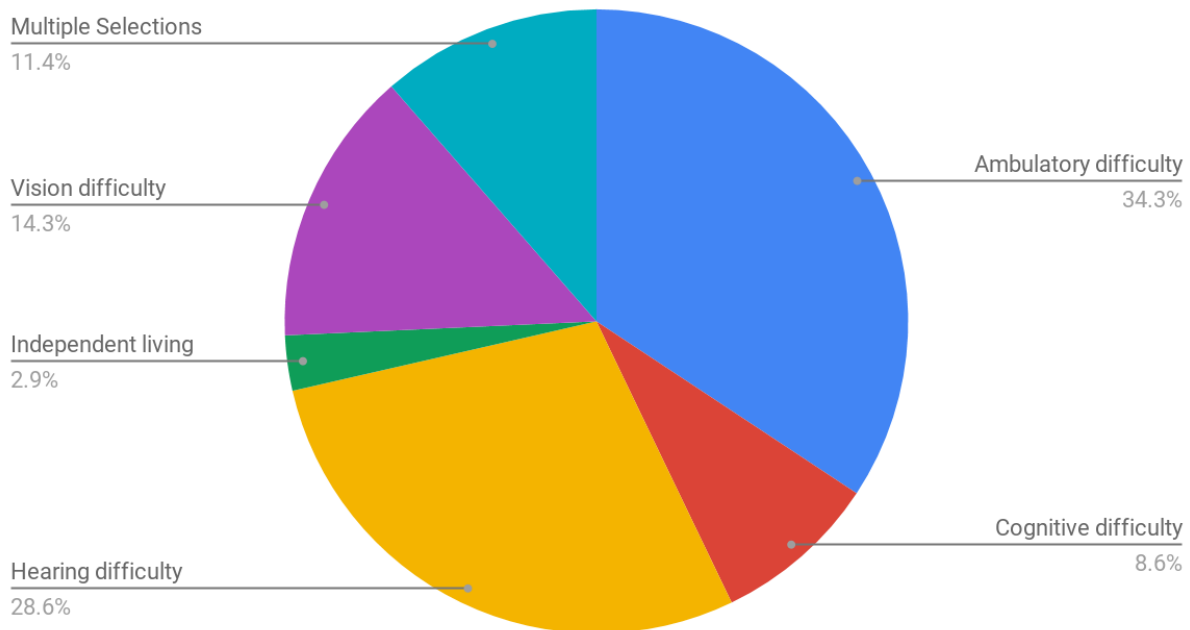


reported between \$20,000 and \$29,000, 7% between \$40,000 and \$49,000, 5.7% between \$10,000 and \$19,000 and 4.4% reported less than \$10,000 of income annually. (N=228) Note: **Oregon's Median Annual income is ~\$50,200.**

## People with a disability

Of the 35 respondents who responded to the disability question 34.3% identified as having

### Disabilities



Ambulatory difficulty, 28.6% identified as having hearing difficulty, 14.3% identified as having vision difficulties, 11.4% identified as having difficulties in 2 or more of these areas, 8.6% identified as having cognitive difficulties, and 2.9% identified as having independent living difficulties. (N=35)

*The (N) value denotes the total number of respondents to each question\**

## **2030 Regional Waste Plan**

*Work Session Topics*

Metro Council Work Session  
Tuesday, October 16, 2018  
Metro Regional Center, Council Chamber

## METRO COUNCIL

### Work Session Worksheet

**PRESENTATION DATE:** October 16, 2018      **LENGTH:** 30 minutes

**PRESENTATION TITLE:** 2030 Regional Waste Plan's Draft Actions and Indicators

**DEPARTMENT:** Property and Environmental Services

**PRESENTER(S):** Paul Slyman, Property and Environmental Services Director (ext. 1510); Matt Korot, Resource Conservation and Recycling Program Director (ext.1760); and Marta McGuire, Principal Planner (ext. 1806)

### WORK SESSION PURPOSE & DESIRED OUTCOMES

1. **Purpose:** To discuss the 2030 Regional Waste Plan's draft actions and indicators (Attachment A).
2. **Outcomes:**
  1. Council input on the draft actions and indicators.
  2. Council understanding of the next steps of developing the 2030 Regional Waste Plan.

### TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Metro initiated development of the 2030 Regional Waste Plan in spring 2017 to fulfill its responsibility to plan, manage and oversee the regional garbage and recycling system. The 2030 Regional Waste Plan will be the greater Portland area's blueprint to guide investments in our garbage and recycling system and reduce the environmental and health impacts of products, from production to disposal. The development of the plan is broken into five phases of work, with phase 4 coming to completion with this work session.

A key aspect of developing the plan has been a focus on advancing racial equity. This has been accomplished in two ways. First, through inclusive engagement and relationship-building with historically underrepresented communities. Specifically, Metro partnered with eight community-based organizations to form a cohort of more than 100 people who participated in multiple discussions over more than a year about the future of garbage and recycling. From tours of local garbage and recycling facilities to gatherings at local community centers, participants shared their values and priorities related to garbage and recycling to help shape the goals and actions of the plan. These organizations are:

- Center for Diversity & the Environment
- Centro Cultural de Washington County
- Constructing Hope
- Immigrant and Refugee Community Organization
- Momentum Alliance
- North by Northeast Community Health Center
- The Rosewood Initiative
- Trash for Peace

The second way Metro integrated racial equity in the planning process was through the incorporation of an Equity Work Group to guide and inform the plan. At the very beginning of the process, Metro identified that it needed a group of individuals that had deep experience leading and advancing equity for communities of color and historically marginalized communities to help ensure the plan fully incorporated equity in the planning process and outcomes. The seven members of the Equity Work Group were selected because of their expertise and experience working with communities of color and historically marginalized communities. The work group has participated in each phase of the plan's development.

Name	Affiliation
Rob Nathan	Individual; Referred by Coalition of Communities of Color
Emma Brennan	Oregon Tradeswomen, Inc.
Pa Vue	Individual; Referred by Asian Pacific American Network of Oregon
Marilou Carrera	Individual; Referred by Oregon Health Equity Alliance
Juan Carlos Gonzalez	Individual; Referred by Centro Cultural
Andre Bealer	National Association of Minority Contractors of Oregon
Tommy Jay Larracas	Individual; Referred by OPAL Environmental Justice Oregon

Highlights of each of the phases of the plan's development are provided below.

<b>Phase 1: Values</b> March 2017 to July 2017	Phase 1 developed the plan's values and guiding principles. The values are informed by existing guidance, including regional, state and federal policies and plans regarding waste management, recycling, toxics and other related environmental programs. The values are further shaped from public surveys, community discussions with culturally-specific organizations and review by the Equity Work Group. Following the work on the values, the Equity Work Group developed the principles to provide guidance on advancing equity through plan development and implementation. Following review by the Metro Policy Advisory Committee (MPAC) and Solid Waste Alternatives Advisory Committee (SWAAC), Metro Council endorsed the values and principles in summer 2017.
<b>Phase 2: Vision and Goal Setting</b> July 2017 to Jan. 2018	Building on community discussions held in the first phase, Metro conducted a series of engagements to inform development of the vision and goals. <ul style="list-style-type: none"> <li>• A planning workshop involving more than forty individuals, including Equity Work Group members and Metro and local government staff.</li> <li>• An online survey that asked community members to help shape future priorities. Almost 4,000 individuals took the survey. Metro compiled the survey results to share at the leadership forums and inform the vision, goals and actions in the plan.</li> </ul>

	<ul style="list-style-type: none"> <li>• Three leadership forums co-led by Metro and local community-based organizations at which more than 120 individuals shared ideas and discussed future priorities for the garbage and recycling system. The forums were hosted by Immigrant and Refugee Community Organization, Rosewood Initiative and Centro Cultural.</li> <li>• A technical forum with more than 60 stakeholders active in some element of the garbage and recycling system provided input on the draft vision and goals.</li> <li>• The Equity Work Group, local government solid waste directors, SWAAC and MPAC reviewed the draft vision and goals.</li> </ul> <p>Metro Council endorsed the vision and goals in January 2018.</p>
<b>Phase 3: System Analysis</b> Dec. 2017 to March 2018	<p>Phase 3 established an understanding of where the region is today relative to the goals and vision generated during phase 2. To do this, Metro staff assessed data on different aspects of the current garbage and recycling system. This included writing descriptions about the system's existing programs, policies and infrastructure, as well as identifying opportunities and challenges facing the system. The information gathered in this phase served as a starting point for an overall measurement approach for the plan and to inform the development of actions and indicators.</p>
<b>Phase 4: Building a Strategy</b> March 2018 to Oct. 2018	<p>In phase 4, Metro convened topic-specific technical work groups to develop the plan's draft actions. The groups were made up of representatives from local governments, garbage and recycling facility operators, haulers, reuse organizations, community organizations and others with a particular interest in the system. More than 60 individuals participated in the work groups and are listed in Appendix A of the attachment.</p> <p>Each work group met four times during March to May 2018, including a final session at which all of the groups together looked at how their goals and actions might connect.</p> <p>Metro also solicited input on the draft actions from the community, specifically those individuals associated with the eight community-based organizations who had taken part in earlier phases of the plan's development. During a four-hour session held at the Oregon Zoo, more than 100 local residents reviewed the draft actions to see whether they reflected their previous input and to prioritize the changes they most want to see in the system. Following these engagements, Metro staff worked with the Equity Work Group and local government staff to further refine and organize the draft goals and actions and to develop the plan indicators.</p> <p>The refined draft actions and indicators were presented to MPAC and SWAAC on October 10, 2018. Metro staff will share the input gathered from the committees during today's work session.</p>

## **Work Session Discussion**

Today's discussion will focus on the plan's draft actions and indicators. The actions represent work that is ongoing or has already been initiated by Metro and/or local governments, but also include a number of actions that would be implemented for the first time over the twelve-year duration of the plan. Those actions are identified as "new" in the attachment to this worksheet and Metro staff would particularly appreciate Council's input on those items. Many of these are directly tied to advancing racial equity and they are indicated by an "E" icon in the actions table.

Implementation of the actions in the plan is the shared responsibility of Metro and local governments. Most of the actions in the plan are non-directive in nature, meaning that Metro anticipates that local governments will undertake them as part of a shared commitment to achieve the plan's vision and goals. There are some actions, though, that place specific requirements on local governments. Many of these are requirements that were previously enacted by the Metro Council related to residential and commercial recycling collection services. The actions that place current or potential future requirements on local governments are shaded in the attachment. New requirements for local governments that could result from actions in the 2030 plan will be developed in consultation with local governments and would go through the regular Metro Council legislative approval process.

A critical component of implementing the 2030 Regional Waste Plan will be having a measurement framework in place that will allow Metro and local governments to evaluate their progress in achieving the plan's desired environmental and equity outcomes and demonstrating accountability to the community. An element of this framework is a set of key indicators, which would communicate the overall trajectory of the plan's progress to a broad audience. Those indicators are presented for Council's review and comment on page 22 of the attachment.

Lastly, during the Equity Work Group's final review of the draft actions, its members asked which body would be responsible for overseeing implementation of the plan and how Metro would ensure the community would be involved in the work of the plan. Metro staff is currently developing a draft oversight framework for the plan for consideration by the Metro Council. It will include roles for a reconfigured Solid Waste Alternatives Advisory Committee, the Council and, possibly, Metro's Committee on Racial Equity in its role overseeing implementation of Metro's overall racial equity strategy, which the 2030 Regional Waste Plan will help to advance.

## **Next Steps**

Metro Council's input will inform the final version of actions and indicators that will be incorporated into the draft plan. Following the work session, Metro staff will produce a complete draft of the 2030 Regional Waste Plan that will be released for public review and comment from mid-November through mid-December of this year. For this comment period, engagement activities will include:

- briefing the eight community-based organizations about the plan and also explaining the Metro Council decision-making process to them
- making briefing materials and information about the plan available online for the general public
- holding a public forum on December 5, 2018 for individuals interested in reviewing the draft plan and providing comments in-person

Metro staff will return to a Metro Council work session in February 2019 to discuss the draft plan in its entirety, the public comments received and input from MPAC and SWAAC. Later that month, Council will formally consider adoption of the plan.



## QUESTIONS FOR COUNCIL CONSIDERATION

1. Do Councilors have questions or input on the draft actions and indicators?
2. Do Councilors have questions about the process to date and the next steps for plan development and adoption?

