

## Council work session agenda

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**Tuesday, January 18, 2022**      **10:30 AM**      **<https://zoom.us/j/471155552> (Webinar ID: 471155552) or 877-853-5257 (toll free)**

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### **10:30 Call to Order and Roll Call**

#### **Work Session Topics:**

10:35    2019 Parks and Nature Bond Land Acquisition Program: [22-5643](#)  
Update and Next Steps

Presenter(s):    Jon Blasher (he/him), Metro  
Dan Moeller (he/him), Metro  
Shannon Leary (she/her), Metro

11:35    Tualatin Valley Highway Corridor Presentation [22-5645](#)

Presenter(s):    Eryn Deeming Kehe (she/her), Metro  
Jamie Snook (she/her), TriMet

### **12:35 Chief Operating Officer Communication**

### **12:40 Councilor Communication**

### **12:45 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 មុនថ្ងៃប្រជុំស្នើសុំអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

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**2019 Update on the Parks and Nature Bond's  
Protect and Restore Refinement Work**  
*Work Session Topics*

Metro Council Work Session  
Tuesday, January 18, 2022

## 2019 PARKS AND NATURE BOND LAND ACQUISITION PROGRAM: UPDATE AND NEXT STEPS

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Date: December 30, 2021  
Department: Parks and Nature  
Meeting Date: January 18, 2022

Prepared by: Shannon Leary, Beth Cohen  
Presenters: MG Devereux, Dan Moeller,  
Shannon Leary

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### **ISSUE STATEMENT**

On November 5, 2019, greater Portland voters overwhelmingly approved a \$475 million parks and nature bond measure to improve water quality, protect fish and wildlife habitat and connect people with nature close to home. Bond refinement, the work to implement the six programs included in the 2019 parks and nature bond, will be mostly complete by spring 2022, including the finalization of action plans for land acquisition to protect and connect greater Portland's special places through the protect and restore land program and the create trails for walking and biking program.

### **ACTION REQUESTED**

Review the upcoming milestones leading to Council action in March to formalize priorities for land acquisition and trail gap acquisition. Council's affirmation of the proposed process and initial program direction at this work session will allow staff to continue refining deliverables for further Council direction over the next few months.

### **IDENTIFIED POLICY OUTCOMES**

The Metro Council set policy direction through the bond measure, which emphasizes the importance of continuing to protect land and water to achieve regional conservation goals, strengthen our region's climate resilience and to benefit communities who have been historically excluded from decision making or haven't benefitted equitably from past investments. The bond-wide principles, program criteria, and geographically specific 24 target areas and 39 regional trails identified in the bond measure for potential acquisition reflect community priorities heard during bond development. The bond measure acknowledges that these areas contain more natural area and trail land than Metro could ultimately purchase through this bond measure and directs staff to further define acquisition priorities through the refinement process, currently underway.

The protect and restore land program refinement process has focused on learning more about the ecological elements and local knowledge of each target area and working with community members and partners to draft proposed strategies to best achieve the goals outlined in the bond measure and identify parcels that would be most important to protect.

The refinement process for trail gap acquisition in the create trails for walking and biking program has involved working closely with community members and partners to understand their priorities for buying new properties, like safety, connections to work or access to nature, which will inform the ranking of specific trail segments for acquisition.

## **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

At the January 18 work session, staff will preview upcoming milestones in March where staff will be asking for Council direction including an executive session on the real estate specific properties proposed for purchase, and formal adoption of refinement plans containing specific land acquisition priorities and strategies and a real estate work plan.

## **POLICY QUESTION(S)**

How does the approach to finalizing and launching Metro's bond funded land acquisition work through the protect and restore and create trails for walking and biking programs align with Council's expectations?

## **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

*Building on success of previous measures and strategies:* The region's voters have strongly supported the creation of a unique regional park system with nature at its heart. Metro-led land acquisition has been at the core of Metro's parks and nature bond measures and continues to build on the legacy of the Metropolitan Greenspaces Master plan, which was adopted by Metro and many cities and counties in the region in 1992. This laid the foundation for natural area protection in the region and since then, Metro has purchased over 15,000 acres of natural area land and trail gaps through a willing seller program. Even as work is underway to refine the 2019 parks and nature bond's land acquisition priorities, staff have continued to acquire land, focusing on once-in-a-generation properties that are critical to protect.

*Operationalizing Council's policy direction:*

Over the last 25 years and through over 500 individual transactions, Metro's land acquisition program has utilized an efficient and effective process that delegates the authority to execute individual land acquisitions from Metro Council to staff. Council's approval of refinement plans for each of the 24 target areas and one for trail segments as well as a real estate work plan will allow staff to complete individual transactions that fall within Council's established parameters without seeking Council approval each time. The refinement plans articulate the "what" of the program's strategic direction in the form of conservation goals and objectives, or priority trail gaps to complete. The real estate work plan articulates the "how" staff will execute these real estate transactions, by following commercially reasonable acquisition parameters and due diligence guidelines in partnership with the Office of Metro Attorney.

The Metro Code requires Council to approve any contract for the purchase, sale, lease or transfer of real property, but for property acquired under all three parks and nature bond

measures, Council has delegated authority to the COO to enter into purchase agreements provided such acquisitions are in accordance with the Council-approved real estate work plan.

Once approved by Council, the refinement plans can also serve as a land acquisition road map to share with members of the public and partners. Once the land acquisition work is launched this spring, staff will continue to provide updates on property purchases and how these purchases fulfill community priorities and policy direction set in the bond measure.

*Deepening engagement and partnerships with Black, Indigenous and people of color:* The bond measure emphasizes meaningful engagement with and prioritizing projects and needs identified by communities of color, Indigenous communities, people with low incomes and other historically marginalized communities. In the engagement leading up to the bond measure, members of greater Portland's urban Indigenous community specifically expressed great interest in continuing to partner with Metro particularly around land acquisition and stewardship. Respecting the knowledge and expertise of those who have been stewards of this place we call Portland since time immemorial has been a driving force for this work and has resulted in specific feedback that has helped shape each step of this refinement process.

In addition, staff held sessions over the last year with a range of specific affinity groups including Black, Indigenous and people of color and the disability community to understand priorities that helped shape the tools that will ultimately guide priorities for acquisition of natural areas and trail gaps.

## **BACKGROUND**

The protect and restore land program uses bond funds to protect and connect greater Portland's special places, especially river and stream banks, headwaters, floodplains, wetlands, oak and prairie habitat, forests and culturally significant sites by purchasing land from willing sellers and restoring it to support plants, animals and people. The create trails for walking and biking program sets aside up to \$10 million in bond funds to purchase land from willing sellers to build new trails in the future, fulfilling greater Portland's vision for a network of trails where people can relax, exercise and commute.

Both the 1995 and 2006 bond measures included funds for land acquisition for conservation and future trail development in one program. The 2019 bond dedicates up to \$40 million for the region's walking and biking trails and the trail acquisition component will be implemented in conjunction with the land acquisition program.

## **ATTACHMENTS**

- Is legislation required for Council action? ☐ Yes   x☐ No
- If yes, is draft legislation attached? ☐ Yes   ☐ No
- What other materials are you presenting today?

**Tualatin Valley Highway Corridor Presentation**

*Work Session Topics*

Metro Council Work Session  
Tuesday, January 18, 2022

## TUALATIN VALLEY HIGHWAY CORRIDOR PRESENTATION

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Date: December 28, 2021  
Department: Planning, Development and Research  
Meeting Date: January 18, 2022

Prepared by: Eryn Deeming Kehe  
(503) 916-9362  
eryn.kehe@oregonmetro.gov  
Presenter(s): Eryn Deeming Kehe  
(she/her), Metro and Jamie Snook, TriMet  
(she/her)  
Length: 30 minutes

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### **ISSUE STATEMENT**

The purpose of the Tualatin Valley (TV) Highway Transit Project is to improve mobility and access to transit in the TV Highway Corridor for residents, employees, and visitors, in particular, communities of color and low-income communities who have historically lacked access to quality public transit in the region. It will improve connections to downtown Beaverton, the Aloha Town Center, downtown Hillsboro, downtown Cornelius, downtown Forest Grove and TriMet's regional light rail system. In addition, the project will increase meaningful involvement in transportation planning, identify corridor needs beyond the roadway and defining strategies to support the community and minimize potential community and business displacement that may occur with future transportation investments. A coalition of community-based organizations will create a TV Highway Equitable Development Strategy pulling these strategies into one, clear, action plan. Metro staff is working with the Southwest Equity Coalition to create a new coalition for TV Highway that will work in parallel with the transit planning.

### **ACTION REQUESTED**

On January 20, 2022 the Council will be asked to consider a resolution creating a Steering Committee to guide the project toward the identification of a preferred transit design. It is anticipated that JPACT and Metro Council will be asked to consider adopting a locally preferred transit alternative into the Regional Transportation Plan (RTP) in the second half of 2023.

### **IDENTIFIED POLICY OUTCOMES**

The RTP and the 2018 Regional Transit Strategy identify the TV Highway Corridor, Beaverton to Forest Grove, for future transit corridor refinement planning. Tualatin Valley Highway is identified both for future High Capacity Transit and as an Enhanced Transit Corridor. In addition, the Regional Transit Strategy identifies the TV Highway as a Next Phase Regional Priority Corridor.



Metro's Transportation Funding Task Force designated Tualatin Valley Highway as a Tier 1 priority in their 2019 Recommendation for Corridor Investments and underscored the need to complete corridor planning to facilitate longer term corridor investments.

## **POLICY QUESTION(S)**

The proposed TV Highway Steering Committee includes elected and community representatives together at the decision making table. Does Council have any concerns about this approach?

Is Council comfortable with the proposal to work with the Southwest Equity Coalition in the development of the TV Highway Equitable Development Strategy?

## **STAFF RECOMMENDATIONS**

Staff recommends Council consider approving the creation of the TV Highway Steering Committee to guide the development of a preferred transit alternative to support the needs of people who live, work and study along the TV Highway.

