



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, January 20, 2022

10:30 AM

<https://zoom.us/j/615079992> (Webinar ID:
615079992) or 888-475-4499 (toll free)

Revised 1/19

Please note: To limit the spread of COVID-19, Metro Regional Center is now closed to the public.

This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/615079992> (Webinar ID: 615079992) or 888-475-4499 (toll free).

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-797-1916 or email at legislativecoordinator@oregonmetro.gov.

1. Call to Order and Roll Call

2. Public Communication

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

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-797-1916 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Presentations

3.1 National Penguin Day

4. Consent Agenda

4.1 Considerations of the Council Meeting Minutes for the
December 9, 2021 Meeting

[22-5650](#)

Attachments: [120921c Minutes](#)

- 4.2 Resolution No. 21-5211, For the Purpose of amending the FY 2021-22 Unified Planning Work Program (UPWP) to Add the Sunrise Gateway Corridor Community Visioning Project That was Funded Since the UPWP was Adopted
Attachments: [Resolution No 21-5211](#)
[Exhibit A](#)
[Staff Report](#) [RES 21-5211](#)
- 4.3 Resolution No. 22-5233, For the Purpose of Authorizing the Chief Operating Officer to Purchase Certain Property in the Clackamas River Greenway 2006 Target Area under the 2019 Natural Areas Bond Measure
Attachments: [Resolution No. 22-5233](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)
[Attachment 2](#) [RES 22-5233](#)
- 4.4 Resolution No. 21-5215, For the Purpose of Amending the FY 2021-22 Unified Planning Work Program (UPWP) to Amend the Funding and Add Detail to the Existing I-5 Boone Bridge Planning Project
Attachments: [Resolution No. 21-5215](#)
[Exhibit A](#)
[Staff Report](#) [RES 21-5215](#)
- 4.5 Resolution No. 21-5216, For the Purpose of Amending the FY 2021-22 Unified Planning Work Program (UPWP) to Add the Regional Mobility Pricing Project that was Funded Since the UPWP was Adopted
Attachments: [Resolution No. 21-5216](#)
[Exhibit A](#)
[Staff Report](#) [RES 21-5216](#)

5. Resolutions

- 5.1 Resolution No. 22-5243, Resolution Amending Resolution No. 20-5096 to Delegate Certain Putrescible Waste Authority to Metro's Chief Operating Officer [RES 22-5243](#)
- Presenter(s): Roy Brower, Metro
- Attachments: [Resolution No. 22-5243](#)
[Staff Report](#)
- 5.2 Resolution No. 21-5229, For the Purpose of Creating and Appointing Members of the Tualatin Valley Highway Steering Committee [RES 21-5229](#)
- Presenter(s): Eryn Kehe (she/her), Metro
Malu Wilkinson (she/her), Metro
- Attachments: [Resolution No. 21-5229](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)
- 5.3 Resolution No. 22-5236, For the Purpose of Authorizing an Exemption from Competitive Bidding and Procurement of Construction Manager/General Contractor Services by Competitive Request for Proposals for the Oregon Zoo Black Bear Improvement Project [RES 22-5236](#)
- Presenter(s): Deanna Podbielan (she/her), Metro
Jon Deveaux (he/him), Metro
Gabriele Schuster (she/her), Metro
Lucy Wells, Metro
Staci Pfau, Metro
- Attachments: [Resolution No. 22-5236](#)
[Exhibit A](#)
[Staff Report](#)

5.3.1 Public Hearing for Resolution No. 22-5236

6. Ordinances (Second Reading)

- 6.1 Ordinance No. 22-1475, For the Purpose of Amending Metro Code Chapter 11.01 to Align Certain Sections with Terms in the Supportive Housing Services Intergovernmental Agreements with Multnomah, Clackamas, and Washington Counties

[ORD 22-1475](#)

Presenter(s): Patricia Rojas (she/her), Metro

Attachments: [Ordinance No. 22-1475](#)

[Exhibit A](#)

[Staff Report](#)

- 7. **Chief Operating Officer Communication**
- 8. **Councilor Communication**
- 9. **Adjourn**

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

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Agenda Item No. 4.1

Consideration of the Council Meeting Minutes for December 9, 2021

Consent Agenda

Metro Council Meeting
Thursday, January 20, 2021

Metro

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



Metro

Minutes

Thursday, December 9, 2021

10:30 AM

<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
888-475-4499 (toll free)

Council meeting

1. Call to Order and Roll Call

Council President Peterson called the Metro Council Meeting to order at 10:30 a.m.

Present: 6 - Council President Lynn Peterson, Councilor Shirley Craddick, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, and Councilor Gerritt Rosenthal

2. Public Communication

There was none.

3. Presentations**3.1 Diversity, Equity, and Inclusion Program Audit Presentation**

Council President Peterson introduced Metro Auditor, Brian Evans (he/him), Principal Management Auditor, Simone Rede (she/her) and Senior Management Auditor, Nicole Pexton (she/her) to present on the item.

Staff gave a brief overview of the history of the introduction of “equity” as a component of Metro values and practices over the course of the last 15 years.

The audit found that Metro has made progress on most of the strategic plan efforts. Results of the audit were broken down into two subcategories: 1) Implementation of the Strategic Plan and 2) the Plan’s Objective to Increase Workforce Diversity.

Implementation of the Strategic Plan

A sample of action items were reviewed. Findings indicated that actions and responsibilities were not clearly defined, impacting Metro’s ability to fulfill them. Resources to fulfill actions were unable to be clearly tracked as a result.

Recommendations by staff include: 1) assign responsibilities for actions to specific units or roles, 2) define when actions

are complete and what is expected, and 3) establish a consistent method of monitoring resources to quantify actions.