## PACKET MATERIALS

Legislation would be required for Council action ☐ yes ☒ no

Draft is attached ☐ yes ☒ no

## ATTACHMENTS:

*Attachment A: 2030 Draft Goals, Actions and Indicators*



# 2030 Regional Waste Plan DRAFT Goals and Actions

September 2018

## Introduction

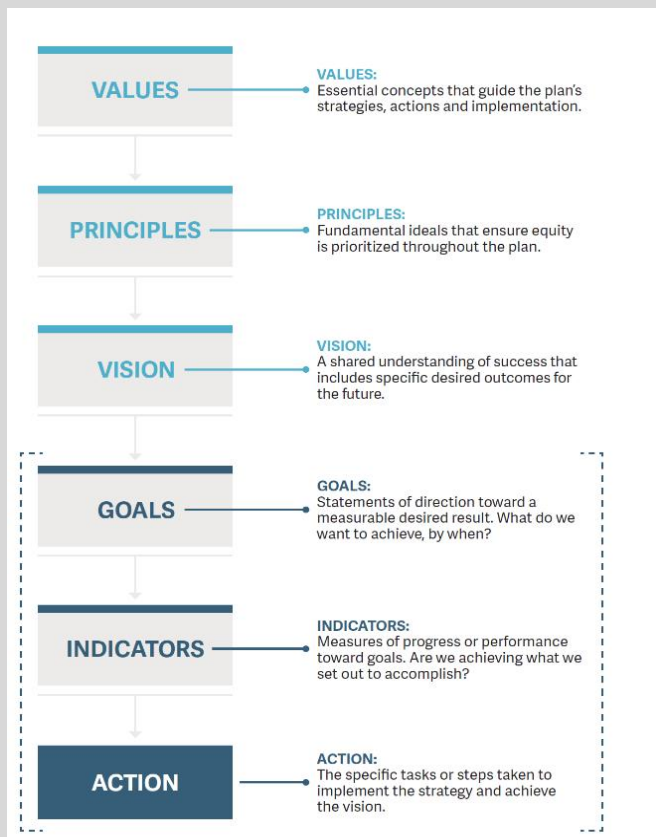
The 2030 Regional Waste Plan will be the greater Portland area's blueprint to guide investments in our garbage and recycling system and reduce the environmental and health impacts of products, from production to disposal. Since spring 2017, Metro has engaged with communities in the greater Portland area to develop this plan, with the work taking place in five major phases.



This process was designed to be iterative, with each phase building on the next. Each phase focuses on meaningful engagement with community, local governments and businesses to shape the future of the garbage and recycling system.

The plan is currently in phase four of development. This document highlights the plan values and principles that were developed in the initial phases of plan development and presents the draft goals, actions and indicators for review and comment.

### 2030 REGIONAL WASTE PLAN

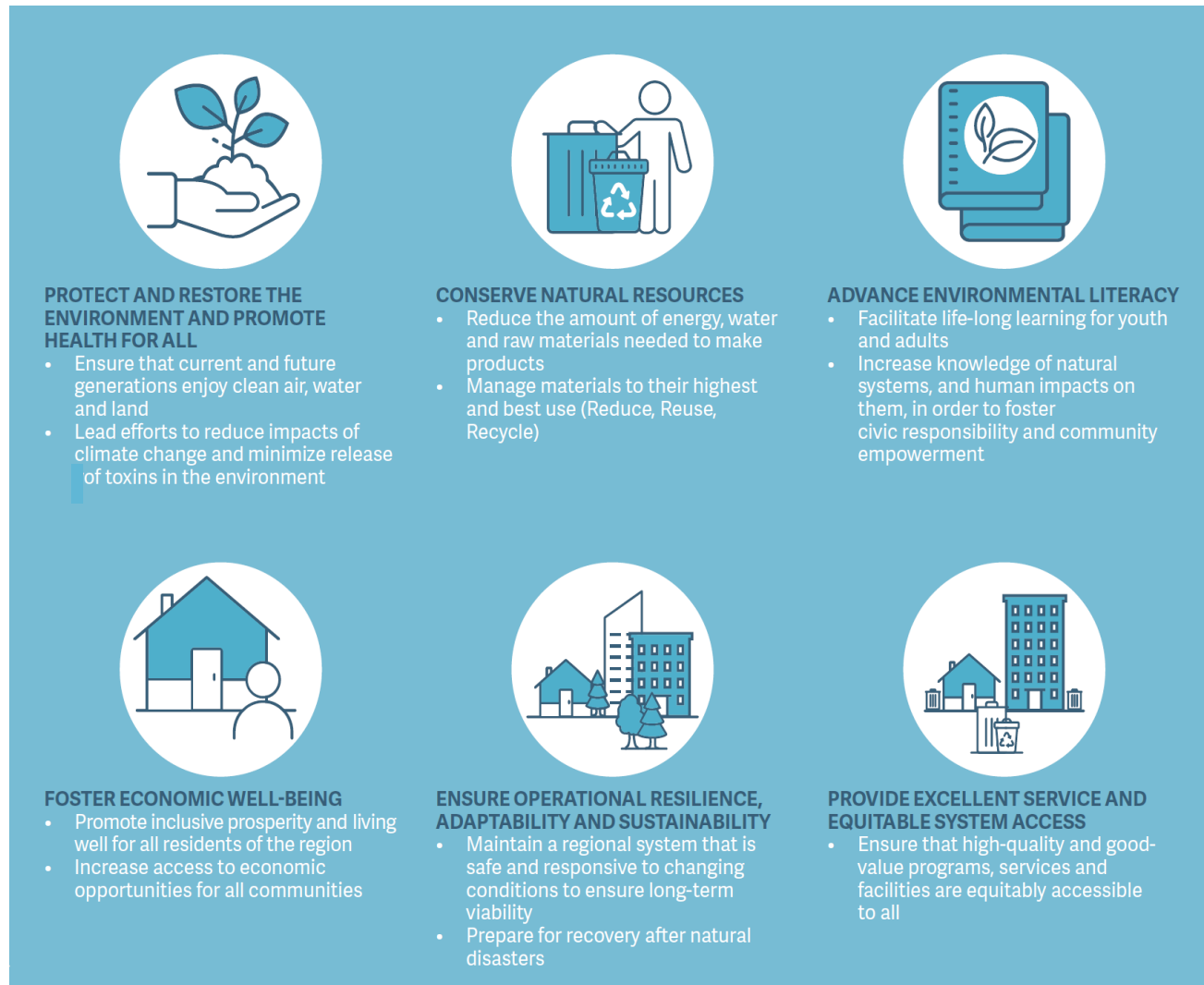


# Values and Principles

Metro Council endorsed values and principles for the 2030 Regional Waste Plan in August 2017. The values and principles serve as the foundation of the plan and will guide implementation of the goals and actions.

## Values

The values lay out the essential concepts that serve as a basis for the plan's vision and goals.



## Principles

Metro's *Strategic Plan to Advance Racial Equity, Diversity and Inclusion* acknowledges racism as a root cause of inequity and as a complex system that exists within individual behavior and policies and processes in and across institutions.

Through the 2030 Regional Waste Plan, Metro and local governments have an opportunity to eliminate barriers and generate positive benefits that advance racial equity, diversity and inclusion through their roles in waste reduction, regulation, management, planning and policy. To do so, the plan will be guided by three essential principles.

COMMUNITY RESTORATION	COMMUNITY PARTNERSHIPS	COMMUNITY INVESTMENT
<p><b>Take action to repair past harm and disproportionate impacts caused by the regional solid waste system.</b></p> <p>In practice, this means:</p> <ul style="list-style-type: none"> <li>▪ Acknowledging historical impacts on communities passed from generation to generation</li> <li>▪ Actively including communities that have been historically marginalized from decision-making processes</li> <li>▪ Equitably distributing costs and benefits, taking into account historical system impacts</li> <li>▪ Valuing indigenous and cultural knowledge about using resources sustainably</li> <li>▪ Committing to ongoing equity competence among providers of garbage and recycling services</li> </ul>	<p><b>Develop authentic partnerships and community trust to advance the plan vision.</b></p> <p>In practice, this means:</p> <ul style="list-style-type: none"> <li>▪ Prioritizing historically marginalized communities within the delivery of programs and services</li> <li>▪ Expanding voice and decision-making opportunities for communities of color</li> <li>▪ Creating ongoing opportunities for leadership development to support resilient community relationships</li> </ul>	<p><b>Emphasize resource allocation to communities of color and historically marginalized communities within the regional solid waste system.</b></p> <p>In practice, this means:</p> <ul style="list-style-type: none"> <li>▪ Making investment decisions in partnership with community</li> <li>▪ Investing in impacted communities and youth through education and financial resources</li> <li>▪ Eliminating barriers to services and employment</li> </ul>



Metro formed the **Equity Work Group** to help ensure the 2030 Plan fully incorporates equity in its planning process and outcomes. The work group is comprised of community representatives who are advocates for historically marginalized communities. After reviewing the plan values, the Equity Work Group developed the principles to provide guidance for the plan's development and implementation, and helped shape the goals and actions.

Andre Bealer, National Association of Minority Contractors  
 Emma Brennan, Oregon Tradeswomen, Inc.  
 Marilou Carrera, referred by Oregon Health Equity Alliance  
 Juan Carlos Gonzalez, referred by Centro Cultural

Pa Vu, referred by Asian Pacific American Network of Oregon  
 Rob Nathan, referred by Coalition of Communities of Color  
 Tommy Jay Larracas, referred by OPAL Environmental Justice of Oregon

# 2030 Vision

The Regional Waste Plan vision, endorsed by Metro Council in January 2018, identifies the desired future for the garbage and recycling system. The vision is comprised of a set of statements that identify outcomes for 2030.

<b>ECONOMIC PROSPERITY</b>	<b>Innovation, investments and partnerships support a thriving recycling, reuse and repair economy that benefits local communities.</b>
<b>GOOD JOBS</b>	<b>All garbage and recycling industry jobs pay living wages and provide opportunities for career advancement. All occupations in the industry reflect the diversity of our local communities.</b>
<b>EDUCATION &amp; INFORMATION</b>	<b>Everyone has the culturally relevant, age appropriate information and educational resources needed to make purchasing and disposal decisions that will protect their health and the environment.</b>
<b>HEALTHY PRODUCTS</b>	<b>Companies and consumers share responsibility for products and packaging to reduce harm to public health, climate, air quality, waterways and wildlife throughout their product life cycles.</b>
<b>REDUCE, REUSE &amp; REPAIR</b>	<b>Reduce, reuse, repair and donation are mainstream practices accessible to all, creating economic opportunity and building community self-reliance.</b>
<b>QUALITY SERVICE</b>	<b>Garbage and recycling services meet the needs of all people and all communities.</b>
<b>GARBAGE &amp; RECYCLING OPERATIONS</b>	<b>From trucks to facilities, our garbage and recycling system is safe for workers and the public, minimizes pollution of air, soil and water, and is financially sustainable.</b>
<b>PREPAREDNESS &amp; RESILIENCE</b>	<b>The region's garbage and recycling system is resilient and prepared to recover quickly from disruptions like natural disasters, while minimizing harmful impacts to the most affected communities.</b>



The development of the 2030 Regional Waste Plan was informed by a series of engagements with people of color, youth, immigrants and refugees. Metro partnered with eight community-based organizations to form a cohort of more than 100 people who participated in multiple discussions over more than a year about the future of garbage and recycling. From tours of local garbage and recycling facilities to gatherings at local community centers, participants shared their values and priorities related to garbage and recycling to help shape the goals and actions of the plan.

A variety of community-based organizations from throughout greater Portland gathered to discuss their vision for the 2030 Regional Waste Plan.

Center for Diversity & the Environment  
 Centro Cultural de Washington County  
 Constructing Hope  
 Immigrant and Refugee Community Organization  
 Momentum Alliance  
 North by Northeast Community Health Center  
 The Rosewood Initiative  
 Trash for Peace

## Draft Goals and Actions

Planning for the garbage and recycling system means more than just deciding what recycling services to provide or deciding where to build facilities. It's about protecting people's health and the environment. It's about ensuring no matter where someone lives in the region, they have the services they need and the knowledge to inform their purchasing choices or how to best get rid of an item when done with it. It is also about identifying actions to take to reduce the negative health and environmental impacts of the materials and products we use every day.

The goals of the plan focus on addressing the impacts of materials from production to disposal and closing the gap between today and the plan's future vision. This involves taking action at every stage of the product life cycle and addressing community needs within the garbage and recycling system. The plan identifies goals and actions in five different areas of work:

- Shared Prosperity
- Product Design & Manufacturing
- Product Consumption & Use
- Product End-Of-Life Management & Disposal
- Disaster Resilience

The goals in each area identify what the region would like to achieve by 2030. Each goal has an associated set of actions to be undertaken by Metro and local governments. The development of the actions were led by a series of work groups made up of representatives from local governments, garbage and recycling facility operators, haulers, topical experts, community organizations, equity work group members and others with a particular interest in the system.