## **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

- How is this related to Metro's Strategic Plan (to be developed in 2019) or Core Mission?  
This project is a collaboration between Metro, community and jurisdictional partners to implement regional priorities articulated in Metro's guiding policy plans including the 2018 Regional Transportation Plan. Corridor planning is central to Metro's core mission in land use and planning for the region's public transit system.
- How does this advance Metro's racial equity goals?  
This project advances two of the five strategic goals in Metro's Strategic plan to advance racial equity, diversity and inclusion.

Goal A: Metro convenes and supports regional partners to advance racial equity  
This project is a collaboration of regional partners focused on their mutual interest in the betterment of this important regional corridor.

The data indicates that primary beneficiaries of improved transit on TV Highway are people of color and low-income community members. There are approximately 100,000 residents with 40 percent of the population below 200 percent of the poverty line located in census block groups that are within a half-mile of the entire Line 57 route between Forest Grove and Beaverton. In addition, there are over 30,000 jobs, with 54 percent earning less than \$40,000 per year. In comparison to both the Portland Metropolitan region and the county as a whole, communities in the corridor have above average concentrations of low-income populations, people

of color, limited English language proficiency residents, and youth populations. Within the corridor 48 percent of corridor residents identify as people of color. Line 57 along TV Highway ranks tenth in the TriMet system in terms of providing access to communities of concern, jobs, affordable housing, and social services.

Goal B: Metro meaningfully engages communities of color

Community members will lead the Equitable Development Strategy creation for this corridor. Metro's work will create a coalition of advocates, community representatives, funders, housing and service providers authoring their own plans for addressing corridor needs. This important aspect of the project will ensure that broader community economic and housing development needs are reflected in the final transit design concept and that community members are in leadership roles.

- How does this advance Metro's climate action goals?  
This project will support two policy areas in Metro's Climate Smart Strategy.

The project will implement adopted local and regional land use plans by implementing policies from the Regional Transportation Plan which helps to implement the 2040 Growth Concept and the Regional Framework Plan.

Also, by improving the travel experience and efficiency of a highly used transit line, this project will make transit convenient, frequent, accessible and affordable.

- Known Opposition/Support/Community Feedback  
There is significant support from the agencies and local jurisdictions involved in this project. Metro's partners on this work include TriMet, ODOT, Washington County and the cities of Forest Grove, Cornelius, Hillsboro and Beaverton.

It's still very early in the process. Metro staff began discussions with Southwest Equity Coalition (SWEC) leadership and Unite Oregon and has reached out to several local, community-based organizations and service providers including the Muslim Educational Trust, Centro Cultural, Adelante Mujeres, Binestar and the Vision Action Network.

- Explicit list of stakeholder groups and individuals who have been involved in policy development.  
Participating jurisdictions were consulted on the formation of the Tualatin Valley Highway Steering Committee, its role and their agency's participation in the group. The reception has been positive and participation is expected to be robust.

Metro staff is in discussions with Southwest Equity Coalition (SWEC) leadership and Unite Oregon about their leadership in the creation of the TV Highway Equitable Development Strategy.

- Legal Antecedents

The creation of the Steering Committee is consistent with Metro Code 2.19.060 (Task Forces) and 2.19.040 (Advisory Committee Purpose and Authority Resolution).

Resolution 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 (December 6, 2018).

Resolution No. 18-4892, For the Purpose of Adopting the 2018 Regional Transit Strategy and Replacing the 2009 High Capacity Transit System Plan (December 6, 2018).

Resolution No. 21-5165, Governance and Policy - Governance Management - Metro Council Ordinances, Resolutions, Orders, and Indices - 21-5165: For the Purpose of Adopting the Fiscal Year 2021-22 Unified Planning Work Program and Certifying That the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements

- **Anticipated Effects**  
The Tualatin Valley Highway Steering Committee will contribute valuable guidance toward completion and adoption of a transit locally preferred alternative conceptual design. The Steering Committee will meet throughout the project's life at key milestones and offer a recommendation(s) to JPACT and Metro Council.
- **Financial Implications (current year and ongoing)**  
The committee will be supported by the FTA HOPE grant awarded to Metro in 2020.

## **BACKGROUND**

This project will provide the public transit components of initial corridor planning for the Oregon Highway 8, Tualatin Valley (TV) Highway located in Washington County, Oregon. The corridor passes through the cities of Beaverton, Hillsboro, Cornelius and Forest Grove and unincorporated areas of Washington County including Aloha and Reedville. Within 1/2 mile buffer of the TV Highway corridor, six census tracts are areas of persistent poverty with rates that exceeded 20% in the 2013-17 American Community Survey estimates. Additional census tracts within the area of influence of corridor improvements are also areas of persistent poverty.

Tualatin Valley (TV) Highway connects multiple community centers, including Forest Grove, Cornelius, Hillsboro, Aloha, Beaverton and Portland. The corridor serves many communities of color, limited English proficiency speakers and lower income communities, and supports one of the highest ridership bus lines in the region. The corridor also supports significant freight movement. It has multiple regional trail crossings and serves several Urban Growth Boundary expansion areas.

A lack of multi-modal and transit infrastructure create multiple barriers to access and travel options within the corridor as well as significant safety concerns. There were 204 serious injuries and fatalities on this corridor 2007-2017. 85% of this corridor is in an equity focus area as defined by the Metro Regional Transportation Plan.

Needs assessments and road safety assessments produced by jurisdictional stakeholders have produced consistent recommendations for implementing coordinated safety, transit and multi-modal improvements throughout the corridor. These include the Tualatin Valley Corridor Plan (2013), the Aloha-Reedville Study and Community Livability Plan (2014), the Aloha Tomorrow project (2017), and Moving Forward TV Highway (2019).

More recently, Washington County has renewed efforts to address multiple deficiencies within the TV Highway Corridor and develop a complete multi-modal TV Highway Development project. Within the needs analysis for project elements, delay of line 57 and a decline in reliability caused by congestion, traffic signal deficiencies and roadway geometry were identified as significant areas of need. Metro's Transportation Funding Task Force has also designated TV Highway as a Tier 1 priority in their 2019 Recommendation for Corridor Investments and underscored the need to complete corridor planning in order to facilitate longer term corridor investments.

Improving the performance of transit service throughout this corridor with a focus on providing equitable economic and housing development support through transit investments allows the region to achieve key strategies, goals and outcomes of the Regional Transportation Plan.

## **ATTACHMENTS**

- Is legislation required for Council action? ☒ Yes   ☐ No
- If yes, is draft legislation attached? ☒ Yes   ☐ No
- What other materials are you presenting today?  
TV Highway Fact Sheet, August 2021

# Tualatin Valley Highway HOPE grant

## Project overview

*Oregon Highway 8, TV Highway, is located in Washington County. It is a vital transportation connector that serves regional and town centers in Beaverton, Aloha, Hillsboro, Cornelius and Forest Grove.*

Supported by a Federal Transit Administration HOPE (Helping Obtain Prosperity for Everyone) grant, this project will complete planning and design for public transit improvements on TV Hwy. Plans will build upon the bus rapid transit component of the TV Highway project proposed in the 2020 Get Moving transportation funding measure. It will also support the creation of a community-led equitable development strategy to counteract gentrification, as recommended in the measure.

### Bus rapid transit

The 2018 Regional Transportation Plan (RTP) identified this corridor for future high capacity transit. This grant will move that vision forward by designing a new bus rapid transit system for TV Highway.

Includes a study of electric buses to reduce the number of diesel vehicles regularly traveling through the corridor.

**Purpose** Improve transit in the corridor.

**Participation** Regional, county and city planners together with ODOT, TriMet and the community.

**Approval** The TV Hwy Steering Committee composed of community members and managers or elected officials representing ODOT, TriMet, Metro, Washington County, Beaverton, Hillsboro, Cornelius and Forest Grove.



### Equitable development strategy

The grant will produce an Equitable Development Strategy to ensure that broader community economic and housing development needs are reflected in the final project concept. It will seek to support a coalition of advocates, community representatives, funders, housing and service providers ready to participate in ongoing corridor improvement efforts. This human infrastructure component is key to ensuring that existing residents and future low-income resident's needs are integrated into any long-term corridor improvements.

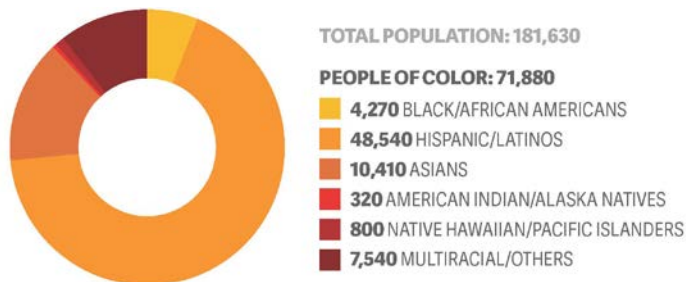
**Purpose** Increase meaningful involvement in transportation planning and identify ways to counteract the forces of gentrification that may accompany transportation investments.

**Participation** The community along this corridor and organizations who represent them.

**Approval** The Equitable Development Coalition, a group of community leaders, community-based organizations, nonprofits, philanthropic organizations, affordable housing providers, residents and businesses.

## Tualatin Valley Highway today

This corridor is home to some of the region's most racially and ethnically diverse communities – with particularly large populations of Hispanic and Asian residents. The median income along the corridor varies greatly, but is slightly less overall than the regional median. Poverty rates are slightly higher, with areas such as west Hillsboro seeing poverty rates as high as 49%.



The overall poverty rate of residents is slightly higher than the regional average, but many people in the corridor are living close to the poverty line. 40 percent of the population in census block groups within a half-mile of TV Highway are under 200 percent of the poverty line.

There are over 30,000 jobs in this area, but 54 percent pay less than \$40,000 per year.