Plan Objective: Increase Workforce Diversity

Findings indicated that information was limited to assess results. Other data sources were used to analyze results-2016 demographic makeup of Metro vs. demographics of the population. Recommendations by staff include: 1) increase Metro's accountability to communicate information to the public, suggesting that the DEI program develop objectives and report results annually 2) identify whether new strategies are needed and consult best practices for innovations, and 3) reestablish CORE sub-committees.

Marissa Madrigal responded with management's intentions to establish more structure in response to the auditor's office findings.

In response to a questions asked by Councilor Craddick Marissa noted that various departments-even if they have yet to establish their own DEI Plan-factor Metro's strategic framework (inclusive of the "Equity" value) into their processes. Raahi Reddy further explained that every department is expected to establish a Racial Equity Plan specific to their department.

Council Discussion

Councilor Lewis expressed concerns regarding the recommendation to re-establish CORE sub-committees, citing their autonomy as a body. Staff assured councilors that a briefing with CORE is in motion and clarified their understanding of CORE and Metro staff.

3.2 Parks and Nature Presentation on Annual Report

Council President Peterson introduced Parks and Nature Director, Jon Blasher (he/him) to present on the item.

Staff pulled up the *Parks and Nature Annual Report Powerpoint Presentation*.

Staff covered how previous investments (the 2006 Natural Fund, 2019 Fund Measure, and the Parks and Levy Renewal) have supported restoration and maintenance of trails, park improvements, community education and stewardship, community investments; diversity, equity and inclusion; protecting land, historic cemeteries, and honoring those at Block 14. Staff reviewed a breakdown of the total spending and touched on projects moving forward.

Staff fulfilled a request by President Peterson to review expectations (in terms of acceleration) that may be coming down the line now that a foundation for that work has been established.

Councilors commended staff on their hard work and excellent communication with partners.

Council Discussion

There was none.

4. Consent Agenda

A motion was made by Councilor Rosenthal, seconded by Councilor Lewis, to adopt items on the consent agenda. The motion passed by the following vote:

Aye: 5 - Council President Peterson, Councilor Craddick, Councilor Lewis, Councilor Nolan, and Councilor Rosenthal

Excused: 1 - Councilor Gonzalez

- 4.1 Consideration of the Council Meeting Minutes for October 14, 2021
- 4.2 Resolution No. 21-5223, For the Purpose of Authorizing the Chief Operating Officer to issue a renewed Non-System License jointly to Willamette Resources Inc. AND Republic Services of Clackamas and Washington Counties to transport food waste to the pacific region compost facility located in Benton county, Oregon
- 4.3 Resolution No. 21-5226, For the Purpose of Confirming Appointments to the Metro Committee on Racial Equity
- 4.4 Resolution No. 21-5224, For the Purpose of Confirming the Council President's Appointments of Omar Qutub as Public Member and Elizabeth Amaira Streeter as Alternate Public Member of Multnomah County to the Metro Policy Advisory Committee (MPAC)
- 4.5 Resolution No. 21-5227, For the Purpose of Reappointing Members to the Metro Supportive Housing Services Regional Oversight Committee

5. Ordinances (Second Reading)

- 5.1 Ordinance No. 21-1466, For the Purpose of Repealing Metro Code Chapter 7.03

Council President Peterson called on Caleb Ford, Metro Deputy Chief Financial Officer, to present on the ordinance.

Staff reviewed language and technical changes from previous years. Staff summarized changes resulting from recommendations by the Investment Advisory Board.

Council Discussion

There was none.

A motion was made by Councilor Nolan, seconded by Councilor Craddick, that this Ordinance was adopted. The motion carried by the following vote:

Aye: 4 - Council President Peterson, Councilor Craddick, Councilor Lewis, and Councilor Nolan

Excused: 1 - Councilor Gonzalez

Abstain: 1 - Councilor Rosenthal

6. Resolutions

6.1 Resolution No. 21-5207, For the Purpose of Adopting the Metro Investment Policy for Fiscal Year 2021-22

Council President Peterson reiterated that Caleb Ford, Metro Deputy Chief Financial Officer, remains available for any further questions on the resolution.

Council Discussion

There was none.

A motion was made by Councilor Nolan, seconded by Councilor Rosenthal, that this Resolution was adopted. The motion carried by the following vote:

Aye: 5 - Council President Peterson, Councilor Craddick, Councilor Lewis, Councilor Nolan, and Councilor Rosenthal

Excused: 1 - Councilor Gonzalez

6.2 Resolution No. 21-5214, For the Purpose of Confirming the Council President's Appointment of 3 Commissioners to the Metropolitan Exposition Recreation Commission

Council President Peterson called on Kristin Dennis (she/her), Chief of Staff to the Metro Council, to present on the resolution.

Kristin summarized the purpose, formation, and composition of the MERC Commission. Kristin noted that staff expect to return to Council in January with a nominee from Clackamas County.

Council Discussion

Councilor Lewis wished to recognize the importance of MERC as a body and called out the importance of the work still to be done to fill out the commission body with Clackamas County's recruitment in the new year.

Councilor Craddick reiterated Councilor Lewis' recognition of the body and expressed support for the three individuals who were nominated. She further asked what sort of framework was provided to Clackamas County regarding a nominee. Staff noted that they did not have that information currently, but would provide it directly.

President Peterson spoke to the value of MERC and thanked them for all their hard work.

A motion was made by Councilor Lewis, seconded by Councilor Craddick, that this Resolution was adopted. The motion carried by the following vote:

Aye: 5 - Council President Peterson, Councilor Craddick, Councilor Lewis, Councilor Nolan, and Councilor Rosenthal

Excused: 1 - Councilor Gonzalez

- 6.3 Resolution No. 21-5231, For the Purpose of Authorizing the Chief Operating Officer to Extend the Short-Term Intergovernmental Revenue Sharing Agreement with Multnomah, Washington, and Clackamas Counties to Implement the Metro Supportive Housing Services Program

President Peterson called on Kristin Dennis (she/her), Chief of Staff to the Metro Council, and Shane Abma, Metro Assistant Attorney, to present on the resolution.