### LEAD AGENCY

To assist with implementation and accountability, a lead agency – either Metro, Cities/Counties or both – is defined for each action. The lead agency is the primary entity responsible for implementing the action and reporting on progress. Successful implementation will often require collaboration and coordination between Metro, local governments, community-based organizations and private sector service providers. Many of the actions will be co-led by Metro and local governments in partnership with community.

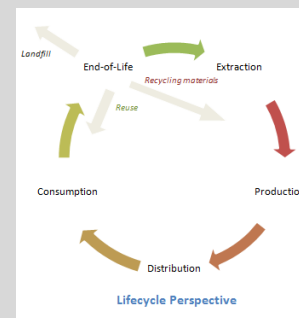
### STATUS

In the tables below, each action is identified as either new or in progress.

### IMPLEMENTATION

Metro is responsible for coordinating implementation of the plan and assessing plan performance. Cities, counties and Metro are responsible for leading or participating in implementation of the actions. Actions provide direction including to develop, implement or evaluate specific programs or initiatives. Actions with direction to implement include the assumption that implementation requires planning, budgeting and evaluating. Several different

### A "LIFE CYCLE" APPROACH:



**Extraction:** Natural resources are extracted from the earth and used to produce goods. Some form of energy is always required to extract natural resources (e.g., mining, drilling, forest harvesting).

**Production:** Raw materials are processed, refined and manufactured into goods, which are assembled and packaged for distribution.

**Distribution:** Products are moved from their manufacturing source to customers.

**Consumption:** Goods and services are used by consumers and may also be repaired, donated and reused.

**End-of-life:** Materials or products are stored, stockpiled, disposed or processed for recycling.



approaches will be used to implement the actions. In the action tables on the following pages, one or more implementation approach is identified for each action that are described below.

<b>Legislative agendas</b>	State-level public policy priorities identified by Metro and/or local government elected bodies.
<b>Partnership agreements</b>	Agreements between Metro and local governments, and Metro or local governments with non-profit and community-based organizations.
<b>Metro and/or local government code and authorizations</b>	Formal actions taken through code amendments, administrative reviews, licenses, franchises and other instruments.
<b>Regional work groups</b>	Regional work groups convened by Metro to assist in developing programs and activities to achieve the goals and actions of the plan.
<b>Grants</b>	Investments in non-profit and for-profit organizations to achieve the goals and actions of the plan.
<b>Existing programs</b>	Actions may be associated with existing program plans and partnerships implemented by Metro, city, county and state agencies.

Metro, in collaboration with local governments, will develop multi-year work plans to prioritize implementation of the actions. These work plans will include estimated resources needed to complete the work that will inform budget needs and decisions from all the agencies.


## DIRECTIVE ACTIONS

The plan includes both directive and non-directive actions. Directive actions are those that are binding on local governments and typically set forth in Metro Code, Chapter 5.10. Any new requirements will be developed in consultation with local governments and go through Metro's legislative approval process.

**Directive actions** = Existing and potential future directive actions are shaded in the tables on the following pages.

## ADVANCING EQUITY

Actions with the greatest opportunity to advance equity, as characterized by the plan principles, are identified with the "E" icon below. The Equity Work Group was primarily responsible for making this designation.

 = greatest potential for advancing racial equity

## SHARED PROSPERITY

**Goal 1: Increase engagement of youth and adults historically underrepresented in garbage and recycling decision-making through civic engagement and leadership opportunities.**

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
<b>E</b> 1.1. Add representation of historically marginalized community members, including youth, to advisory committees, such as Metro and local government solid waste advisory committees.	Metro Cities Counties	NEW	Code and authorizations
<b>E</b> 1.2. Evaluate and refine a public sector paid internship program to increase engagement of youth and adults in garbage and recycling careers and decision-making, with an emphasis on communities of color and other marginalized communities.	Metro Cities Counties	In progress	Existing programs
1.3. Partner with organizations to engage youth in leadership opportunities for social, economic and environmental issues related to garbage and recycling.	Metro Cities Counties	In progress	Existing programs

**Goal 2: Increase the percentage of garbage and recycling system revenue that benefits local communities and companies owned by people of color and other underrepresented groups.**

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
<b>E</b> 2.1. Develop Metro and local government procurement policies to increase the amount of spending on solid waste-related services that goes to locally-owned companies, with an emphasis on minority-owned and women-owned businesses.	Metro Cities Counties	NEW	Code and authorizations
<b>E</b> 2.2. Implement strategies, in consultation with community organizations that can be adopted by local governments to ensure greater racial equity in the ownership and management of collection service providers.	Cities Counties	NEW	Code and authorizations
<b>E</b> 2.3. Utilize grant programs to invest in businesses and non-profit organizations to strengthen regional efforts to reduce waste, make better use of the waste that is produced, and help	Metro	NEW	Grants

foster economic opportunities for communities of color and others who have historically been left out of the garbage and recycling system.

**Goal 3: Ensure that all jobs in the garbage and recycling industry pay living wages and good benefits.**

ACTIONS TO BE COMPLETED BY 2030		LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
E	3.1. Establish a living wage and benefits standard for lowest paid positions in the solid waste industry and update the standard on a regular basis.	Metro Cities Counties	NEW	Code and authorizations
E	3.2. Incorporate “good jobs” provisions regarding wages, benefits, workforce diversity and career pathways into public sector solid waste investments, operations contracts, franchises, licenses and other procurement and regulatory instruments.	Metro Cities Counties	NEW	Code and authorizations
E	3.3. Conduct baseline and regular follow-up studies of wages and benefits of workers in the solid waste sector in the greater Portland area to inform “good jobs” provisions.	Metro	NEW	Regional work groups
E	3.4. Reduce the use of temporary and contract workers in the region’s solid waste industry.	Metro	NEW	Regional work groups; Code and authorizations
	3.5. Evaluate the use of Metro employees to fully operate Metro-owned transfer stations.	Metro	NEW	

**Goal 4: Increase the diversity of the workforce in all occupations where people of color, women and other historically marginalized communities are underrepresented.**

ACTIONS TO BE COMPLETED BY 2030		LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
E	4.1. Implement a workforce development and readiness program for garbage and recycling industry jobs.	Metro	NEW	Partnership agreements
E	4.2. Develop an effective career pathways strategy that aims to increase the diversity of workers in all solid waste occupations, including management positions.	Metro	NEW	Partnership agreements

E	4.3. Conduct baseline and regular follow-up studies of workforce diversity, including an assessment of barriers to hiring and retention of people of color, women and other underrepresented workers, in the regional garbage and recycling industry.	Metro	NEW	Regional work groups
E	4.4. Work with private garbage and recycling service providers and community-based organizations to design and implement programs that address safety, bullying and harassment in the workplace throughout the solid waste industry.	Metro	NEW	Partnership agreements
E	4.5. In partnership with community-based organizations, create workforce development programs within the reuse sector that focus on people with barriers to employment.	Metro Cities Counties	NEW	Partnership agreements

## PRODUCT DESIGN & MANUFACTURING

**Goal 5: Reduce the environmental and human health impacts of products and packaging that are made, sold, used or disposed in Oregon.**

ACTIONS TO BE COMPLETED BY 2030		LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
E	5.1. Advocate for legislation that minimizes chemicals of concern in products and packaging and requires the disclosure of product chemical data to consumers.	Metro Cities Counties	In progress	Legislative agendas
E	5.2. Assist the Oregon Health Authority in implementing the 2015 Oregon Toxic Free Kids Act that requires manufacturers of children's products sold in Oregon to report products containing high-priority chemicals of concern.	Metro	In progress	Partnership agreements
	5.3. Partner with the State of Oregon to provide incentives to manufacturers for developing sustainable manufacturing techniques, including green chemistry, for products and packaging sold in Oregon.	Metro	NEW	Legislative agendas

5.4.	Advocate for product stewardship legislation and other policy approaches that can achieve the greatest reduction in environmental and human health impacts from products and packaging made, used or disposed in the region.	Metro Cities Counties	In progress	Legislative agendas
5.5.	Advocate for legislation that would require building products sold and used in Oregon to be free of highly toxic materials.	Metro Cities Counties	NEW	Legislative agendas
5.6.	Advocate for standards for high-impact products including phase-outs or bans.	Metro Cities Counties	NEW	Legislative agendas

## PRODUCT CONSUMPTION & USE

**Goal 6: Reduce product environmental impacts and waste through educational and behavioral practices related to prevention and better purchasing choices.**

ACTIONS TO BE COMPLETED BY 2030		LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
E	6.1. Provide culturally responsive and developmentally appropriate school-based education programs about the connections between consumer products, people and nature.	Metro	In progress	Existing programs; Partnership agreements
E	6.2. Provide culturally responsive community education and assistance about the connections between consumer products and impacts on people and nature.	Metro Cities Counties	In progress	Existing programs; Partnership agreements
	6.3. Provide and increase accessibility to education and tools to help residents and businesses reduce their use of the single-use products with the greatest environmental impacts.	Metro Cities Counties	In progress	Existing programs; Partnership agreements
E	6.4. Partner with communities of color and others to increase awareness about high-risk chemical products and reduce their use and exposure.	Metro	NEW	Partnership agreements
	6.5. Assist households and businesses in the adoption of practices that prevent the wasting of food and other high impact materials.	Metro Cities Counties	In-progress	Existing programs

6.6.	Support implementation of Oregon State University's SolvePestProblems.org as a primary tool for education and resources on Integrated Pest Management.	Metro	In progress	Existing programs
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**Goal 7: Reduce product environmental impacts and waste through policies that support prevention practices and better purchasing choices.**

ACTIONS TO BE COMPLETED BY 2030		LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
7.1.	Implement procurement policies for Metro and local governments that prioritize the purchase of products and services with low environmental and human health impacts.	Metro Cities Counties	In progress	Code and authorizations
7.2.	Implement policies that will reduce the use of single-use products such as single-use plastic bags.	Metro Cities Counties	In progress	Code and authorizations
7.3.	Advocate for the reclassification of high risk nonagricultural pesticides to restricted use status in Oregon.	Metro	NEW	Legislative agendas
7.4.	Implement policies and programs that lead to the construction of less resource-intensive buildings, including improvements to Oregon Reach Code and baseline building codes to address material selection preferences and restrictions, incentives for space-efficient homes, and removal of barriers to adopting lower-impact materials.	Metro Cities Counties	In progress	Existing programs

## PRODUCT END-OF-LIFE MANAGEMENT

**Goal 8: Increase the reuse, repair and donation of materials and consumer products.**

ACTIONS TO BE COMPLETED BY 2030		LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
E	8.1. Support efforts to ensure that surplus, nutritionally dense edible food is made available to communities experiencing hunger in the region.	Metro Cities Counties	In progress	Partnership agreements; Grants
	8.2. Implement strategies to increase the salvage of building materials for reuse without increasing exposure to toxics.	Metro	In progress	Partnership agreements; Grants



8.3. Advocate for research-informed changes to building codes and other regulations to increase use of reused and deconstructed materials.	Metro Cities Counties	In progress	Legislative agendas
8.4. Expand the collection of reusable items at public and private transfer stations, in partnership with reuse and repair organizations.	Metro	In progress	Partnership agreements
8.5. Invest in neighborhood-scale reuse and repair services and infrastructure.	Metro Cities Counties	NEW	Partnership agreements; Grants
8.6. Support implementation of Oregon Department of Environmental Quality's Reuse, Repair and Extended Product Lifespan Strategic Plan.	Metro Cities Counties	In progress	Partnership agreements

**Goal 9: Increase knowledge among community members about garbage, recycling and reuse services.**

<b>ACTIONS TO BE COMPLETED BY 2030</b>	<b>LEAD AGENCY</b>	<b>STATUS</b>	<b>IMPLEMENTATION APPROACH</b>
9.1. Provide culturally responsive education and assistance for garbage, recycling and reuse services to residents and businesses.	Metro Cities Counties	In progress	Regional work groups; Existing programs
9.2. Utilize Metro's Recycling Information Center to serve all residents and businesses in the region as a clearinghouse for prevention, reuse, recycling and disposal information.	Metro	In progress	Existing programs
9.3. Ensure that community education and volunteer development courses, such as Master Recycler, are relevant, accessible and culturally responsive to all communities.	Metro Cities Counties	In progress	Partnership agreements

**Goal 10: Provide regionally consistent services for garbage, recyclables and other priority materials that meet the needs of all users.**

ACTIONS TO BE COMPLETED BY 2030		LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
	10.1. Provide comprehensive collection services, and supporting education and assistance, for source-separated recyclables, source-separated food scraps and garbage in compliance with state, regional and local requirements, including the Regional Service Standard, Business Recycling Requirement and Business Food Waste Requirement in Metro Code.	Cities Counties	In progress	Code and authorizations
E	10.2. Implement minimum service levels or performance standards for all collected materials for multifamily and commercial tenants.	Metro Cities Counties	NEW	Code and authorizations
E	10.3. Implement regional standards for collection container colors, signage and other related informational materials for single-family, multifamily and commercial services.	Metro Cities Counties	NEW	Code and authorizations
	10.4. Provide convenient, accessible and equitable collection of hazardous waste from households and Conditionally Exempt Generators, prioritizing communities with greatest need.	Metro	In progress	Existing programs; Partnership agreements
E	10.5. Provide regularly-occurring bulky waste collection service, with particular emphasis on multifamily communities and lower income households.	Cities Counties	NEW	Code and authorizations
E	10.6. Establish standards for collection areas for existing and newly constructed multifamily properties to ensure residents have adequate access to garbage, recyclables and food scraps collection containers.	Metro Cities Counties	NEW	Code and authorizations
E	10.7. Partner with community health organizations to expand options for collection of hypodermic needles and other types of medical waste, prioritizing individuals with the greatest barriers to service.	Metro	NEW	Partnership agreements

10.8. Advocate for statewide legislation, or implement regional policies, to increase the types of products and packaging for which manufacturers and retailers provide environmentally sound, convenient and accessible take-back programs.	Metro Cities Counties	In progress	Legislative agendas
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### Goal 11: Address and resolve community concerns and service issues.