**Mobility** This corridor has less access to jobs than much of the region, and poorer transit access to major employers. However, commute burdens are on par with other parts of the region. Vehicle ownership rates are lower than the regional median, with significantly lower ownership rates in some areas.

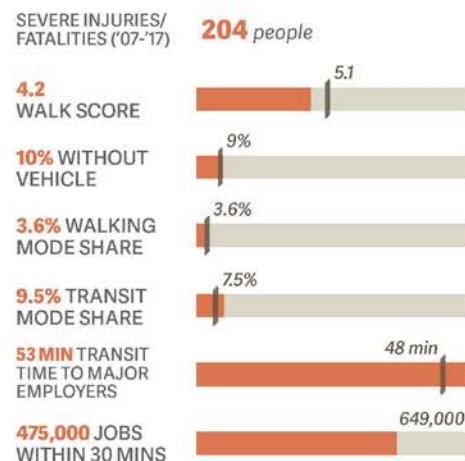
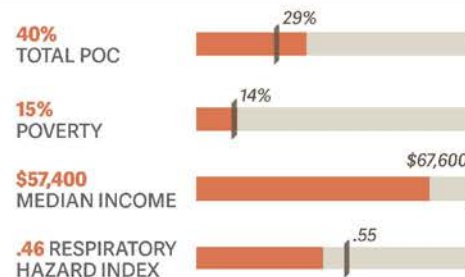
**Housing** While median rents are slightly lower than the regional median, rates of cost-burden among renters and homeowners are on par with the region and many low-income communities of color who live along the corridor are cost burdened at much higher rates – for example, in west Hillsboro, where 76% of renters are cost burdened.

**Displacement indicators** At the corridor level, displacement indicators demonstrate a mix of signals. Property values, incomes and racial diversity are increasing, though less quickly than the regional median. In some areas signals are clearer – for example, in west Hillsboro, there has been a loss in people of color by 5% to 20% between 2000 and 2017 and growth in income of up to 40%.

## TV Highway Corridor

Figures in RED represent average or median conditions in the corridor.

These are compared with REGIONAL AVERAGES AND MEDIANS IN GRAY ITALIC.



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CREATING AND	)	RESOLUTION NO. 21-5229
APPOINTING MEMBERS OF THE TUALATIN	)	
VALLEY HIGHWAY STEERING COMMITTEE	)	Introduced by Chief Operating Officer
	)	Marissa Madrigal in concurrence with
	)	Council President Lynn Peterson

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

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

WHEREAS, the 2018 RTP recommended, and the 2018 Regional Transit Strategy identified, the Tualatin Valley Highway Corridor from the City of Beaverton to the City of Forest Grove for future transit corridor refinement planning; and

WHEREAS, the Regional Transit Strategy identifies the Tualatin Valley Highway as a Next Phase Regional Priority Corridor for both future High Capacity Transit (HCT) and as an Enhanced Transit Corridor; and

WHEREAS, the Moving Forward Tualatin Valley Highway Enhanced Transit and Access Plan determined the need for HCT and proposed a Bus Rapid Transit (BRT) improvements in the Tualatin Valley Corridor primarily between 160th and Cornelius Pass Rd.; and

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

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

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

WHEREAS, the Tualatin Valley Highway was identified as a High Injury Corridor in the 2017 High Injury Corridors and Intersections Report and there were 204 serious injuries and fatalities on this corridor between 2007 and 2017; and

WHEREAS, the Federal Transit Administration awarded \$850,000 to Metro through the Helping Obtain Prosperity for Everyone (HOPE) program to support work on transit and equitable development on the Tualatin Valley Highway; and

WHEREAS, the establishment of a Steering Committee will contribute valuable guidance toward completion and adoption of a preferred alternative for bus rapid transit in the Tualatin Valley Highway Corridor; and

WHEREAS, a Tualatin Valley Highway Equitable Development Strategy will be written and produced by the local community and the Steering Committee membership will review and support the Strategy's production and acknowledge the Equitable Development Strategy upon completion; and

WHEREAS, Steering Committee membership should include elected officials, representatives of project partner agencies and community members creating an Equitable Development Strategy; and

WHEREAS, the Metro Councilors from District 3 and District 4 will serve as the Steering Committee co-Chairs; and

WHEREAS, it is expected that the Steering Committee will be needed for approximately 24 months; now therefore,

BE IT RESOLVED that the Metro Council hereby:

1. Establishes the Tualatin Valley Highway Steering Committee to fulfill the charge set forth in Exhibit A; and
2. Designates the represented positions listed in Exhibit B and directs those organizations to appoint their representative members to serve on the Tualatin Valley Highway Steering Committee; and
3. Directs the Tualatin Valley Highway Steering Committee to meet at project milestones, with administrative and technical support from Metro staff; and
4. Appoints Steering Committee members for a one-year term, which shall be automatically renewed for an additional term unless expressly terminated, but not to exceed three years; and
5. If a Steering Committee member steps down or can no longer serve as an appointed representative prior to the end of a term, the organization shall appoint a new member.

ADOPTED by the Metro Council this \_\_\_\_ day of January 2022.

---

Lynn Peterson, Council President

Approved as to Form:

---

Carrie MacLaren, Metro Attorney



# TV Highway Transit Project

## Steering Committee overview

Metro Council will establish a Steering Committee to ensure the TV Highway Transit Project develops a transit design that has community support and can be implemented.

The Steering Committee will make decisions on project milestones and recommend a locally preferred alternative to the adopting bodies. The Steering Committee is anticipated to meet approximately eight times between February 2022 and June 2023. Members will be informed of public input and technical findings in advance of each meeting. The Steering Committee will include elected officials, agency executives and members of the TV Highway Equity Coalition.

The project will be informed by a robust community engagement process. Meaningful public input opportunities will precede the decisions Steering Committee members will be asked to make. Decision-makers will be provided with this input in advance so that they are aware of community needs and desires. Of particular importance will be the involvement of low income and minority populations and people that rely on transit to meet their daily needs.

A technical work group comprised of jurisdictional staff will guide the planning process. The project team will lead the technical analysis and public engagement. The project team will meet regularly to direct, inform, manage, and assess the work. The project team will provide information and recommendations to the Steering Committee. Project partners include the cities of Beaverton, Hillsboro, Forest Grove and Cornelius, Washington County, the Oregon Department of Transportation, TriMet and Metro.

## Steering Committee charge

The Steering Committee is charged with recommending a locally preferred alternative for high capacity transit on OR-8 or Tualatin Valley Highway by the end of June 2023.

They may also be interested in the process to develop the Equitable Development Strategy on TV Highway, but their approval or involvement is not required. Instead, they identify means to receive updates through the strategy's development and share feedback. The charge of the committee is as follows.

- **Represent the community:** Provide information to and from constituents/community members, and represent their perspectives, concerns and priorities.
- **Advance the project through key decision points:** Follow decision-making protocols as established by the committee to make key decisions that include:
  - Establish a purpose and need statement and goals for the project
  - Advance a range of transit alternatives for analysis and community consideration
  - Narrow for further consideration the transit alternatives that best meet the project's goals and community needs
  - Concur on a transit alternative to advance as a locally preferred alternative
- **Recommend a Locally Preferred Alternative (LPA):** Follow decision-making protocols as established by the committee to develop, refine and agree to an action plan (including

phasing and funding for physical improvements and commitments and timeframe for implementing land use and related policy changes) for the plan area to the project participants, as appropriate.

#### Steering Committee member roles and responsibilities:

- Advocate for and participate in the public process.
- Follow decision-making agreements established by Steering Committee members.
- Prepare for and attend periodic meetings between spring 2022 and spring 2023, depending on project outcomes. Send an alternate if unable to attend. If a Steering Committee member cannot continue to serve, that member's agency will identify a replacement.
- Provide information to the community. Use channels of communication for your community to inform on the project, through meetings, events, newsletters. Be a conduit for the project team to be invited to meetings and events. Request and review information from the project team so that it communicates project information to your community.
- Create an atmosphere in which issues can be raised, discussed, and melded into group decisions, one where divergent views and opinions are expected and respected.
- Notify the project team of any media inquiries and refer requests for official statements or viewpoints to Metro. Steering Committee members will speak to the media about the project only on their own behalf, not on behalf of the group.

#### Contact information

Eryn Deeming Kehe, Project manager

[eryn.kehe@oregonmetro.gov](mailto:eryn.kehe@oregonmetro.gov)

Gerritt Rosenthal, Metro Council, District 3

[gerritt.rosenthal@oregonmetro.gov](mailto:gerritt.rosenthal@oregonmetro.gov)

Juan Carlos González, Metro Council District 4

[juancarlos.gonzalez@oregonmetro.gov](mailto:juancarlos.gonzalez@oregonmetro.gov)

@JCGonzalezOR

**EXHIBIT B TO RESOLUTION NO. 21-5229**

**Members of the Tualatin Valley Highway Corridor Plan Steering Committee**

Metro District 3 Councilor and District 4 Councilor

Elected officials from cities of Beaverton, Hillsboro, Cornelius and Forest Grove

Washington County Commissioner

ODOT, Region 1 Manager

TriMet, General Manager

Up to five members of the Equitable Development Coalition; at least one member who can represent Tualatin Valley Highway business

Materials following this page were distributed at the meeting.

# 2021-22 Unified Planning Work Program Amendments

JPACT, January 20, 2022

John Mermin, Metro

# What is the UPWP

- Annual federally-required document that ensures efficient use of federal planning funds
- Describes:
  - Transportation planning tasks
  - Relationship to other planning activities in the region
  - Budget summaries

# What the UPWP isn't

- Not a regional policy making document
- Not a funding decision document, does not allocate funds
- No construction, design, or preliminary engineering
- Only includes transportation planning projects, federal funds, coming fiscal year

# Amendment Process

- December 3      TPAC Informational
- December 16    JPACT Informational
- January 7        TPAC action
- January 20       JPACT Action
- January 20       Metro Council Action





# Sunrise Corridor Community Visioning Project



## Project Overview

The Sunrise Gateway Corridor is one of the most essential transportation routes in Oregon and provides freight access between I-205 and U.S. 25.