Kristin explained the necessity of the resolution while active negotiations are underway, citing January as a potential deadline for a long-term agreement.

Council Discussion

Councilor Nolan expressed their concerns regarding the continued extension and sought an update on what progress had been made. Staff noted that there are some outstanding items that are still being worked through. In response to a question regarding the ordering of endorsements of the IGA staff clarified that this ordering has not yet been established and that they are happy to take direction.

Councilor Craddick identified that it has been 7 months since the money backing this agreement began flowing, and that she is concerned about this length of time. She also expressed wanting an update on how these funds have been used in the interim. President Peterson and Patricia Rojas confirmed that an update would be coming in January.

Councilor Lewis noted that wind-down provisions are not a priority, and that if they must be negotiated further down the road in order to ensure the IGA is finalized shortly then she would welcome that. She further encouraged the county negotiation staff to meet Metro's degree of haste with respect to finalizing this IGA during the negotiations to take place on the 15th.

A motion was made by Councilor Rosenthal, seconded by Councilor Lewis, that this Resolution was adopted. The motion carried by the following vote:

Aye: 5 - Council President Peterson, Councilor Craddick, Councilor Lewis, Councilor Nolan, and Councilor Rosenthal

Excused: 1 - Councilor Gonzalez

7. Chief Operating Officer Communication

Marissa Madrigal provided an update on the following

events or items:

- Update on the Ridwell Subscription Recycling Application
- Regional Refresh Fund

8. Councilor Communication

Councilors provided updates on the following meetings and events:

- MPAC

9. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 12:14 p.m.

Respectfully submitted,

Shay Starling

Shay Starling, Legislative Assistant

Council meeting action update

Thursday, December 9, 2021 10:30 AM

1. Call to Order and Roll Call

Present: 5 - Council President Lynn Peterson, Councilor Shirley Craddick, Councilor Juan Carlos Gonzalez, Councilor Christine Lewis, Councilor Mary Nolan, and Councilor Gerritt Rosenthal

4. Consent Agenda

A motion was made by Councilor Rosenthal, seconded by Councilor Lewis, to adopt items on the consent agenda.

The motion passed by the following vote:

Yes: 4 - Council President Peterson, Councilor Craddick, Councilor Lewis, Councilor Nolan, and Councilor Rosenthal

Excused: 1 - Councilor Gonzalez

4.1 Consideration of the Council Meeting Minutes for October 14, 2021

4.2 **Resolution No. 21-5223**, For the Purpose of Authorizing the Chief Operating Officer to Issue a Renewed Non-System License Jointly to Willamette Resources Inc. and Republic Services of Clackamas and Washington Counties to Transport Food Waste to the Pacific Region Compost Facility Located in Benton County, Oregon

4.3 **Resolution No. 21-5226**, For the Purpose of Confirming Appointments to the Metro Committee on Racial Equity

4.4 **Resolution No. 21-5224**, For the Purpose of Confirming the Council President's Appointments of Omar Qutub as Public Member and Elizabeth Amaira Streeter as Alternate Public Member of Multnomah County to the Metro Policy Advisory Committee (MPAC)

4.5 **Resolution No. 21-5227**, For the Purpose of Reappointing Members to the Metro Supportive Housing Services Regional Oversight Committee

5. Ordinances (Second Reading)

5.1 Ordinance No. 21-1466, For the Purpose of Repealing Metro Code Chapter 7.03 (Investment Policy) and Declaring an Emergency

A motion was made by Councilor Nolan, seconded by Councilor Craddick, that this Ordinance was adopted. The motion carried by the following vote:

Yes: 3 - Council President Peterson, Councilor Craddick, Councilor Lewis, and Councilor Nolan

Excused: 1 - Councilor Gonzalez

Abstain: 1 - Councilor Rosenthal

6. Resolutions

6.1 Resolution No. 21-5207, For the Purpose of Adopting the Metro Investment Policy for Fiscal Year 2021-22

A motion was made by Councilor Nolan, seconded by Councilor Rosenthal, that this Resolution was adopted. The motion carried by the following vote:

Yes: 4 - Council President Peterson, Councilor Craddick, Councilor Lewis, Councilor Nolan, and Councilor Rosenthal

Excused: 1 - Councilor Gonzalez

6.2 Resolution No. 21-5214, For the Purpose of Confirming the Reappointment of Karis Stoudamire-Phillips, Deidra Krys-Rusoff, and Deanna Palm to the Metropolitan Exposition Recreation Commission

A motion was made by Councilor Lewis, seconded by Councilor Craddick, that this Resolution was adopted. The motion carried by the following vote:

Yes: 4 - Council President Peterson, Councilor Craddick, Councilor Lewis, Councilor Nolan, and Councilor Rosenthal

Excused: 1 - Councilor Gonzalez

6.3 Resolution No. 21-5231, For the Purpose of Authorizing the Chief Operating Officer to Extend the Short-Term Intergovernmental Revenue Sharing Agreement with Multnomah, Washington, and Clackamas Counties to Implement the Metro Supportive Housing Services Program

A motion was made by Councilor Rosenthal, seconded by Councilor Lewis, that this Resolution was adopted. The motion carried by the following vote:

Yes: 4 - Council President Peterson, Councilor Craddick, Councilor Lewis, Councilor Nolan, and Councilor Rosenthal

Excused: 1 - Councilor Gonzalez

PLEASE NOTE: Official copies of legislation will be available in electronic format via format via [Metro Online Records](#). For assistance, please contact Becky Shoemaker, Metro Records Officer at ext. 1740.