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
<b>E</b> 11.1. Provide cultural competence training to Metro, local government and collection service providers customer service representatives.	Metro Cities Counties	NEW	Partnership agreements
<b>E</b> 11.2. Improve feedback loops between haulers, local governments and Metro to address collection service issues for households and businesses.	Cities Counties	In progress	Regional work groups
11.3. Provide inclement weather notifications to customers in multiple languages and through a variety of media.	Cities Counties Metro	NEW	Code and authorizations
<b>E</b> 11.4. Provide services to clean up illegal dumps on public property, prioritizing communities with greatest need.	Metro Cities Counties	In progress	Existing programs
11.5. Research the root causes that contribute to illegal dumping and how they can be addressed.	Metro	NEW	Regional work groups
<b>E</b> 11.6. Implement garbage and recycling collection services for people experiencing homelessness.	Metro Cities Counties	NEW	Partnership agreements

**Goal 12: Manage all garbage and recycling operations to reduce their nuisance, safety and environmental impacts on workers and the public.**

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
<b>E</b> 12.1. Minimize the health and safety impacts of solid waste operations on employees, customers and neighboring communities, with particular focus on low income communities and communities of color, and identify methods for repairing past harm.	Metro Cities Counties	In progress	Code and authorizations; Regional work groups
<b>E</b> 12.2. Implement consistent and enforceable nuisance and safety standards for all solid waste facilities within the system.	Metro	In progress	Code and authorizations
12.3. Implement environmental and safety standards for all on-road and off-road solid waste fleet vehicles.	Metro Cities Counties	In progress	Partnership agreements; Code and authorizations
12.4. Implement sustainability practices in the operation of public and private solid waste facilities to reduce energy use, utilize renewable energy, reduce equipment emissions, maximize the use of safe alternatives to toxic materials and achieve other environmental objectives.	Metro	In progress	Regional work groups; Code and authorizations
12.5. Regulate collection of solid waste materials by collectors not otherwise regulated by local governments.	Cities Counties	NEW	Code and authorizations
12.6. Regulate facilities accepting garbage, recycling, food scraps, yard debris and other solid waste generated from the region to advance progress towards achieving this plan's goals.	Metro	In progress	Code and authorizations
12.7. Require post-collection material recovery for marketable materials that will advance progress towards achieving this plan's goals and targets.	Metro	In progress	Code and authorizations

**Goal 13: Invest in communities that receive garbage and recyclables from the Metro region, so that solid waste facilities are regarded as assets by those communities.**

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
<b>E</b> 13.1. Expand the host community enhancement program to include all solid waste-handling facilities that impact neighboring communities, increase funding and prioritize diversity, equity and inclusion elements in grant funding criteria.	Metro	NEW	Code and authorizations
13.2. Implement annual volunteer projects and collection/recycling events in neighborhoods affected by solid waste facilities.	Metro	NEW	Partnership agreements; Grants
<b>E</b> 13.3. Require each solid waste facility to work towards a good neighbor agreement with its host community.	Metro	NEW	Code and authorizations
<b>E</b> 13.4. Evaluate Community Benefit Agreements as a potential tool for garbage and recycling facilities to invest in host communities.	Metro	NEW	Regional work groups

**Goal 14: Adopt rates for all services that are reasonable, responsive to user economic needs, regionally consistent and well understood.**

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
14.1. Implement transparent and consistent annual rate-setting processes for all collection service providers.	Cities Counties	In progress	Existing programs; Code and authorizations
14.2. Implement transparent and consistent annual rate-setting processes for all facilities.	Metro	In progress	Existing programs; Code and authorizations
14.3. Establish rates across the region that are consistent for like services.	Metro Cities Counties	NEW	Regional work groups; Code and authorizations
<b>E</b> 14.4. Implement a low-income rate assistance program for residential collection services	Cities Counties	NEW	Regional work groups; Code and authorizations

14.5. Evaluate alternative models for collection, processing and transfer services to identify which would deliver the best environmental, financial, efficiency and equity outcomes.	Metro Cities Counties	NEW	Regional work groups
14.6. Implement strong financial performance reporting standards to provide greater certainty on the financial viability of facilities serving the Metro region.	Metro	NEW	Code and authorizations
14.7. Require that local governments annually provide information to residents about the components of their garbage and recycling collection rate.	Metro	NEW	Partnership agreements

**Goal 15: Improve the systems for recovering recyclables, food scraps and yard debris to make them resilient to changing markets and evolving community needs.**

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
15.1. Implement regionally consistent contamination reduction efforts to improve material quality, including education, collection equipment changes and customer feedback methods.	Metro Cities Counties	In progress	Regional work groups
15.2. Regularly assess the list of curbside recyclables collected in the region relative to end-markets, life cycle environmental benefits, community needs and forecasting of future materials in the waste stream.	Metro Cities Counties	In progress	Regional work groups
<b>E</b> 15.3. Develop public-private partnerships to expand local markets for priority recyclable materials, with an emphasis on minority-owned and other underrepresented business owners.	Metro	NEW	Partnership agreements; Grants
15.4. Fund investments to improve the performance of material recovery facilities through collection rates and/or other mechanisms.	Metro Cities Counties	NEW	Existing programs; Grants



15.5. Facilitate the permitting of composting facilities to process mixed residential yard debris and food scraps, while ensuring minimal impacts on neighboring communities.	Metro Cities Counties	In progress	Regional work groups; Code and authorizations
15.6. Implement stronger linkages between recycling collection programs and material recovery facilities through processing performance standards, supply agreements, regulatory oversight and/or other means.	Metro Cities Counties	NEW	Code and authorizations
15.7. Identify and implement changes to recycling collection programs and material recovery facility operations to meet the specifications of a broad range of markets.	Metro Cities Counties	NEW	Regional work groups; Code and authorizations
15.8. Advocate for statewide policies, or implement regional policies, that create a preference, incentive or requirement for use of recycling end-markets in Oregon and the Northwest.	Metro Cities Counties	In progress	Legislative agendas
15.9. Advocate for expansion of the statewide bottle bill program to include additional containers.	Metro Cities Counties	In progress	Legislative agendas
15.10. Evaluate whether a policy to increase garbage tip fees would further incentivize waste prevention and recovery, without harming ratepayers and providing revenue windfalls to transfer station operators.	Metro	NEW	Regional work groups

**Goal 16: Maintain a system of facilities, from smaller recycling drop-off depots to larger full-service stations, to ensure equitable distribution of, and access to, services.**

<b>ACTIONS TO BE COMPLETED BY 2030</b>	<b>LEAD AGENCY</b>	<b>STATUS</b>	<b>IMPLEMENTATION APPROACH</b>
16.1. Locate garbage transfer stations and allocate material tonnage to them to best benefit the public relative to geographic equity and access to service, and to reduce environmental and human health impacts.	Metro	In progress	Code and authorizations
16.2. Locate recycling and food scraps transfer and recovery facilities to best benefit the public relative to geographic equity and access to service, and to reduce environmental and human health impacts.	Metro	In progress	Code and authorizations

<b>E</b>	16.3. Improve interagency and community collaboration on siting and authorizing proposed solid waste facilities to reduce potential impacts on neighboring communities.	Metro	In progress	Regional work groups
	16.4. Maintain public ownership of facilities to ensure that a range of services are accessible to residents at equitable and affordable rates.	Metro	In progress	Code and authorizations
	16.5. Evaluate the feasibility of establishing a publicly-owned facility in Washington County to accept and transfer garbage, recycling, food scraps and household hazardous waste and other materials.	Metro Cities Counties	NEW	Regional work groups
	16.6. Expand and improve access to services provided at Metro South Transfer Station	Metro	In progress	Existing programs
	16.7. Implement the Metro Transfer System Configuration policy.	Metro	In progress	Code and authorizations

## DISASTER RESILIENCE

**Goal 17: Effectively coordinate public and private partners in planning for the impact of disasters on the solid waste system.**

ACTIONS TO BE COMPLETED BY 2030		LEAD AGENCY	STATUS	IMPLEMENTATION
<b>E</b>	17.1. Develop a regional solid waste emergency management response and recovery framework in partnership with local governments and community organizations that prioritizes those most vulnerable in disaster.	Metro Cities Counties	In progress	Regional work groups
	17.2. Conduct periodic exercises to test and practice the implementation of disaster debris plans.	Metro Cities Counties	NEW	Regional work groups; Partnership agreements
	17.3. Develop a coordinated preparedness and response messaging program that is accessible and culturally responsive.	Metro Cities Counties	NEW	Regional work groups; Partnership agreements

17.4. Develop a database of existing public and private solid waste infrastructure capabilities that can be integrated with other public databases.	Metro	NEW	Partnership agreements
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**Goal 18: Ensure routine garbage and recycling collection, processing, transport, and disposal operations can be restored quickly following a system disruption.**

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION
18.1. Implement strategies to maximize access to critical solid waste infrastructure during disruptions.	Metro Cities Counties	In progress	Regional work groups; Partnership agreements
18.2. Implement requirements for solid waste system service providers to prepare and maintain emergency operations and continuity of operations plans.	Metro Cities Counties	NEW	Regional work groups; Code and authorizations
18.3. Prioritize the use of the current solid waste infrastructure for the processing of normal garbage and recycling, rather than for disaster debris, following a debris-generating incident.	Metro Cities Counties	In progress	Partnership agreements
18.4. Develop disaster resiliency standards for the design and construction of new facilities or when existing facilities are renovated.	Metro	NEW	Regional work groups; Code and authorizations
18.5. Develop engineering and financing strategies to facilitate the seismic retrofit of existing public and private solid waste infrastructure.	Metro	NEW	Regional work groups
18.6. Conduct periodic assessments of solid waste system facilities for vulnerabilities to different hazards.	Metro	NEW	Regional work groups

**Goal 19: Plan disaster debris response operations to expedite the clearance and removal of debris, making the best use of locally-based services and materials and maximizing recovery.**

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION
19.1. Identify and pre-authorize debris management sites throughout the region.	Metro Cities Counties	In progress	Partnership agreements

E	19.2. Develop incentives for debris management contractors to prioritize the purchase of services and materials from locally owned companies, with an emphasis on minority-owned and women-owned businesses.	Metro	In progress	Partnership agreements
	19.3. Develop agreements and contracts with service providers and partner jurisdictions to ensure rapid mobilization of regional and out-of-region resources during emergency response operations.	Metro Cities Counties	In progress	Partnership agreements
	19.4. Develop strategies for the safe reuse, recycling and disposal of materials following a debris-generating incident.	Metro	In progress	Regional work groups; Partnership agreements
	19.5. Create incentives or requirements for debris management contractors to collect and separate debris materials for reuse and recycling.	Metro	In progress	Partnership agreements

# Measuring Progress

## Overview

Implementation of the plan's goals and actions will take place over twelve years. With an effective measurement strategy, Metro and local governments will be able to demonstrate the positive impacts the plan's activities are having on the region, highlight opportunities for improvement and evaluate which programs and projects are helping the region achieve its desired outcomes. The measurement approach consists of two distinct elements:

1. Progress report on the plan's impacts through the measurement of key indicators
2. Progress report on the status of the implementation of the plan's actions

## Key Indicators

Key indicators are intended to communicate the overall trajectory of progress to a broad audience. They draw from the plan values to demonstrate the overall performance of the plan. A number of the key indicators are new measures that would require investment. As of the date of adoption of this plan, most of the indicators need additional work to develop baseline data and evaluation methodologies, but Metro is confident that work can be completed within the first year or two of the plan.