Operating as an essential economic hub in Clackamas County, the area is projected to double in residential population over the next 20 years.

Current congestion, dangerous intersections, and a lack of bike and pedestrian facilities create an unsafe environment for all users.



# Project Overview

This project will launch vigorous community engagement to assist in the production of an equitable development plan for the corridor. The goal is to help guide existing and future:

- Transportation
- Housing
- Business
- Other investments





## Project Purpose

### What is this project designed to do?

- Build a common vision for the future of the corridor
- Prioritize engagement with those who've historically been left out of the public process
- Find ways to optimize land use designations to support housing options and job creation



## Project Purpose

### What is this project designed to do?

- Protect current residents by developing an anti-displacement strategy
- Identify barriers and develop solutions for improving community health
- Modernize the Transportation Vision for the corridor by understanding community needs and getting feedback on the draft concept.





# **I-5 Boone Bridge and Seismic Improvement Project**

Joint Policy Advisory Committee on  
Transportation  
January 20, 2022



# Background

- **2018:**
  - **July:** I-5 Wilsonville Facility Plan recommends improvements  
*(added to 2018 RTP)*
- **2019:**
  - **July:** ODOT receives direction from Oregon Legislature
  - **August:** OTC allocates \$300K
  - **January:** ODOT delivers report to Oregon Legislature
- **2021**
  - **March:** OTC allocates \$3.7M
  - **September:** HB3055 passes and provides financing options



# Regional Coordination

- **2018-21 STIP** - I-5: Boone Bridge Widening & Seismic Retrofit Study (\$4M)
- **2018 RTP Financially Constrained** - I-5  
Southbound: Wilsonville Rd to Wilsonville-Hubbard Hwy (\$80M)
- **FY21-22 UPWP** – Interstate 5 Boone Bridge Seismic Enhancement and Interchange Improvement Study (\$0)
  - Amendment: Update description and add funds



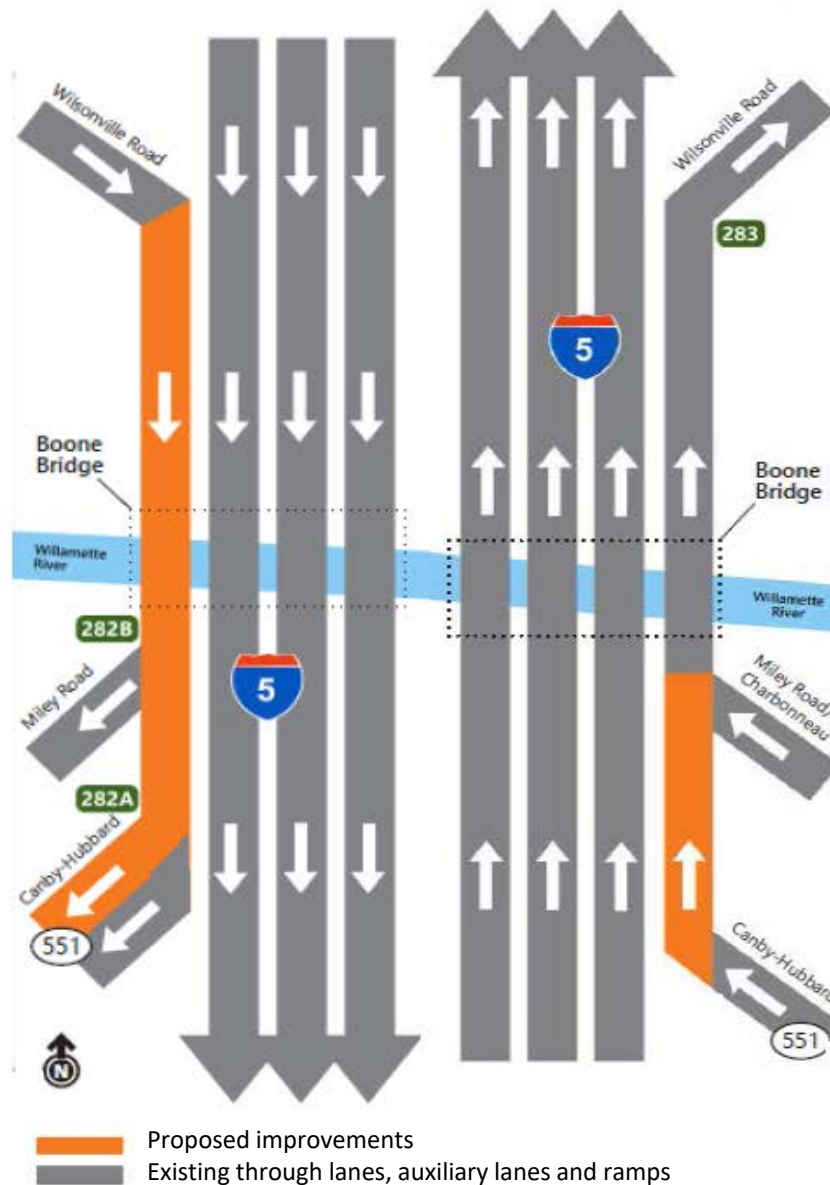


# Project Description

- **Seismically resilient bridge** to withstand a major earthquake
- **Variable rate tolls** to manage congestion and generate revenue for the project
- **Auxiliary lanes** on I-5 northbound and southbound and associated **interchange improvements** to enhance safety



# Oregon Department of Transportation





# Planning Activities Completed

- Developed existing conditions
- Prepared preliminary geotechnical analysis
- Completed preliminary seismic analysis
- Identified geologic hazards
- Developed preliminary geotechnical parameters
- Prepared conceptual-level recommendations
- Developed conceptual design, structural analysis, construction staging concept development, and construction access
- Identified project constraints and risks
- Developed environmental project prospectus



# Next Steps

- Complete planning phase activities
  - Determine bicycle and pedestrian access
  - Update traffic analysis with tolling assumptions
  - Conduct stakeholder engagement
  - Develop and integrate equity framework
  - Advance seismic design
  - Refine cost estimate range



# Questions or comments?

**Vanessa Vissar**

ODOT Region 1

Strategic Initiative Advisor

[vanessa.vissar@odot.oregon.gov](mailto:vanessa.vissar@odot.oregon.gov)

(971) 804-2765

# Regional Mobility Pricing Project

Unified Planning Work Program  
(UPWP) Amendment

**Presenters:**

**Garet Prior (he/him)**

**January 20, 2022**

# Regional Mobility Pricing Project



Equity



Climate  
Change



Congestion



Safety



Reliable  
Funding



Oregon Toll Program

[www.OregonTolling.org](http://www.OregonTolling.org)

g



# When will it start? 2025 at the earliest



August 17, 2020 | 20

Oregon Toll Program

[www.OregonTolling.org](http://www.OregonTolling.org)



# Developing toll scenarios for I-5 and I-205



- Where are tolls located?
- What is the toll rate for vehicle types?
- What is the toll rate at a certain time of day?



Oregon Toll Program

[www.OregonTolling.org](http://www.OregonTolling.org)

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# Please contact us with your questions

**Garet Prior, ODOT Toll Policy Manager**

Garet.Prior@odot.state.or.us

503.396.2588



Oregon Toll Program

[www.OregonTolling.org](http://www.OregonTolling.org)

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Metro

Parks and Nature bond land and trail acquisition  
January 18, 2022

# Today's conversation



1. Impact of the 25-year legacy of Metro's regional land acquisition and restoration
2. Describe work to implement the policy direction in the 2019 parks and nature bond through development of the land acquisition programs
3. Highlight upcoming decisions for Council and tools to support decision-making