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF DECEMBER 09, 2021

Item	Topic	Doc. Date	Document Description	Doc. Number
1.0	Powerpoint	12/09/2021	Parks and Nature Annual Report Powerpoint Presentation	120921c-01

Agenda Item No. 4.2

Resolution 21-5211, For the Purpose of amending the FY 2021-22 Unified Planning Work Program (UPWP) to Add the Sunrise Gateway Corridor Community Visioning Project That was Funded Since the UPWP was Adopted

Consent Agenda

Metro Council Meeting
Thursday, January 20, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY	)	RESOLUTION NO. 21-5211
2021-22 UNIFIED PLANNING WORK)	
PROGRAM (UPWP) TO ADD THE SUNRISE	)	Introduced by Chief Operating Officer
GATEWAY CORRIDOR COMMUNITY	)	Marissa Madrigal in concurrence with
VISIONING PROJECT THAT WAS FUNDED	)	Council President Lynn Peterson
SINCE THE UPWP WAS ADOPTED)	

WHEREAS, the Unified Planning Work Program (UPWP) describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2021-22; and

WHEREAS, the FY 2021-22 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation (ODOT) and other local jurisdictions; and

WHEREAS, in its 2021 session the Oregon legislature awarded Clackamas County \$4 million to initiate a community visioning process for the Sunrise Corridor; and

WHEREAS, all federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2021-22 UPWP; now therefore,

BE IT RESOLVED that the Metro Council hereby amends the FY 2021-22 UPWP to add the Sunrise Community Visioning project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 20th day of January, 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Sunrise Gateway Corridor Community Visioning Project

Staff Contact: Clackamas County - Jamie Stasny, jstasny@clackamas.us

Description

The Sunrise Gateway Corridor, traversed by Highway 212 and 224, is an essential economic hub in Clackamas County and serves as one of the busiest freight distribution centers in the Portland Metro region and the state. This area includes a significant amount of undeveloped and underdeveloped acreage within the urban growth boundary and is projected to double in residential population over the next 20 years. Currently, the heavily congested transportation system is failing with dangerous intersections and a lack of safe crossings, pedestrian, and bicycle amenities. No formal planning or community engagement work has been conducted for this corridor in over 10 years.

This project will initiate robust community engagement and the production of an equitable development plan for this corridor. This plan will guide future transportation, housing, and other investments in the coming years to support a vibrant, safe, and affordable corridor that serves existing and future community members, businesses, and the region.

Specifically, this effort will:

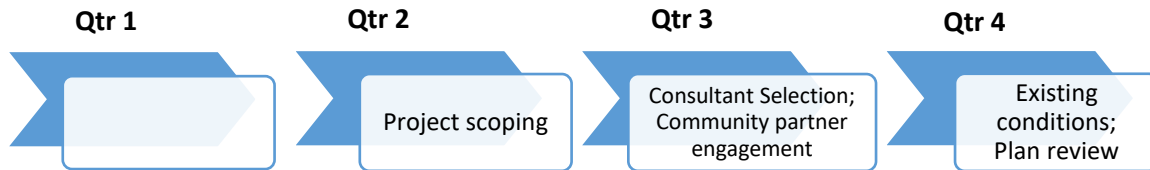
- Build trust and a common vision for the future of the corridor by deeply engaging the people who live, work, and own businesses in this corridor. Prioritize engagement with people who have historically been left out of the public process including people experiencing poverty and people of color.
- Find opportunities to optimize land use designations within the corridor to support housing options and job creation by conducting a Land Use Assessment and an Economic Competitiveness and Employment Lands Analysis.
- Protect the current residents of the area by developing and implementing an anti-displacement strategy.
- Identify barriers and develop solutions for improving community health by conducting a Community Health Assessment.
- Modernize the Transportation Vision for this corridor by understanding the community needs and getting community feedback on the current draft concept, conducting an environmental re-evaluation of proposed improvements, developing a phasing plan for the arterial network, refining the concept to match the community supported plan, creating a funding plan and updating local TSP's (Transportation System Plans) and the RTP (Regional Transportation Plan) to match the community supported plan.

Early scoping for the project is currently underway. The goal is to initiate the consultant selection process in early 2022, and begin community engagement in spring of 2022. This project will support transportation planning and comprehensive plan work underway in both Happy Valley and Clackamas County. This project supports the 2018 Regional Transportation Plan policy guidance on equity, safety, climate and congestion. This area was included in the 2018 RTP as part of Clackamas to Columbia Corridor (Mobility Corridor 24), 8.2.4.7.

FY 2021-22 Unified Planning Work Program

The project is expected to begin in early 2022 and take 18-24 months to complete.

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 450,000	Federal grant	\$ 400,000
Materials & Services	\$	Local Match	\$ 50,000
TOTAL	\$ 450,000	TOTAL	\$ 450,000

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 21-5211 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD THE SUNRISE GATEWAY CORRIDOR COMMUNITY VISIONING PROJECT FUNDED SINCE THE UPWP WAS ADOPTED

Date: November 24, 2021
Department: Planning
Meeting Date: January 20, 2022

Prepared by: John Mermin, john.mermin@oregonmetro.gov, Jamie Stasny, JStasny@clackamas.us

ISSUE STATEMENT

The UPWP is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is a living document, and may be amended periodically over the course of the year to reflect changes in project scope or budget.

ACTION REQUESTED

Approval of the requested amendment to the 2021-2022 UPWP.

IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2018 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on four key outcomes:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities within the Sunrise Gateway Corridor Community Visioning Project are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

STAFF RECOMMENDATIONS

Approve Resolution No. 21-5211 and amend the FY 2021-22 UPWP.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Known Opposition

None

Legal Antecedents

Metro Council Resolution No. 21-5165 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2021-22 UNIFIED PLANNING WORK PROGRAM

Anticipated Effects

Approval will result in the Sunrise Gateway Corridor Community Visioning Project begin added to the UPWP, which will allow Clackamas County to initiate planning work in the current fiscal year (prior to June 30, 2022).