Key Indicator	Lead Agency	Status
1. Greenhouse gas emissions associated with the products and services consumed in the Metro region ( <i>Environment and Health value</i> )	Metro	Ready
2. Annual tons of waste generated ( <i>Resource Conservation value</i> )	Metro	Ready
3. Number, geographic location and demographics of youth reached through education programs ( <i>Environmental Literacy value</i> )	Metro	Ready
4. Share of multifamily communities with adequate collection services ( <i>Service Excellence and Equity value</i> )	Metro Cities Counties	Investment needed
5. Recycling contamination by sector ( <i>Operational Resilience value</i> )	Metro	Investment needed
6. Median wage in the waste management industry by race/ethnicity/gender ( <i>Economic Well-Being value</i> )	Metro Cities Counties	Investment needed

**Goal Indicators**

The plan will also have goal-level indicators that are intended to measure the progress of specific programs, policies or investments that are linked to the attainment of the 2030 Regional Waste Plan goals. A number of the goal indicators will also inform the key indicators. These goal indicators are in development and will be included in the draft plan.

**Action Implementation**

On an annual basis, Metro will report on the status of each action and whether or not it has been implemented.

## Appendix A

# 2030 Regional Waste Plan

## Technical Work Group Membership

During March 2018 to April 2018, eight work groups were convened to draft actions for achieving the 2030 Regional Waste Plan goals. Below is a list of the members of each work group.

### Quality Service

Peter Brandom	City of Hillsboro
Shannon Martin	City of Gresham
Kelly Stewart	Clackamas County
Andy Kahut	Kahut Waste Services
Juan Carlos Gonzalez	Equity Work Group
Jami LeBaron	ROSE Community Development
Sara Kirby	Metro facilitator
Jennifer Erickson	Metro technical staff

### Garbage and Recycling Operations

Janine Wilson	Clean Air Safe Environment
Kristin Leichner	Pride Disposal
Audrey O'Brien	Oregon Department of Environmental Quality
Carl Peters	Recology
Theresa Koppang	Washington County
Bruce Walker	City of Portland
Hays Witt	Hays Witt Strategies
Rob Nathan	Metro facilitator
Dan Blue	Metro technical

### Education and Information

Laura Kutner	Trash for Peace
Elizabeth Cole	City of Beaverton
Lauren Norris	Master Recyclers
Laurel Bates	Clackamas County
Elaine Blatt	Oregon Department of Environmental Quality
Maureen Quinn	Oregon State University
Nicole Hernandez-Marrs	Metro facilitator
Darwin Eustaquio	Metro technical staff

### Good Jobs

Emma Brennan	Participants Oregon Tradeswomen/Equity Work Group
Therese McLain	Republic Services



Arianne Sperry	City of Portland
Dean Kampfer	Waste Management
Pat Daniels	Constructing Hope
Kim Taylor	Metro facilitator
Molly Chidsey	Metro technical staff

### **Reduce, Reuse, Repair**

Jenna Garmon	Metro facilitator
Scott Klag	Metro technical staff
David Allaway	Oregon Department of Environmental Quality
Yoana Molina	Rosewood Initiative
Dave Lowe	Rebuilding Center
Scott Keller	City of Beaverton
Lauren Gross	Repair PDX
John Klosterman	Oregon Food Bank

### **Economic Prosperity**

Pete Chism-Winfield	City of Portland
Dylan de Thomas	Recycling Partnership
Andre Bealer	National Association of Minority Contractors/Equity Work Group
Terrell Garrett	Greenway Recycling
Tracy Sagal	Metro facilitator
Bryce Jacobson	Metro technical staff

### **Preparedness and Resilience**

Heather Kuoppamaki	Oregon Department of Environmental Quality
Thomas Egleston	Washington County
Kevin Veaudry-Casaus	City of Portland
Jason Hudson	Waste Connections
Eben Polk	Clackamas County
John Warner	Pearl District Neighborhood Emergency Team (NET)
Jim Quinn	Metro facilitator
Daniel Nibouar	Metro technical staff

### **Healthy Products**

Marilou Carrera	Oregon Health Equity Alliance/Equity Work Group
Kyle Diesner	City of Portland
Sharetta Butcher	North by Northeast Health Center
Jen Coleman	Oregon Environmental Council
Ali Briggs-Ungerer	
Minal Mistry	Oregon Department of Environmental Quality
Jon Mayer	Metro facilitator
Carl Grimm	Metro technical staff

Materials following this page were distributed at the meeting.



G R E A T P L A C E S

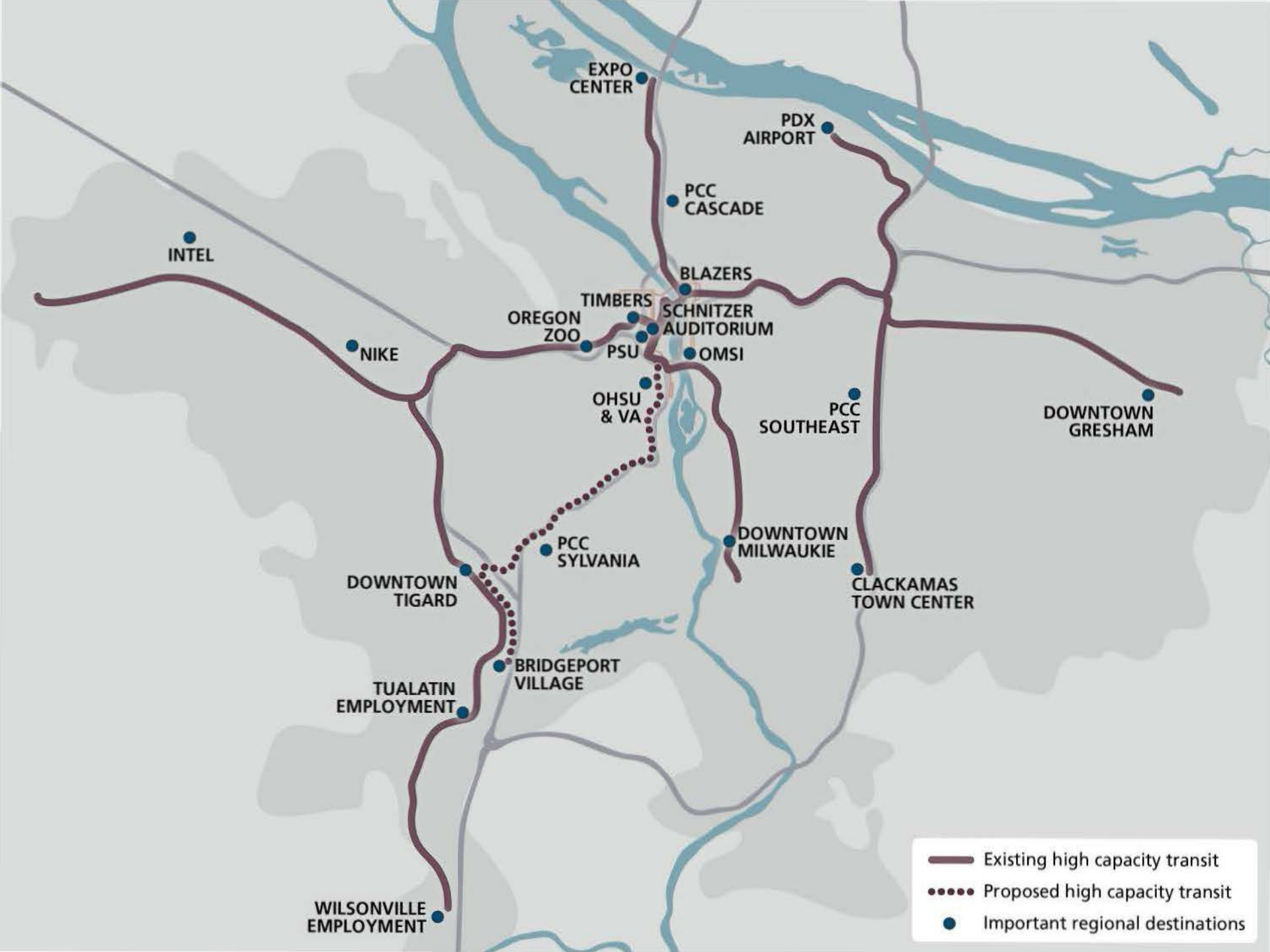
**Corridor**

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

# Update on SW Corridor Light Rail Preferred Alternative

## Metro Council Work Session

October 16, 2018



# More than light rail...

- new walk and bike connector between Barbur and **Marquam Hill**
- 2-mile **shared transitway** to allow buses to bypass traffic congestion
- shuttle between **PCC-Sylvania** and nearby stations
- continuous **sidewalks** and **protected bike lanes** where LRT is in Barbur

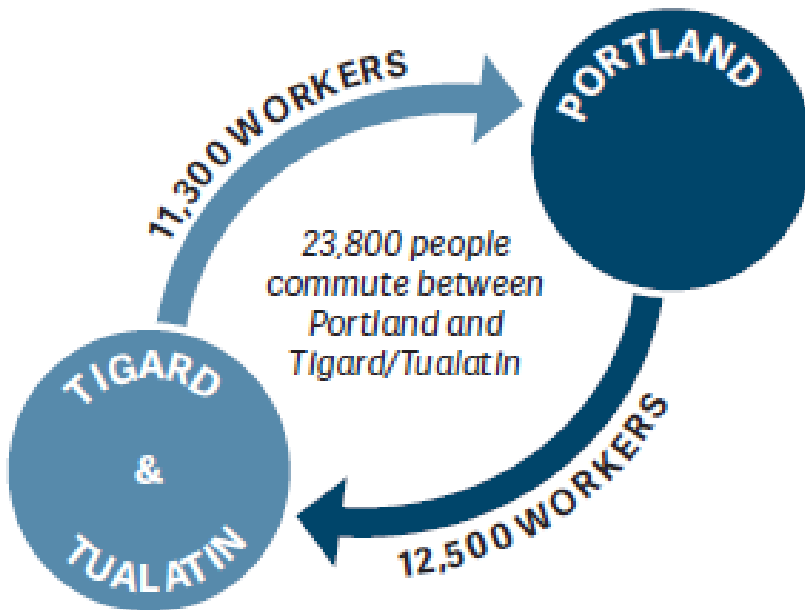
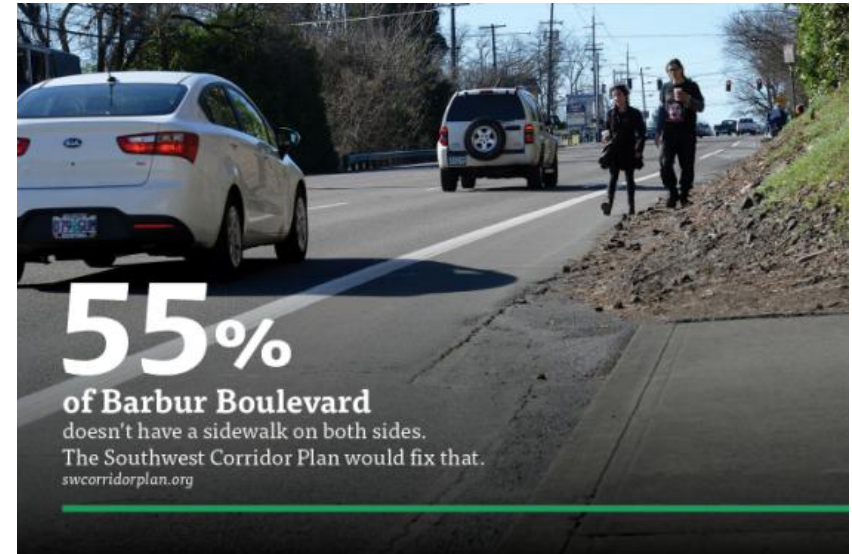
# Project Benefits