# Questions for Council



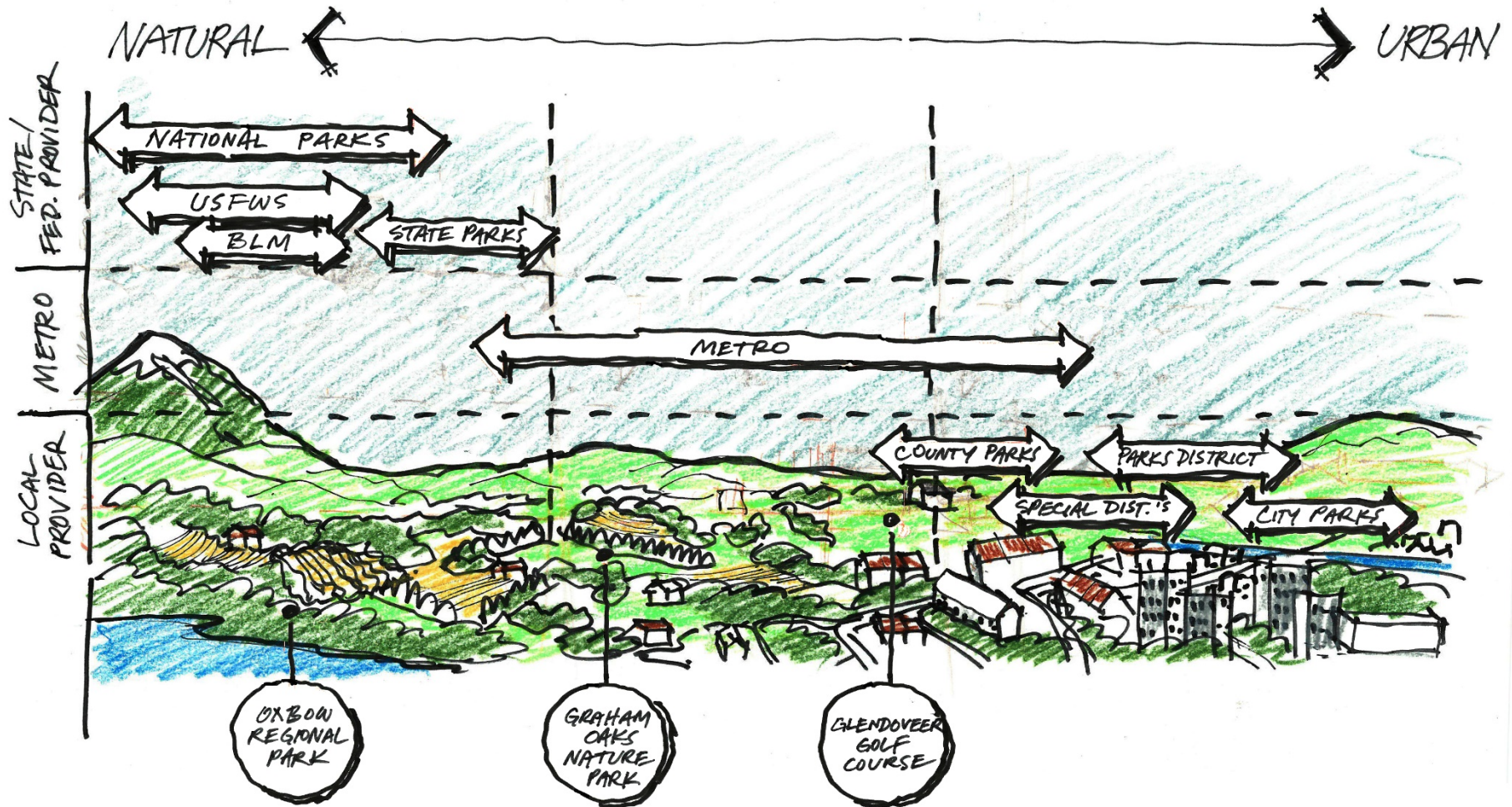
Metro

1. How does the approach described today align with Council expectations?
2. What else does Council need to make the future decisions described today?





# Metro Parks and Nature's role in the region



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

1. Protect and restore land
2. Local park projects
3. Community grants
4. Metro park improvements
5. Walking and biking trails
6. Large-scale community  
visions

[oregonmetro.gov/parksandnaturebond](https://oregonmetro.gov/parksandnaturebond)



Metro



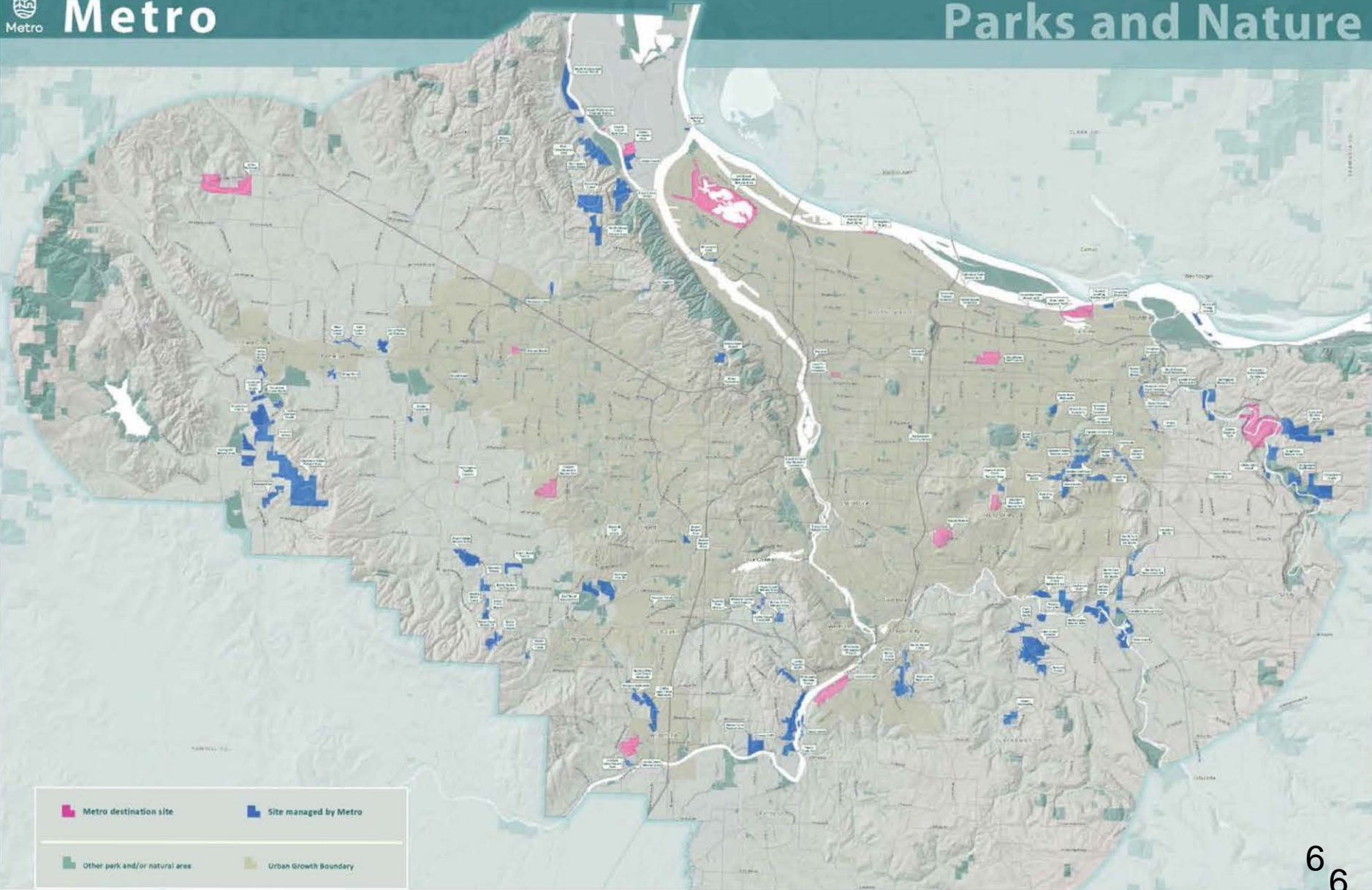


# 25 years of regional investment



**Metro**

**Parks and Nature**

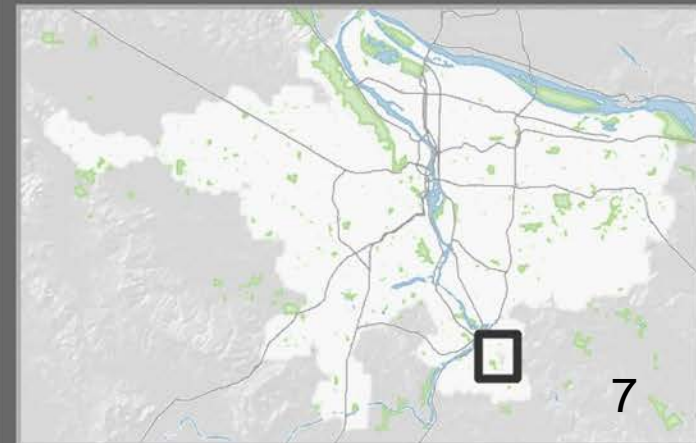







# Newell Creek Canyon North Newell Creek Maple Lane NA

20	Years of investments
28	Transactions
7.4	Million dollars
311	Acres conserved



# Upcoming Council decision-making



*January 2022:*  feedback on the process to date; is anything missing?

*February 2022:* feedback on specific strategies for acquisition across the region and in areas of interest

*March 2022:* approve priorities and strategies for acquisition and finalize specific parcels

*April 2022 and beyond:* receive closing memos for individual purchases and review progress made each year with Oversight Committee



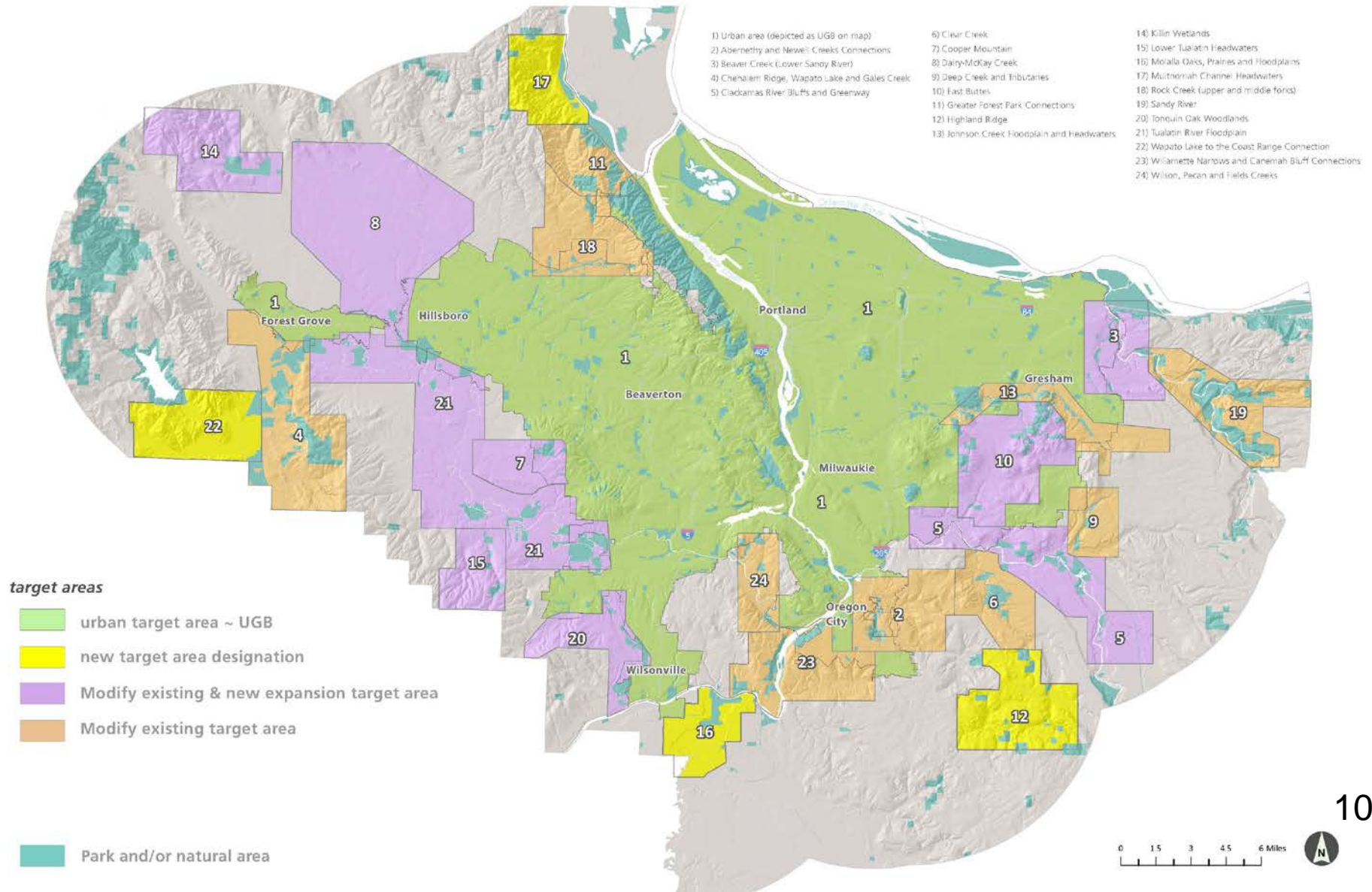
# Building on regional best practices and vision