BACKGROUND

This project came about after evolution of the transportation concept during development of the regional funding measure. The County recognized the need for community engagement to understand existing conditions, lived experiences, challenges and opportunities and ultimately the need to create a cohesive community vision for the Sunrise corridor. This project was funded by the Oregon legislature during the 2021 session. House Bill 5006 contributed \$4 million to the project. Clackamas County and the City of Happy Valley will be contributing another \$1.5 million for the project through staff time. The project will be getting underway once the funds becoming available in early 2022 and is scheduled to be completed over an 18 – 24 month timeframe.

Agenda Item No. 4.3

Resolution No. 22-5233, For the Purpose of Authorizing the Chief Operating Officer to Purchase
Certain Property in the Clackamas River Greenway 2006 Target Area under the 2019 Natural Areas
Bond Measure

Consent Agenda

Metro Council Meeting
Thursday, January 20, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING THE	)	RESOLUTION NO. 22-5233
CHIEF OPERATING OFFICER TO PURCHASE)	
CERTAIN PROPERTY IN THE CLACKAMAS	)	Introduced by Chief Operating Officer
RIVER GREENWAY 2006 TARGET AREA		Marissa Madrigal in concurrence with
UNDER THE 2019 NATURAL AREAS BOND		Council President Lynn Peterson
MEASURE		

WHEREAS, at the general election held on November 7, 2006, voters of the Metro region approved Measure 26-80, the 2006 Natural Areas Bond Measure to preserve natural areas and clean water and protect fish and wildlife (the “2006 Measure”);

WHEREAS, the Clackamas River Greenway Target Area was identified in the 2006 Measure as one of 27 regional target areas for land acquisition; and

WHEREAS, on March 1, 2007, the Council approved Resolution No. 07-3766A, “Authorizing the Chief Operating Officer to Purchase Property with Accepted Acquisition Guidelines as Outlined in the Natural Areas Implementation Work Plan,” (the “Acquisition Parameters and Due Diligence Guidelines”);

WHEREAS, on August 14, 2014, the Council approved Resolution No. 14-4536, “for the Purpose of Amending and Updating the Natural Areas Implementation Work Plan, “ which consolidated and revised modifications to the Acquisition Parameters and Due Diligence Guidelines;

WHEREAS, in 2019, by Resolution No. 19-4988, voters in the Metro area approved a Parks and Nature Bond Measure (“2019 Measure”) with a stated goal to fund natural area and water quality protection and to connect people to nature close to home, expanding the Parks and Nature program’s mission under the 2006 Measure to protect clean water and restore fish and wildlife habitat; and

WHEREAS, on December 12, 2019, the Council approved Resolution No. 19-5055, authorizing the Chief Operating Officer to purchase property with 2019 Measure funds in accordance with the Acquisition Parameters and Due Diligence Guidelines of the Natural Areas Implementation Work Plan;

WHEREAS, Metro has entered into a purchase and sale agreement with a landowner (the “Seller”) to purchase 32 acres of land, as more particularly identified and described on Exhibit A to this resolution (the “Property”);

WHEREAS, the property was identified as a Tier I property under the 2006 Natural Areas Bond Measure Refinement Plan and remains a high priority in the 2019 bond measure;

WHEREAS, acquisition of the Property is in the public benefit as it also builds on adjacent Metro properties to provide a larger habitat area in an urbanizing part of the region;

WHEREAS, the appraisal of the Property does not support the purchase price agreed to by Metro and the Seller, and therefore the transaction fails to meet all of the Acquisition Parameters and Due Diligence Guidelines and the Chief Operating Officer must obtain Council approval to close the transaction and acquire the Property; now therefore,

BE IT RESOLVED that the Metro Council hereby authorizes the Chief Operating Officer to acquire the Property identified in Exhibit A at the negotiated purchase price reflected in the purchase and sale agreement executed by Seller and Metro, provided that the acquisition is otherwise in accord with all of the other Acquisition Parameters and Due Diligence Guidelines of the Natural Areas Implementation Work Plan.

ADOPTED by the Metro Council this 20th day of January 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A

Property Legal Description

PARCEL I:

Part of Section 15, Township 2 South, Range 3 East, of the Willamette Meridian, in the County of Clackamas and State of Oregon, described as follows:

Beginning at the South one-quarter corner of said Section 15; thence West along the South line of said Section, 550 feet, more or less, to the intersection of said South line with the North bank of the Clackamas River; thence Northwesterly following the North bank of said river, 250 feet to the true point of beginning of the tract herein to be described; thence North parallel with the East line of the Southwest one-quarter of said Section 15, to the Southerly bank of Deep Creek; thence Southwesterly following the Southerly bank of Deep Creek to the North bank of the Clackamas River, thence Easterly following the North bank of said river to the true point of beginning.

TOGETHER WITH a non-exclusive Easement for road and utility purposes over the following:

Beginning at the intersection of the Southwesterly right-of-way line of State Highway No. 224 and the North line of the South one-half of the Southeast one-quarter of Section 15, Township 2 South, Range 3 East; thence along said right-of-way line North $72^{\circ}37'11''$ West, a distance of 136.66 feet to a point of curve; thence along a 439.26 foot radius curve to the right through a central angle of $4^{\circ}14'48''$ an arc distance of 32.58 feet to an angle corner in that certain tract conveyed to Lillian Meyers, recorded July 23, 1976, Fee No. 76-025016; thence South $1^{\circ}54'36''$ East, a distance of 37.14 feet to an angle corner in said Meyers tract; thence South $88^{\circ}05'24''$ West, a distance of 355.00 feet to the East line of that certain tract conveyed to Edward L. Meyers and Lillian Meyers, husband and wife, recorded July 8, 1953, in Book 471, Page 178, Deed Records; thence North $1^{\circ}54'36''$ West along the East line of said last mentioned Meyers tract, a distance of 30.00 feet to the Southeast corner of the first described tract in that certain Deed to Burns K. Delmarter and Carol Delmarter, husband and wife, recorded July 23, 1976, Fee No. 76-025015, Film Records; thence South $88^{\circ}46'59''$ West along the Southerly line of said Delmarter tract, a distance of 217.94 feet to the Southeast corner of the second described tract in said Delmarter Deed; thence South $88^{\circ}05'24''$ West along the South line of said second described tract, a distance of 40.00 feet to the Southwest corner thereof; thence South $1^{\circ}54'36''$ East, a distance of 2.64 feet; thence South $88^{\circ}27'06''$ West, a distance of 543.87 feet; thence along a 50.00 foot radius curve to the left through a central angle of $83^{\circ}35'24''$ an arc distance of 72.95 feet; thence South $4^{\circ}30'00''$ West, a distance of 421.61 feet; thence South $17^{\circ}18'18''$ West, a distance of 86.57 feet; thence South $34^{\circ}46'00''$ West, a distance of 108.16 feet; thence South, a distance of 100.65 feet; thence along a 25.00 foot radius curve to the right through a central angle of $90^{\circ}00'00''$ an arc distance of 39.27 feet; thence West, a distance of 95.00 feet; thence South, a distance of 50 feet; thence East, a distance of 96.00 feet to a point of curve; thence along a 75.00 foot radius curve to the left through a central angle of $90^{\circ}00'00''$ an arc distance of 117.81 feet; thence North a distance of 85.00 feet; thence North $34^{\circ}46'00''$ East, a distance of 100.18 feet; thence North $17^{\circ}18'18''$ East, a distance of 99.86 feet; thence North $4^{\circ}30'00''$ East, a distance of 427.22 feet; thence North $88^{\circ}05'24''$ East, a distance of 1316.11 feet to the place of beginning.

EXCEPTING THEREFROM the ownership of the State of Oregon in that portion lying below the line of mean high water.

TOGETHER WITH a non-exclusive Easement for road way and public utility purposes, over the following:

A 50 foot wide Easement the South line lying 50 feet South of and parallel with the following described North line:

Beginning at the most Southerly Northwest corner of the Easement described above; thence West to a point of intersection with a line drawn parallel to and 800.00 feet distant from the North-South one-quarter line of Section 15, Township 2 South, Range 3 East, of the Willamette Meridian, and the terminus of said Easement.

PARCEL II:

A portion of Tract 2, LILLIAN MEYERS MAJOR PARTITION, recorded October 24, 1977, in Book 2, Page 4, Major Partition, in the South one-half of Section 15, Township 2 South, Range 3 East, of the Willamette Meridian, in the County of Clackamas and State of Oregon, as described in that certain Deed to Lillian Meyers, recorded March 20, 1984, Fee No. 84-009152, Film Records, which lies South of a line to be described below:

Beginning at the intersection of the Southwesterly right-of-way line of State Highway No. 224, and the North line of the South one-half of the Southeast one-quarter of said Section 15; thence along said right-of-way line, North $72^{\circ}37'11''$ West, a distance of 136.66 feet to a point of curve; thence along a 439.26 foot radius curve to the right, through a central angle of $4^{\circ}14'48''$, an arc distance of 32.58 feet to an angle corner in that certain tract conveyed to Lillian Meyers, recorded July 23, 1976, Fee No. 76-025016; thence South $1^{\circ}54'36''$ East, a distance of 37.14 feet to an angle corner in said Meyers tract; thence South $88^{\circ}05'24''$ West, a distance of 355.00 feet to the East line of that certain tract conveyed to Edward L. Meyers and Lillian Meyers, husband and wife, recorded July 8, 1953 in Book 471, Page 178, Deed Records; thence North $1^{\circ}54'36''$ West along the East line of said last mentioned Meyers tract, a distance of 30.00 feet to the Southeast corner of the first described tract in that certain Deed to Burns K. Delmarter and Carol Delmarter, husband and wife, recorded July 23, 1976, Fee No. 76-025015, Film Records; thence South $88^{\circ}46'59''$ West along the Southerly line of said Delmarter tract, a distance of 237.94 feet to the Southeast corner of the second described tract in said Delmarter Deed; thence South $88^{\circ}05'24''$ West, along the South line of said second described tract, a distance of 40.00 feet to the Southwest corner thereof; thence South $1^{\circ}54'36''$ East, a distance of 2.64 feet; thence South $88^{\circ}27'06''$ West, a distance of 543.87 feet; thence along a 50.00 foot radius curve to the left through a central angle of $83^{\circ}35'24''$ an arc distance of 72.95 feet; thence South $4^{\circ}30'00''$ West, a distance of 421.61 feet; thence South $17^{\circ}18'18''$ West, a distance of 86.57 feet; thence South $34^{\circ}46'00''$ West, a distance of 108.16 feet; thence South a distance of 100.65 feet; thence along a 25.00 foot radius Curve to the right, through a central angle of $90^{\circ}00'00''$, an arc distance of 39.27 feet; thence West, a distance of 95.00 feet; thence North a distance of 540.00 feet; thence South a distance of 287 feet to the true place of beginning of the said line to be described; thence East to the Easterly line of said tract 2 and the terminus of said line.