**43,000 riders on the line**  
on an average weekday in 2035



**1 in 5 commuters on MAX**  
going southbound from downtown  
during the 2035 PM rush hour



**Climate  
action goals**

**Infill TOD in regional  
town centers**



# Inclusive Growth

## Housing

- Portland/Tigard
- TriMet
- Metro



## SW Equitable Development Strategy

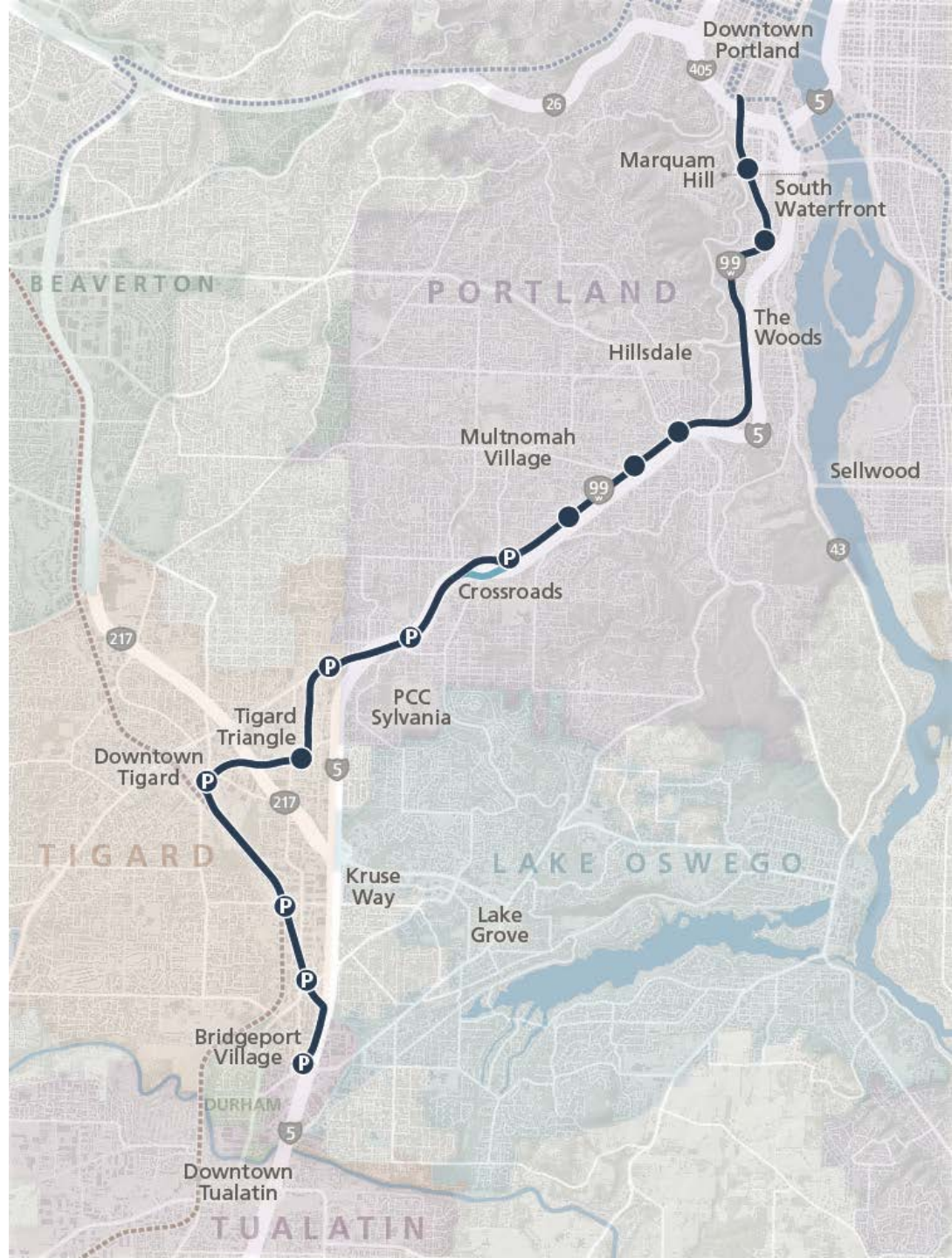
- Housing
- Workforce development
- Community investment and development



# ***Preferred Alternative recommended by SW Corridor Steering Committee***

Based on...

- Purpose and Need
- Draft EIS
- Public + agency input
- FTA rating criteria





# Southwest Corridor Public Involvement



# Community Advisory Committee

- 19 positions
- Representing Portland, Tigard, Tualatin and Washington County
- Business, community groups & institutions represented
- 14 monthly meetings
- Consensus on LPA recommendation















# Comment period activities

- Mailing
- Document online & offices/ libraries
- Open houses
- Convenient “info hours” with staff
- Public hearings
- Email & social media outreach
- Local newspaper advertisements
- Local associations/organization visits
- Culturally specific testimony event



# Notification

- Postcard mailing to 11,000
- Email to 2,000
- Letter to 700 potentially impacted property owners
- Newspaper ads
- Social media posts

## Help plan MAX light rail in the Southwest Corridor

Route alternatives for a new MAX light rail line serving southwest Portland, Tigard and Tualatin were studied in the Southwest Corridor Light Rail Project Draft Environmental Impact Statement. The study is available for review and comment June 15–July 30. Your comments can improve the study and help determine which route is pursued for further study, design and funding.

**Read** the study online at [swcorridorplan.org](http://swcorridorplan.org), or review hard copies at Metro's office (600 NE Grand Ave, Portland, Oregon 97232) or at the following libraries: Hillsdale, Capitol Hill, Tigard, Tualatin, PSU and PCC Sylvania. More locations listed on the website.

**Comment** online at [swcorridorplan.org](http://swcorridorplan.org) or at:

### Open House

Tuesday, June 26, 2018, 6–8:30 p.m.  
Markham Elementary School  
10531 SW Capitol Hwy, Portland, OR 97219

### Open House

Thursday, July 12, 2018, 6–8:30 p.m.  
Tigard Public Library  
13500 SW Hall Blvd, Tigard, OR 97223

### Public Hearing

Thursday, July 19, 2018, 6 p.m.  
Tigard Town Hall  
13125 SW Hall Blvd, Tigard 97223

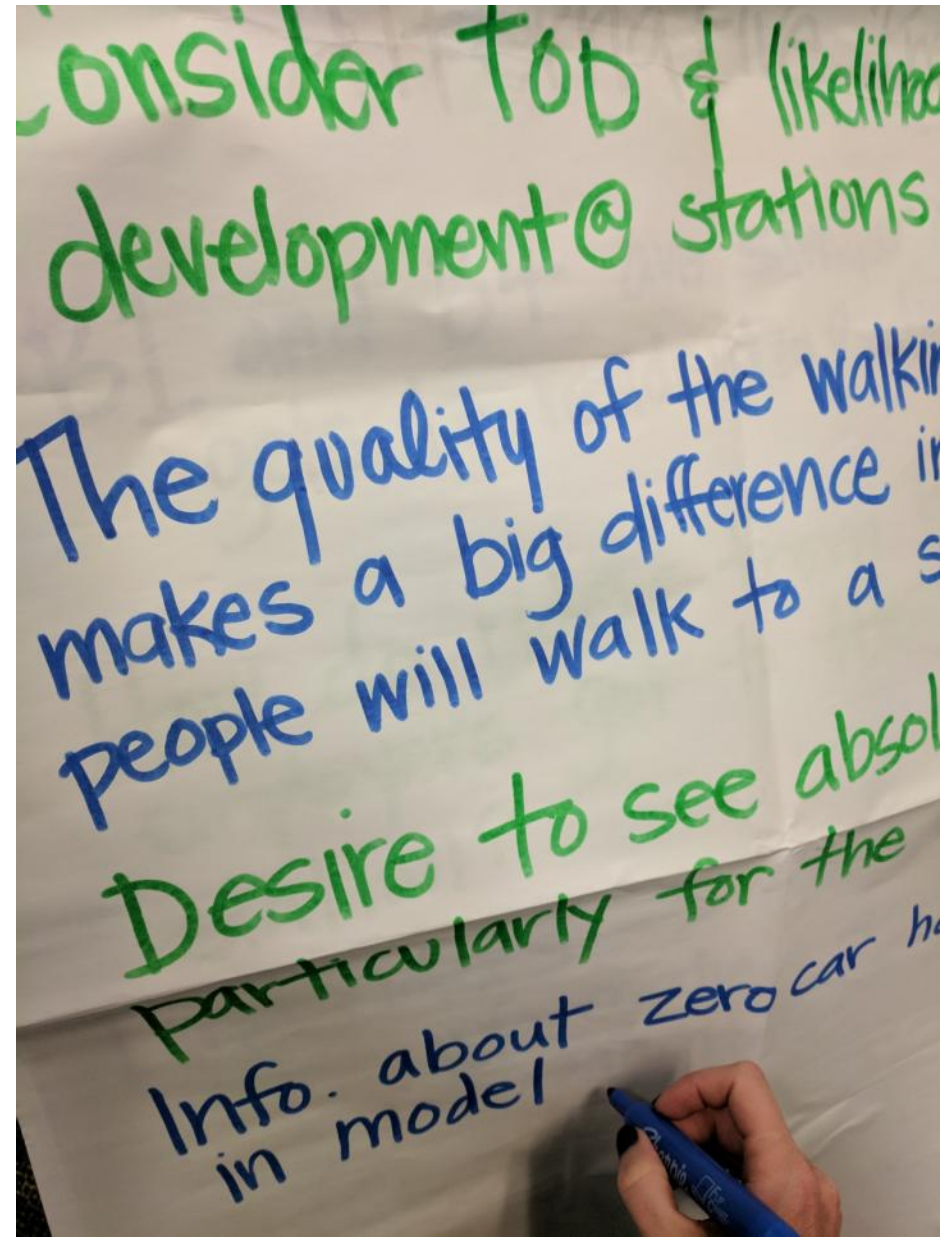
Call or write: 503-797-1881, [swcorridordeis@oregonmetro.gov](mailto:swcorridordeis@oregonmetro.gov), SW Corridor, 600 NE Grand Ave, Portland, Oregon 97232

### *Ayuda a planear el tren ligero de MAX en el Corredor Suroeste*

Comuníquese por: 503-797-1888, [swcorridordeis@oregonmetro.gov](mailto:swcorridordeis@oregonmetro.gov), o a SW Corridor, 600 NE Grand Ave, Portland, Oregon 97232

# Ways to comment

- Online form
- Email
- Mail
- Public hearings
  - St. Anthony Church  
July 10
  - Tigard Town Hall  
July 19/26







## Inner Portland

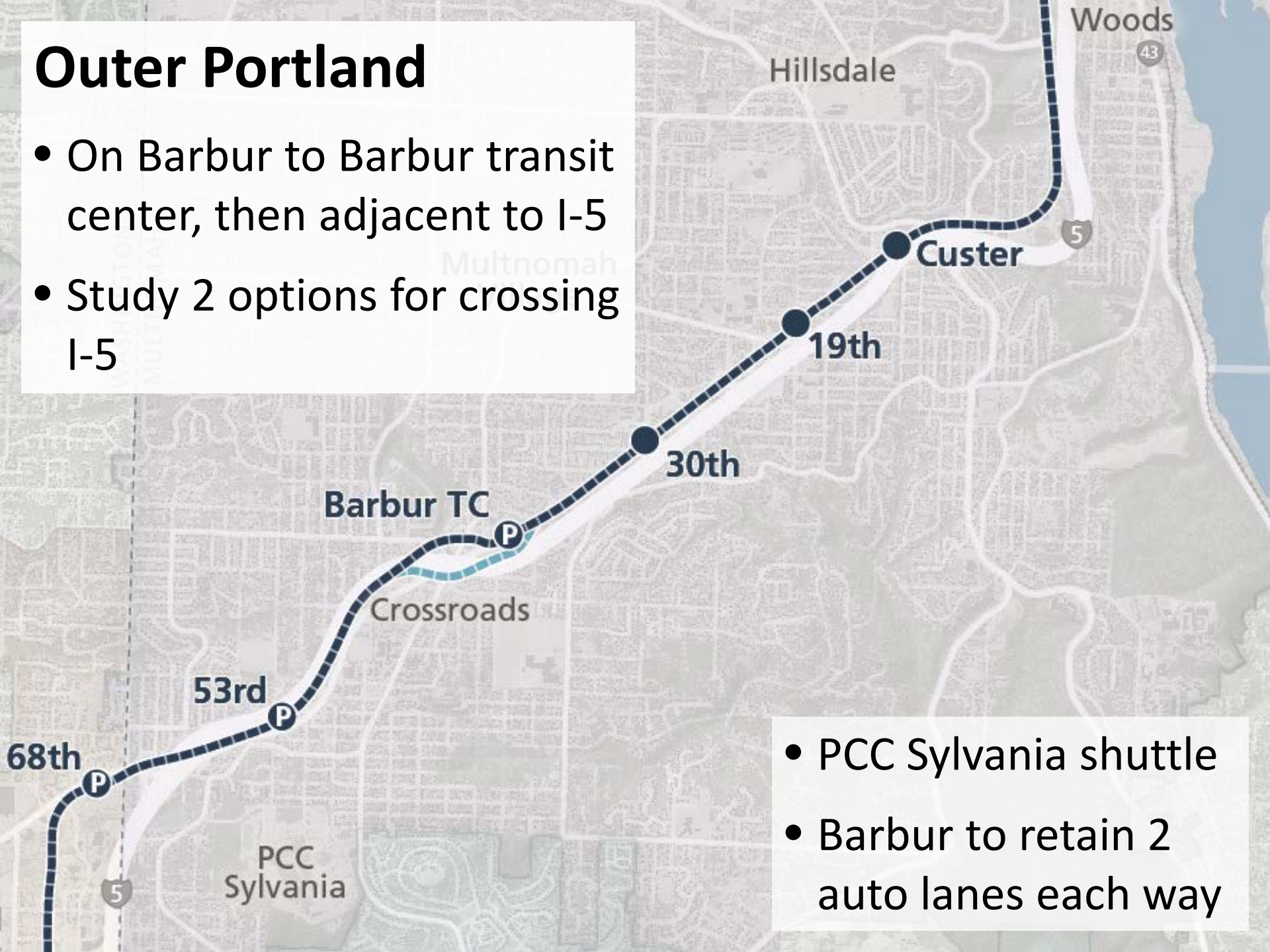
- On Barbur Blvd.
- Marquam Hill connection (tbd)
- Shared transitway
- Replace Newbury and Vermont viaducts
- Continuous bike lanes & sidewalks on Barbur