Priorities defined through community engagement and regional conservation strategies

- Water
  - Improve quality, late season flow, reduce flooding
  - Headwaters, floodplains, wetlands, riparian areas
- Connecting fish and wildlife habitat
  - Necessary at multiple scales
- Rare habitats and culturally significant plants
  - Oak woodlands and forest, savanna and prairie
- Fish
  - Salmon, Steelhead, Lamprey, Trout



# Twenty four target areas span our region





# Meeting Council policy direction

- ✓ Conducted consistent ecological assessments of target areas
- ✓ Deep collaboration with Indigenous community members
- ✓ Environmental justice spatial analysis
- ✓ Creating space for Tribal government engagement



# Walking and biking trails



Up to \$10 million to  
buy land where we  
will one day build  
trails

39 regional trails  
listed in the bond  
measure

# Building on partnerships



Our partners greatly value our trail easement purchases

Collaboration leads to success

Continual engagement with:

- Local agencies
- Advocates
- Internal stakeholders

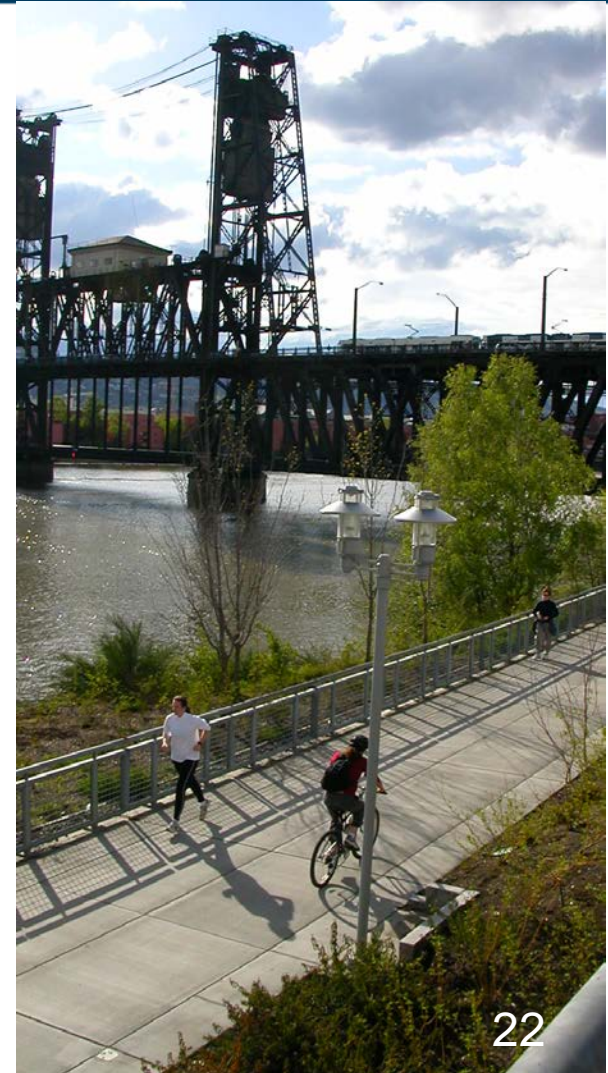


# Meeting Council policy direction



Using six factors to help rank trails segments for acquisition

Focused engagement sessions with BIPOC community members and surveys to understand priorities for regional trails





# Upcoming Council decision-making



*January 2022:* ★  
feedback on the  
process to date; is  
anything missing?

*February 2022:*  
feedback on specific  
strategies for  
acquisition across the  
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Oversight Committee

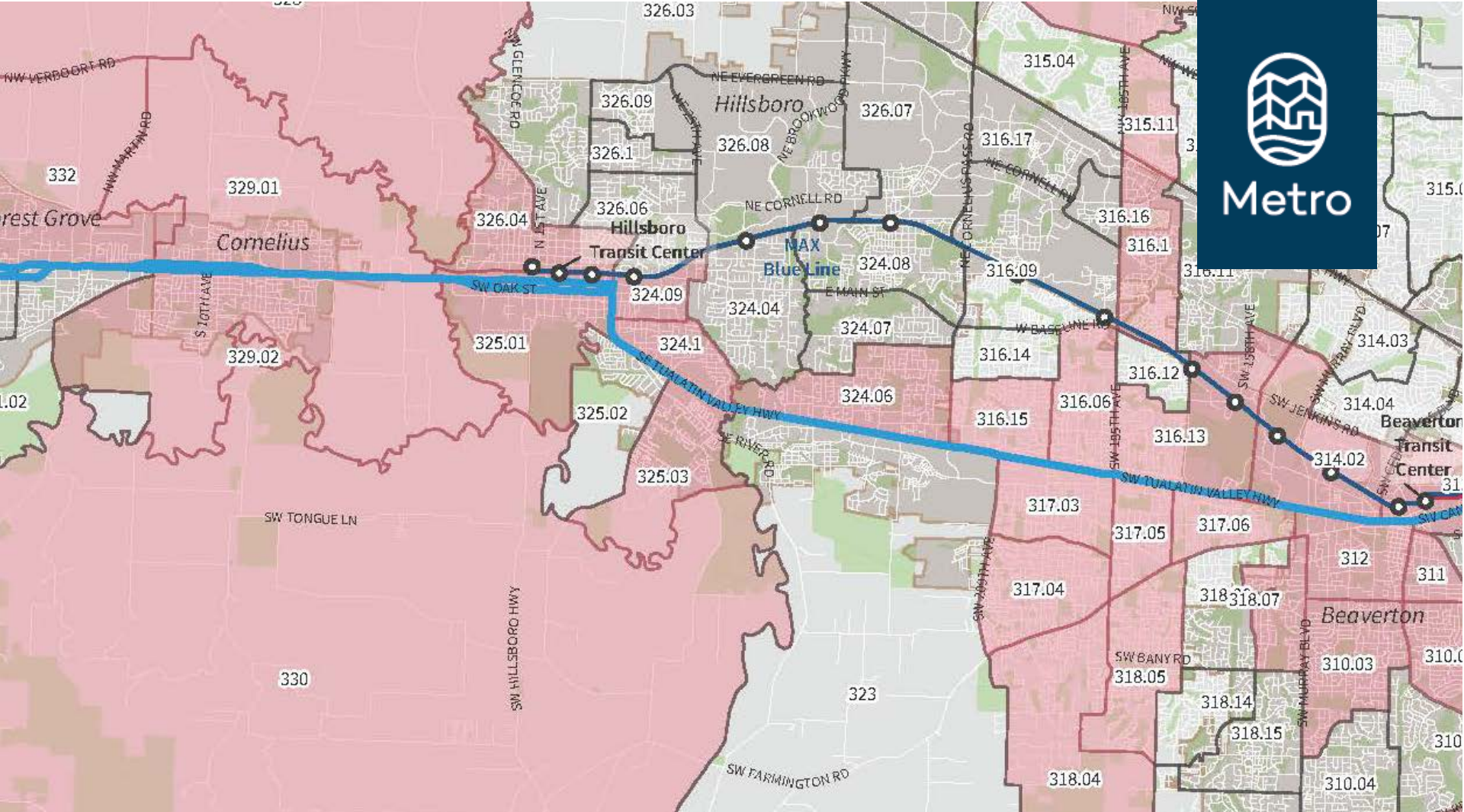
# Council discussion



1. How does the approach described today align with Council expectations?
2. What else does Council need to make the future decisions described today?



Metro



# TV Highway HOPE Grant Introduction

Metro Council Work session, January 18, 2021

# H.O.P.E.

- Helping Obtain Prosperity for Everyone (HOPE)
- Federal Transit Administration (FTA)
- To address transportation challenges faced by areas of persistent poverty





# Metro's grant – TV Highway

1. Public transit planning
2. Equitable Development Strategy



# Public transit planning

Furthers plans for the **bus rapid transit** components of the Get Moving 2020 concept for TV Highway.

Focused study of **electric vehicles**.

# Equitable development

Ensure community **economic and housing development needs** are reflected.

**Create a coalition** of advocates, community representatives, funders, housing and service providers to participate in ongoing corridor efforts.

Key to ensuring that **existing community and future low-income resident's needs** are integrated in planning.