TOGETHER WITH Tract 3, LILLIAN MEYERS MAJOR PARTITION, recorded October 24, 1977 in Book 2, Page 4, Major Partitions in the South one-half of Section 15, Township 2 South,

Range 3 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, described as follows:

Beginning at the intersection of the Southwesterly right-of-way line of State Highway No. 224 and the North line of the South one-half of the Southeast one-quarter of said Section 15; thence along said right-of-way line North $72^{\circ}37'11''$ West, a distance of 136.66 feet to a point of curve; thence along a 439.26 foot radius curve to the right through a central angle of $4^{\circ}14'48''$ and arc distance of 32.58 feet to an angle corner in that certain tract conveyed to Lillian Meyers, recorded July 23, 1976, Fee No. 76-025016; thence South $1^{\circ}54'36''$ East, a distance of 37.14 feet to an angle corner in said Meyers tract; thence South $88^{\circ}05'24''$ West, a distance of 355.00 feet to the East line of that certain tract conveyed to Edward L. Meyers and Lillian Meyers, husband and wife, recorded July 8, 1953 in Book 471, Page 178, Deed Records; thence North $1^{\circ}54'35''$ West along the East line of said last mentioned Meyers tract, a distance of 30.00 feet to the Southeast corner of the first described tract in that certain Deed to Burns K. Delmarter and Carol Delmarter, husband and wife, recorded July 23, 1976, Fee No. 76-025015, Film Records; thence South $88^{\circ}46'59''$ West along the Southerly line of said Delmarter tract, a distance of 217.94 feet to the Southeast corner of the second described tract in said Delmarter Deed; thence South $88^{\circ}05'24''$ West along the South line of said second described tract, a distance of 40.00 feet to the Southwest corner thereof; thence South $1^{\circ}54'36''$ East, a distance of 2.64 feet; thence South $88^{\circ}27'06''$ West, a distance of 543.87 feet; thence along a 50.00 foot radius curve to the left through a central angle of $83^{\circ}35'24''$ an arc distance of 72.95 feet; thence South $4^{\circ}30'00''$ West, a distance of 421.61 feet; thence South $17^{\circ}18'18''$ West, a distance of 86.57 feet; thence South $34^{\circ}46'00''$ West, a distance of 108.16 feet; thence South, a distance of 100.65 feet; thence along a 25.00 foot radius curve to the right through a central angle of $90^{\circ}00'00''$ an arc distance of 39.27 feet; thence West, a distance of 95.00 feet to a point being also known as Point A; thence North, a distance of 540.00 feet; thence West, a distance of 224.76 feet; thence West, a distance 80 feet, more or less, to the West bank of Deep Creek; thence Southerly and Westerly downstream to a point which is 800.00 feet West of and at right angles to the North-South one-quarter line of said Section 15; thence South crossing said Deep Creek 70.00 feet, more or less, to an iron rod, as shown in the West line of said Tract 3; thence continuing South parallel to and 800.00 feet distant from said North-South one-quarter line, a distance of 803.45 feet to an iron rod; said rod being West, a distance of 800.00 feet and North 142.06 feet from the initial point of the said Major Partition; thence South, a distance of 90 feet, more or less, to the North bank of the Clackamas River; thence Easterly upstream along the said North bank to the said North-South one-quarter line; thence North, a distance of 100 feet to the initial point of said Major Partition; thence North, a distance of 647.39 feet; thence North $34^{\circ}46'00''$ East, a distance of 100.18 feet; thence North $17^{\circ}18'18''$ East, a distance of 99.86 feet; thence North $4^{\circ}30'00''$ East, a distance of 427.22 feet; thence North $88^{\circ}05'24''$ East, a distance of 1316.11 feet to the place of beginning.

EXCEPTING THEREFROM that portion described in Deed to Leslie Dee Meyers recorded August 14, 1984, Fee No. 84-028123.

ALSO EXCEPTING THEREFROM that portion described in Deed to Burns K. Delmarter and Carol Delmarter recorded July 23, 1976, Fee No. 76-025015.

FURTHER EXCEPTING THEREFROM that portion described in Deed to Bessie M. Keens recorded May 3, 1979, Fee No. 79-018116, Records of Clackamas County, Oregon.

ALSO BEGINNING at a 5/8 inch iron rod at the intersection of the North line of the South one-half of the Southeast one-quarter of Section 15, Township 2 South, Range 3 East, Willamette

Meridian, in the County of Clackamas and State of Oregon, and the Southwesterly line of State Highway 224, from the point of beginning; thence along said North line South $88^{\circ}05'24''$ West 586.73 feet to a point; thence South $69^{\circ}24'36''$ East 78.39 feet to a point 30 feet South of, as measured at right angles, the North line of the said South one-half of the Southeast one-quarter; thence North $88^{\circ}05'24''$ East 30 feet from and parallel to the said North line, 355.00 feet to a point; thence North $77^{\circ}25'29''$ East 162.10 feet to the true point of beginning.

EXCEPTING THEREFROM the ownership of the State of Oregon in that portion lying below the line of mean high water.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 22-5233 FOR THE PURPOSE OF AUTHORIZING THE CHIEF OPERATING OFFICER TO PURCHASE CERTAIN REAL PROPERTY IN THE CLACKAMAS RIVER BLUFFS AND GREENWAY TARGET AREA UNDER THE 2019 PARKS AND NATURE BOND MEASURE

Date: January 3, 2022
Department: Parks and Nature
Meeting Date: January 20, 2022

Prepared by: Ryan Ruggiero, Shannon Leary

ISSUE STATEMENT

Resolution 22-5233 requests authorization for the Chief Operating Officer to acquire property (the “Property”) located within the Clackamas River Bluffs and Greenway target area in a transaction that does not meet all of the Acquisition Parameters and Due Diligence Guidelines described in the 2014 Natural Areas Implementation Work Plan. The appraisal of the Property does not support the purchase price, therefore, Metro Council must authorize the Chief Operating Officer to acquire the Property at the negotiated purchase price reflected in the purchase and sale agreement.

ACTION REQUESTED

Staff requests Metro Council approval to close on the purchase of the Property.

IDENTIFIED POLICY OUTCOMES

Purchase of the Property is consistent with the principles and criteria of the 2019 Parks and Nature bond measure generally, and the goals for the Clackamas River Bluffs and Greenway target area specifically.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Approval to purchase the Property will enable Parks and Nature to achieve important conservation goals of the 2019 Parks and Nature bond measure for the Clackamas River Bluffs and Greenway target area. Failure to acquire the Property at the agreed upon purchase price could result in the Property’s sale to another party, likely leading to its development for rural residential use.