# Outer Portland

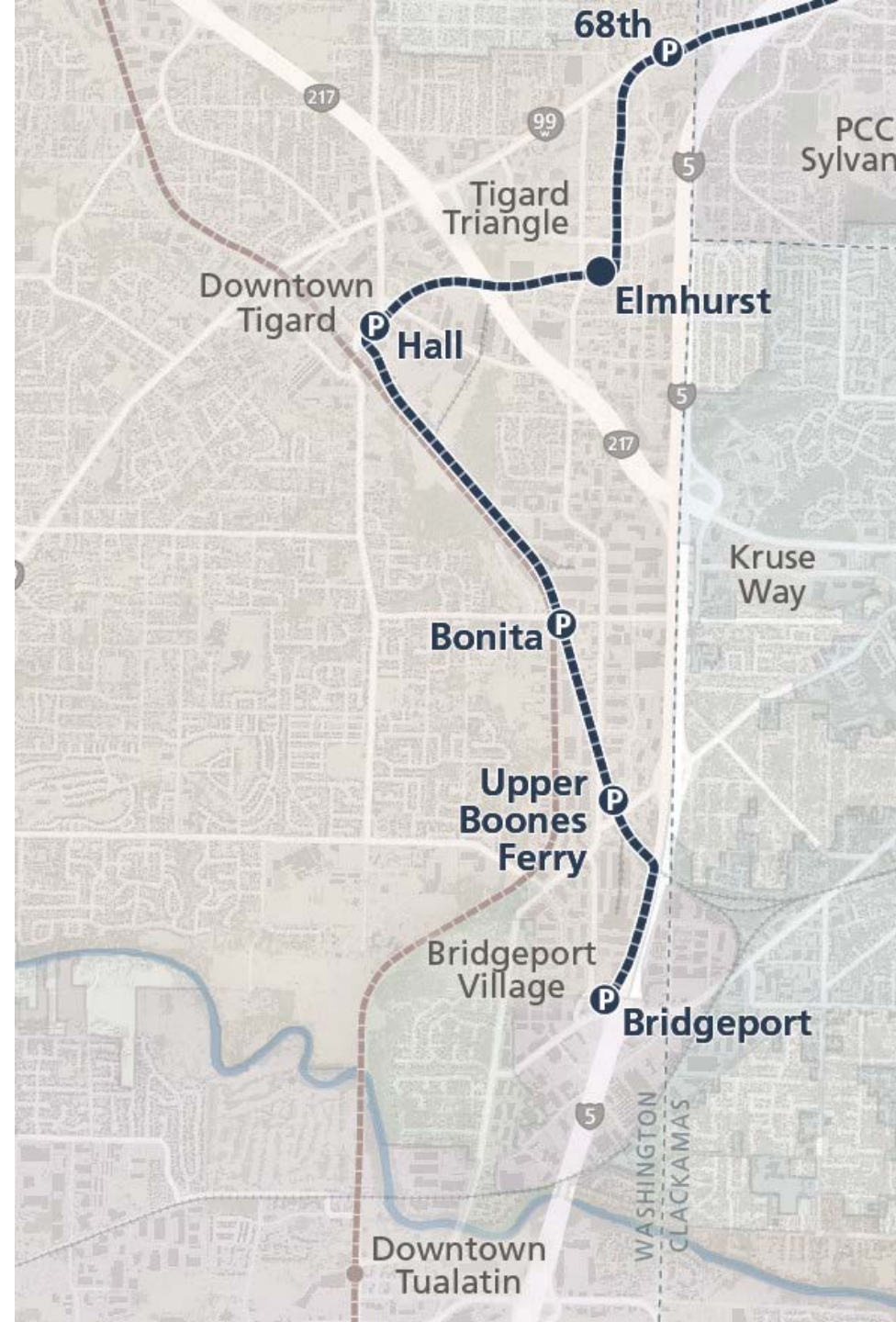
- On Barbur to Barbur transit center, then adjacent to I-5
- Study 2 options for crossing I-5



- PCC Sylvania shuttle
- Barbur to retain 2 auto lanes each way

## Tigard / Tualatin

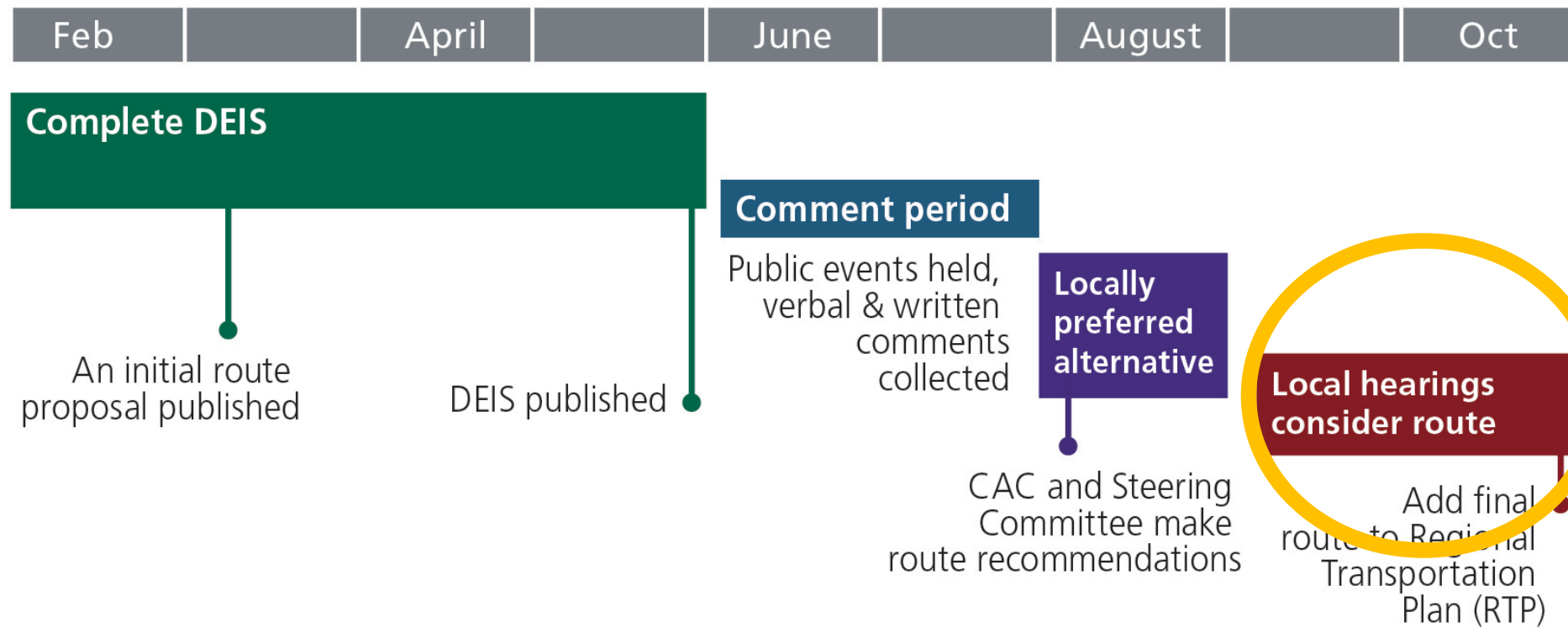
- Cross under Barbur/99W
- 70th Ave to Elmhurst
- Alignment and station east of Hall Blvd
- Hunziker O&M facility
- Adjacent to railroad
- Terminus at Bridgeport





# Recent actions

## 2018 Southwest Corridor light rail project schedule





# Council Resolution

- November 15
- Endorses LPA recommended by Steering Committee
- Directs staff to include in RTP and MTIP
- Dissolves committees
- Directs staff to complete FEIS and support TriMet

# Design issues to resolve

## **Before Final EIS**

- Marquam Hill connection
- PCC shuttle
- Crossroads alignment

## **New work**

- Station locations
- Park and ride distribution
- Urban design

# Next Steps

**2019:** Project Development (TriMet lead)

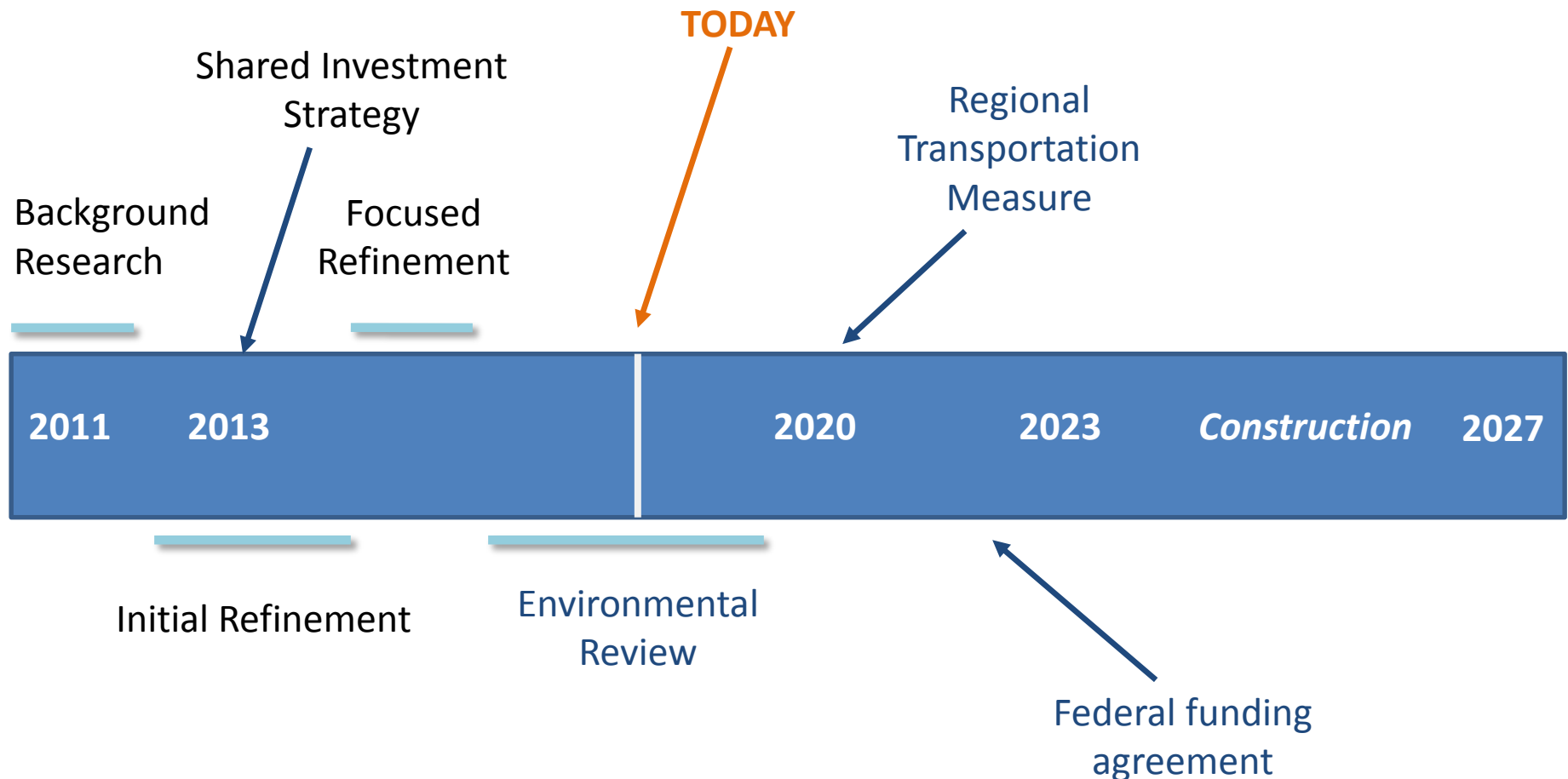
- New Steering Committee & CAC
- Public meetings & design workshops
- Update / advance designs
- Metro completes environmental review

**2020:** Regional funding measure

**2022:** Secure federal funds

**2027:** Light rail opening

# Overall LRT Schedule



# Questions

- What questions does Council have regarding the recommended LPA, including its content, implications and further work to be undertaken?
- What input does Council have regarding the draft resolution?