# Corridor needs

48% of corridor residents identify as people of color



**TOTAL POPULATION: 181,630**

**PEOPLE OF COLOR: 71,880**

**4,270** BLACK/AFRICAN AMERICANS

**48,540** HISPANIC/LATINOS

**10,410** ASIANS

**320** AMERICAN INDIAN/ALASKA NATIVES

**800** NATIVE HAWAIIAN/PACIFIC ISLANDERS

**7,540** MULTIRACIAL/OTHERS

**TV Highway Corridor  
People of Color Populations**



# Corridor needs

- 40% of the population below 200 percent of the poverty line
- Over 30,000 jobs in the area—54% pay less than \$40,000 per year
- Line 57 is 10<sup>th</sup> in TriMet system providing access to communities of concern, jobs, affordable housing, and social services

# Corridor needs

Roadway geometry creates conflicts between automobiles, transit, freight, pedestrians and bicycle users.

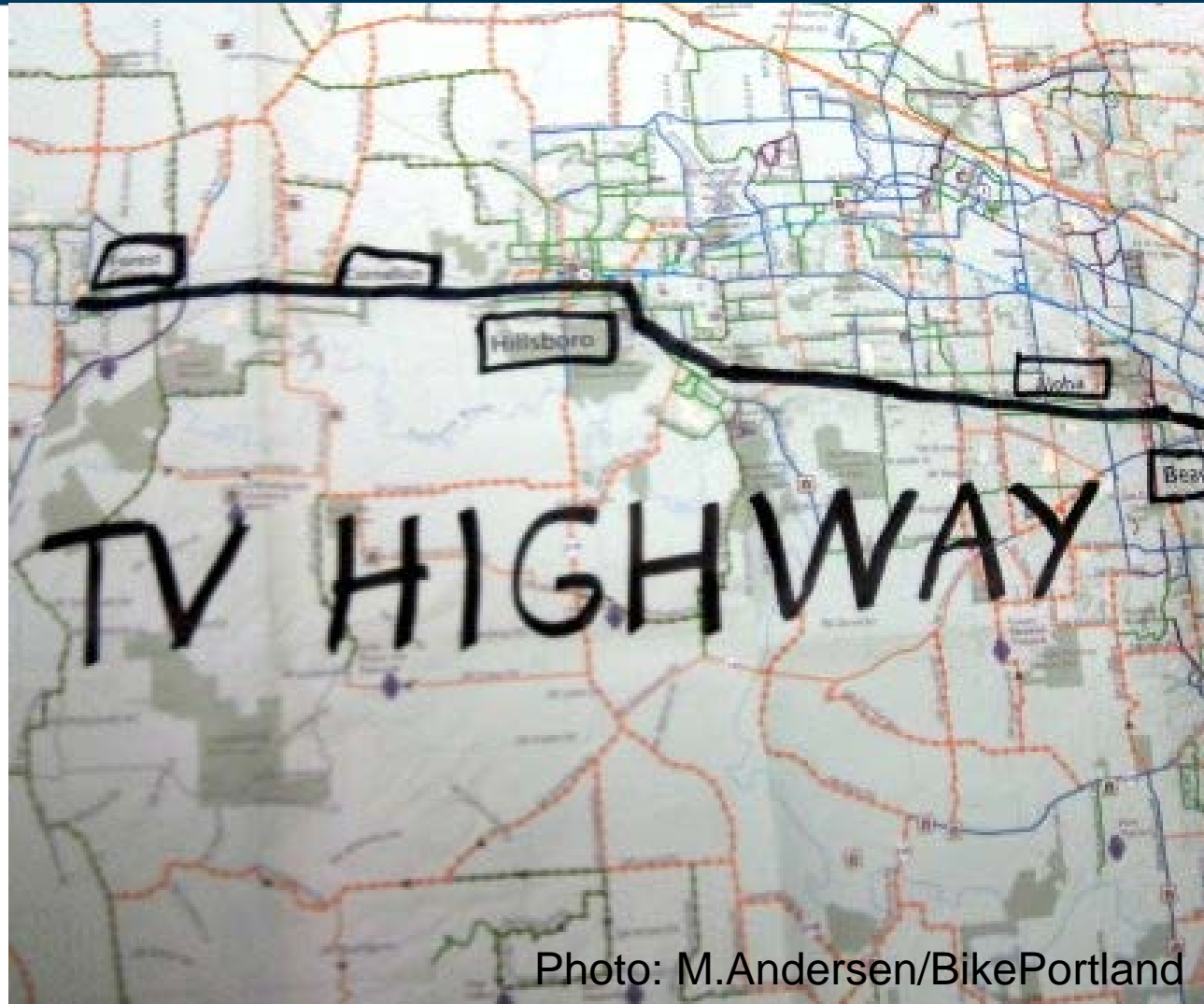


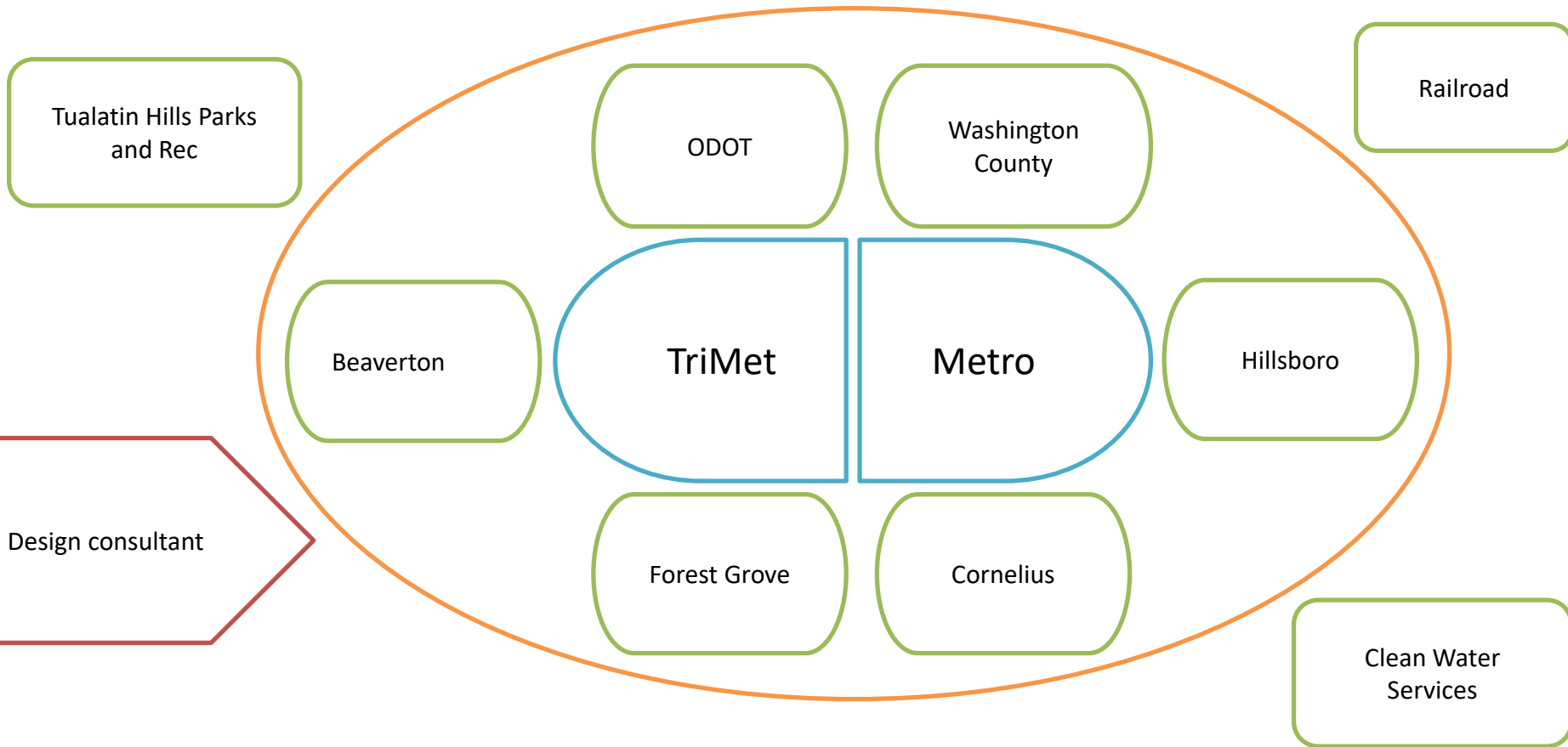
Photo: M.Andersen/BikePortland

# Long history of planning

- Beaverton Civic Plan (2011)
- Aloha Reedville Community plan (2013)
- TV Highway Corridor Plan (2013)
- Creekside District Master Plan (2014)
- Aloha Tomorrow (2017)
- Moving Forward TV Highway (2019)
- Get Moving 2020 transportation measure