Metro

# 2030 Regional Waste Plan

October 2018





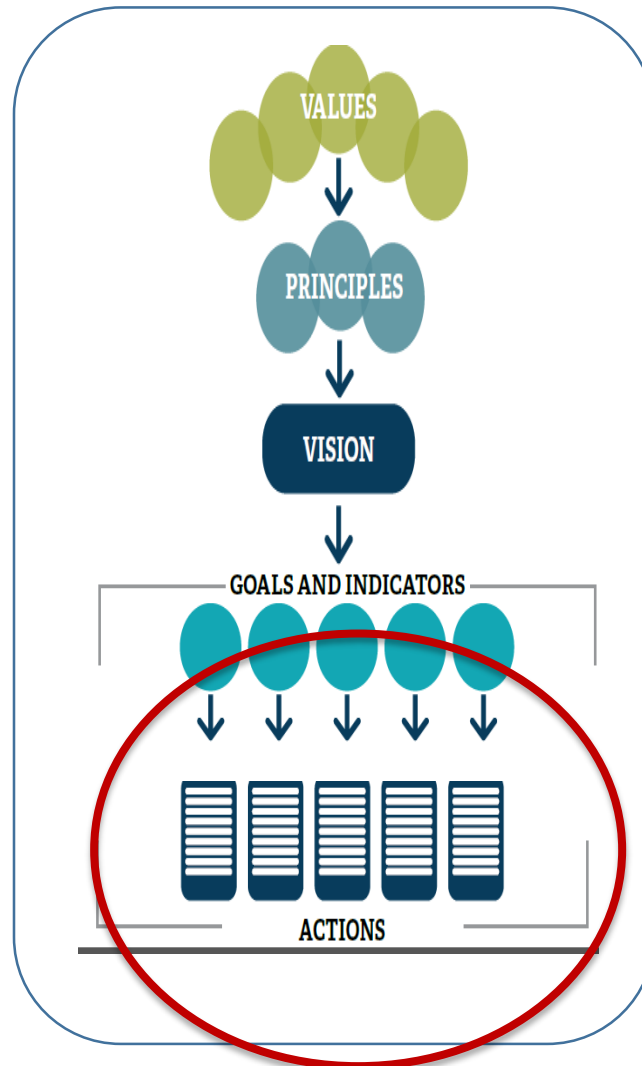
# What is the 2030 Regional Waste Plan??

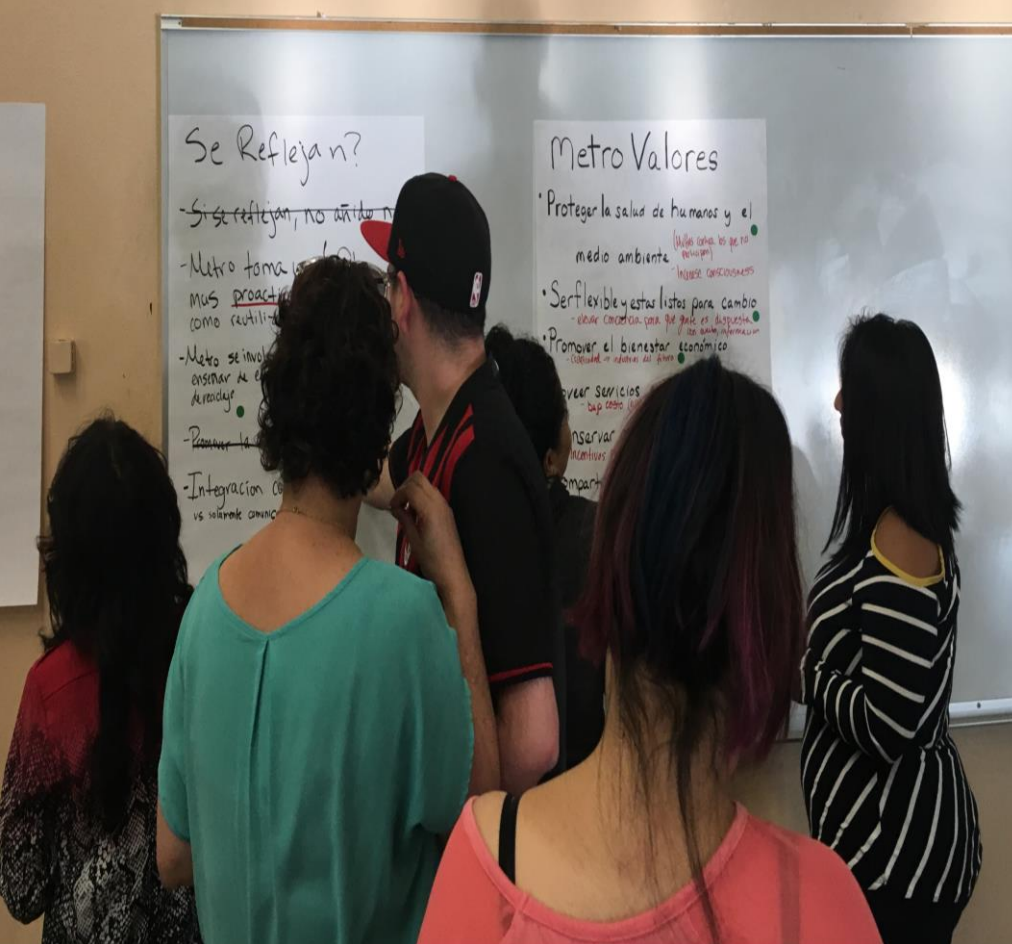


- Establishes direction
  - vision
  - goals
  - actions
- Framework for Metro, cities and counties
- Outlines roles and responsibilities



# 2030 Regional Waste Plan

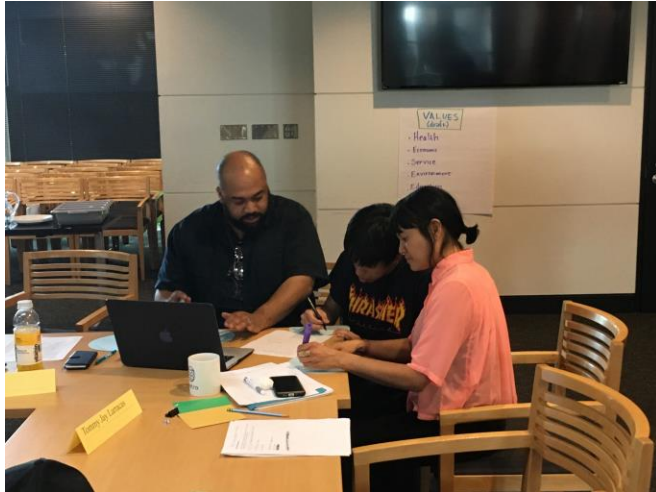




- Momentum Alliance
- North by Northeast Community Health Center
- Constructing Hope
- Immigrant Refugee Community Organization

- Trash for Peace
- Centro Cultural de Washington County
- Center for Diversity and the Environment's Environmental Professionals of Color
- Rosewood Initiative

# Equity Work Group



Name	Affiliation
Rob Nathan	Individual; Referred by Coalition of Communities of Color
Emma Brennan	Oregon Tradeswomen, Inc.
Pa Vue	Individual; Referred by Asian Pacific American Network of Oregon
Marilou Carrera	Individual; Referred by Oregon Health Equity Alliance
Juan Carlos Gonzalez	Individual; Referred by Centro Cultural
Andre Bealer	National Association of Minority Contractors of Oregon
Tommy Jay Larracas	Individual; Referred by OPAL Environmental Justice Oregon



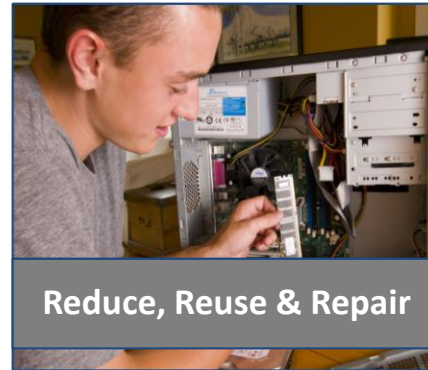
# 2030 Vision and Goals



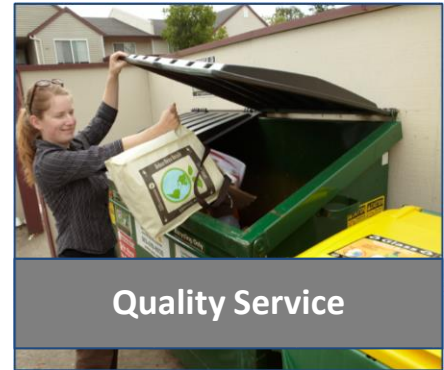
Healthy Products



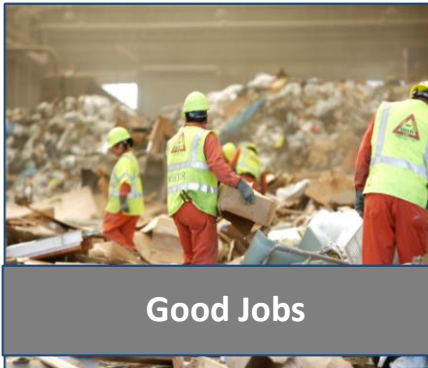
Information & Education



Reduce, Reuse & Repair



Quality Service



Good Jobs



Garbage & Recycling Operations



Economic Prosperity



Preparedness & Resilience

# Action Planning

**Technical Work  
Groups**



**Community  
Forum**



# Goal Areas



SHARED PROSPERITY



PRODUCT DESIGN & MANUFACTURING



PRODUCT USE & CONSUMPTION



PRODUCT END-OF-LIFE MANAGEMENT



DISASTER RESILIENCE





# Shared Prosperity Actions

- Increase representation of historically marginalized communities on advisory committees
- Increase solid waste related spending that goes to locally, minority and women owned businesses
- Establish living wage standards
- Reduce the use of temporary workers
- Develop workforce development programs







# Product Design & Manufacturing Actions

- Eliminate chemicals of concern
- Use product stewardship to reduce environmental impacts
- Phase out or bans for high impact products





# Product Use & Consumption

## Actions

- Implement policies to reduce single use products, such as plastic bags
- Deliver culturally responsive education on waste prevention and better purchasing choices
- Prevent the wasting of food through tools and education







# Product End-of-Life Management Actions

- Improve services to multifamily residences
- Improve collection for difficult to manage items
- Implement low income rate assistance program
- Expand reuse and repair services
- Invest in local markets for recyclables
- Evaluate west-side full service station





# Disaster Resilience Actions

- Develop a database of solid waste infrastructure and resources
- Implement emergency planning requirements for service providers
- Identify debris management sites
- Develop strategies for recycling and disposal of materials



# Measuring progress





# Advisory Committee Review



- Expressed overall support for proposed actions
- No substantive revisions, but some concern over select actions

**Oct. 10<sup>th</sup>: Solid Waste Alternatives Advisory Committee**

**Oct. 10<sup>th</sup>: Metro Policy Advisory Committee**

# Next Steps

**Public comment and engagements**

Nov. 19-Dec. 21, 2018

**SWAAC draft plan review**

December 13, 2018

**MPAC draft plan review**

January 23, 2019

**Metro Council work session**

February 5, 2019

**Metro Council hearings**

February 21 and 28, 2019

# Questions

1. Do Councilors have questions or input on the draft actions and indicators?
2. Do Councilors have questions about the process to date and the next steps for plan development and adoption?



END

# Actions

**Goal 1: Increase engagement of youth and adults historically underrepresented in garbage and recycling decision-making through civic engagement and leadership opportunities.**

## ACTIONS TO BE COMPLETED BY 2030

	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
<b>E</b> 1.1. Add representation of historically marginalized community members, including youth, to advisory committees, such as Metro and local government solid waste advisory committees.	Metro Cities Counties	NEW	Code and authorizations
<b>E</b> 1.2. Evaluate and refine a public sector paid internship program to increase engagement of youth and adults in garbage and recycling careers and decision-making, with an emphasis on communities of color and other marginalized communities.	Metro Cities Counties	In progress	Existing programs