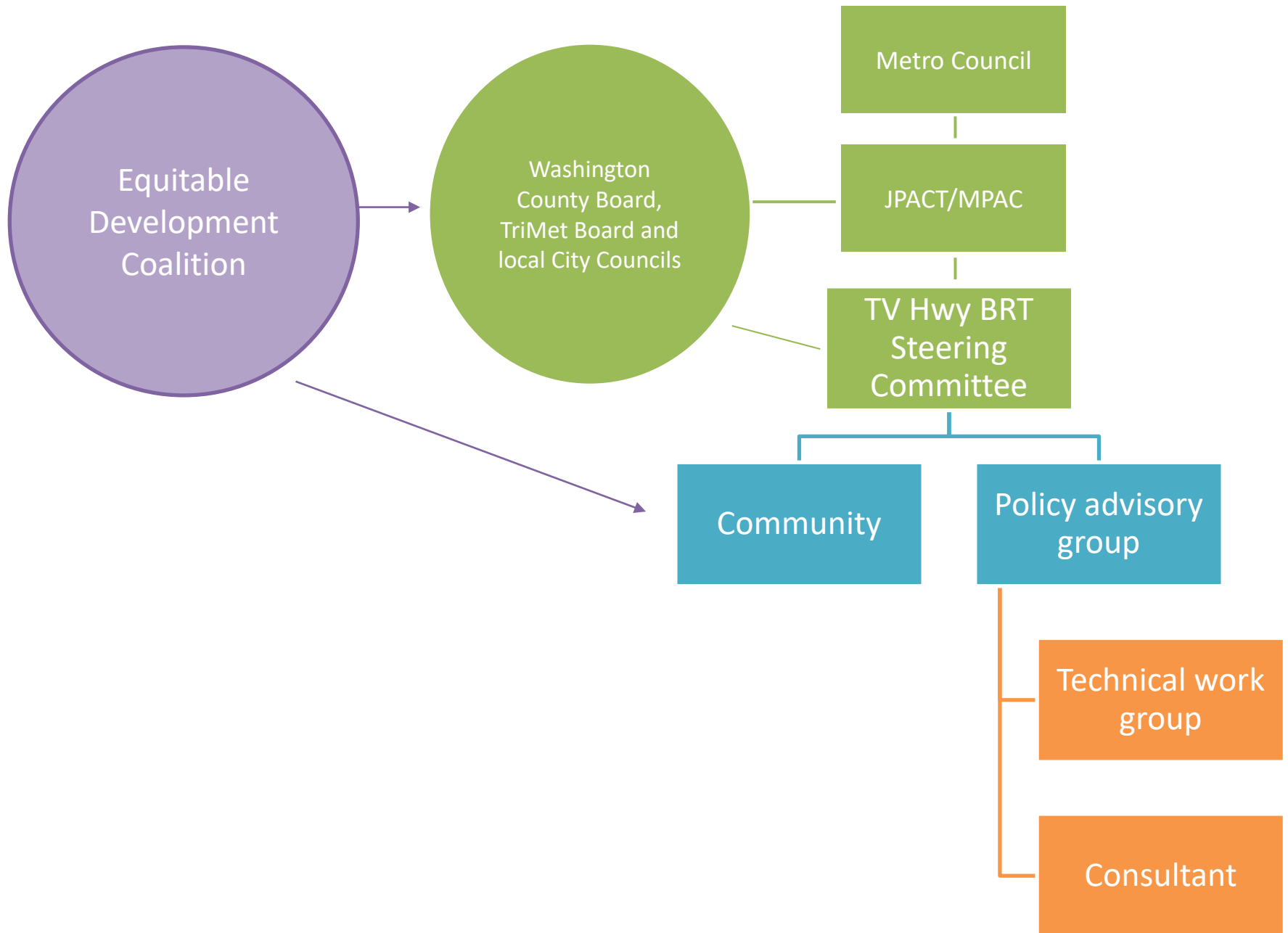


# Partnership



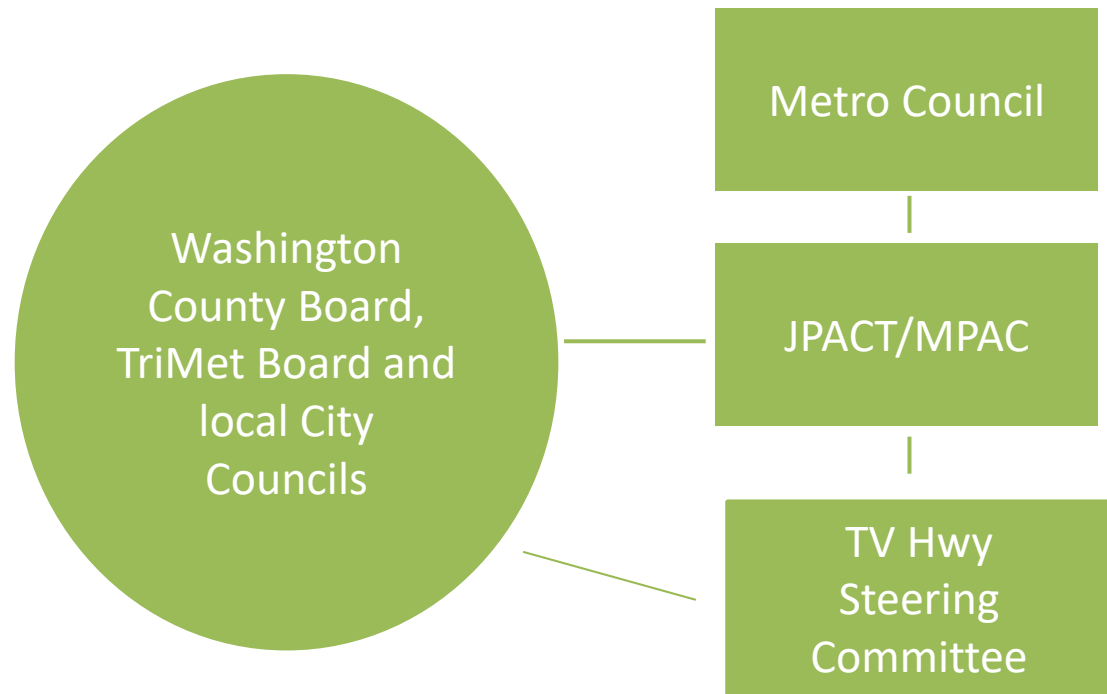
# Committee structure

1. Tualatin Valley Highway staff groups
  - Technical working group
  - Policy advisory group
2. Equitable Development Coalition  
(in formation)
3. TV Hwy Steering Committee  
(in formation)



# Metro Council role

Metro Council will incorporate the transit design recommended by the Steering Committee into the RTP.





# Grant Outcomes

1. Equitable Development Strategy  
(action plan/ document)
2. Locally preferred transit alternative  
(map/memo)
  1. Transit travel time & reliability analysis
  2. Electric bus feasibility study
  3. Transit investment design



# Grant details

Federal funds:  
\$850,000

Local  
match:(Metro):  
\$94,450

Staff costs:  
(Metro & TriMet)

Total: **\$944,450+**

Start: 2021

Complete: 2023



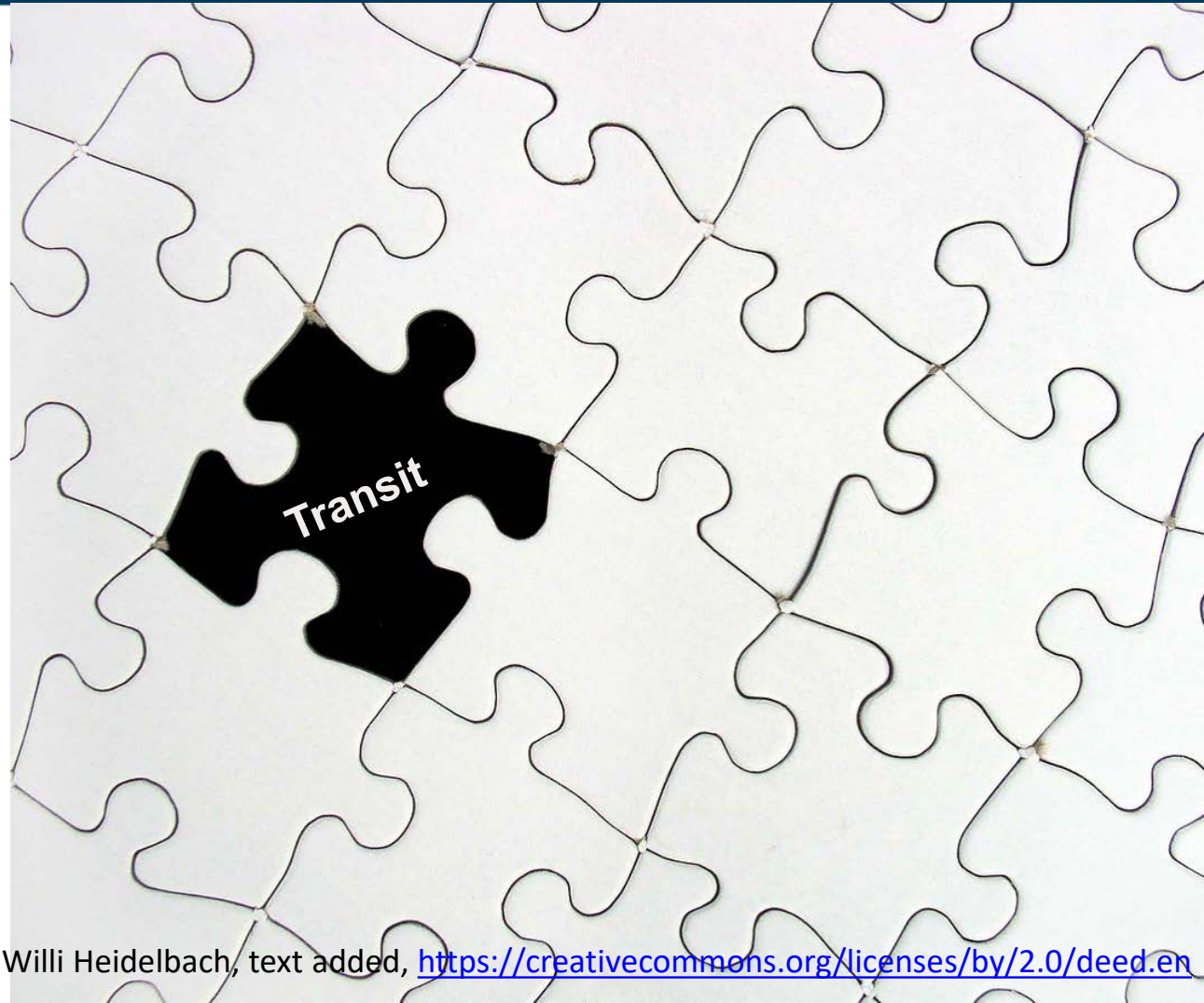


# One piece in a big puzzle

Transit is only one need on this corridor.

Much more is needed.

The Equitable Development strategy is meant to look at the entire puzzle of community needs.



# Questions

1. The proposed TV Highway Steering Committee includes elected and community representatives together at the decision making table. Does Council have any concerns about this approach?
2. Is Council comfortable with the proposal to work with the Southwest Equity Coalition in the development of the TV Highway Equitable Development Strategy?

**oregonmetro.gov**