STAFF RECOMMENDATIONS

Staff recommends Council approve Resolution 22-5233.

BACKGROUND, STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The Property, 31.88 acres in size, is located at 23800 SE Highway 224, outside the City of Boring, Oregon, County of Clackamas, and State of Oregon. It is situated at the confluence of Deep Creek and the Clackamas River and is adjacent to Metro’s 95.46-acre Barton Natural Area. It is also located immediately across the Clackamas River from Metro’s 195.59-acre

North Logan Natural Area. Acquisition of the Property has been a priority since the 1995 Open Spaces, Parks and Streams bond measure and was again identified as a priority for the 2006 Natural Areas bond measure. With the 2019 bond refinement process nearing completion, staff anticipates the Property will again emerge as a very high, Tier I priority. Metro's ownership of the Property will enable high-priority restoration and effective, consistent natural areas management while also removing the threat of additional residential development on the Property.

Additional acquisitions in this area have been sought for many years because of the opportunity to provide high value habitat for native wildlife, in particular, federally protected salmon, Pacific lamprey and native amphibians. The Property contains riparian habitat along both the Clackamas River and Deep Creek, and river confluences are especially important for native fish. To date, Metro has invested over \$4.9 million to purchase land along the Clackamas River and Deep Creek in the immediate vicinity of the Property, consisting of 15 separate land purchases totaling more than 677 acres. A short distance further downstream on the Clackamas River, Metro has invested an additional \$3.6 million to purchase another 370 acres spread across three different sites. Purchase of the Property builds on all of these past investments and amplifies their habitat and water quality value. Metro ownership of this property will also enable the restoration of a heavily impacted former sand and gravel quarry.

Though the refinement process for the 2019 Parks and Nature bond is not yet completed, the bond language pertaining to this target area clearly supports the purchase of the Property:

"The Clackamas River is one of two priority watersheds for salmon and steelhead recovery in the Willamette Valley. The source of drinking water for 300,000 people, it also supports Pacific lamprey and offers some the region's best opportunities for wildlife habitat conservation and river access for people. Investment in this target area helps connect existing public lands and expand efforts to new priority areas of the lower Clackamas River."

Purchase of the Property also aligns well with the goal of the 2007 refinement plan for the Clackamas River Bluffs and Greenway refinement plan, which was to:

"Protect sensitive riparian areas, wetlands, and side channels along the Clackamas River from Goose Creek west towards the confluence with the Willamette River for fish and wildlife habitat protection, enhancement and restoration. Protect water quality and improve fish and wildlife habitat in the lower Clackamas River by acquiring and restoring native plant communities and side channels."

In summary, purchase of the Property is consistent with both long-standing and future goals for the Clackamas River Bluffs and Greenway target area.

Consistency with Metro's Racial Equity, Diversity and Inclusion Goals

Purchase of the Property is consistent with the identified 2019 bond principles of protecting clean water for people fish and wildlife, and prioritizing protection and

restoration of culturally significant native plants in partnership with greater Portland's Indigenous community in regional land acquisition and management plans. The property also supports additional water access and potential for community gathering space, priorities identified by Indigenous community members during the 2019 bond refinement process.

Purchase of the property can meet five Protect and Restore Land program criteria, which were established by the Metro Council with input from many community members including communities of color.

- Protect clean water for people, fish and wildlife. Improve water quality and quantity.
- Protect headwaters, wetlands, floodplains, and riparian areas and help prevent flooding in urban areas.
- Protect, connect and improve habitat for native fish and wildlife. Increase focus on salmon, trout, steelhead and lamprey.
- Restore and enhance wildlife habitat prioritized in federal, state and regional conservation plans and/or identified through community engagement.
- Acquire land to provide future potential access to nature for people, scenic views, and community gathering spaces. Prioritize land acquisition with the potential to increase access to nature for communities of color, Indigenous communities, people with low incomes and other historically marginalized communities.

Consistency with Metro's Climate Action Goals

Purchase of the Property is consistent with the identified 2019 bond principle of reducing impacts of climate change through conservation and park development, emphasizing flood control, water quality and availability, habitat connectivity, and community access to water. Purchase of the property can meet the three 2019 bond climate resilience criteria:

- Protect, connect and restore habitat to support strong populations of native plants, fish and wildlife so that they can adapt to a changing climate
- Protect and restore floodplains, headwaters, streams and wetlands to increase their capacity to handle stormwater to protect vulnerable communities from flooding
- Invest in segments of the regional trail system to expand active transportation opportunities for communizing, recreation and other travel.

Protection of the property would help protect, connect and restore habitat to support strong populations of native plants, fish and wildlife that can adapt to a changing climate. Purchase of the property would also protect almost 1/2 mile of Clackamas River frontage and almost 1/2 mile of Deep Creek frontage and riparian forest, a benefit to native wildlife species, particularly native fish. This property also helps build on the scenic nature of the Clackamas River Greenway regional trail.

Known Opposition/Support/Community Feedback

Acquisition of the Property advances goals of the Clackamas Partnership, a coalition of 15 organizations and agencies working to recover Salmon, Steelhead, Cutthroat Trout and Lamprey in the Clackamas River watershed.

There is no known opposition to the Parks and Nature's acquisition of the Property.

Legal Antecedents

Metro's 2006 Natural Areas Bond Measure.

Resolution No. 07-3766A "Authorizing the Chief Operating Officer to Purchase Property with Accepted Guidelines as Outlined in the Natural Areas Implementation Work Plan", adopted by Metro Council on March 1, 2007.

Resolution No 07-3846, "Approving the Natural Areas Acquisition Refinement Plan for the Clackamas River Bluffs and Greenway Target Area", adopted by Metro Council on September 13, 2007.

Resolution No. 14-4536, "For the Purpose of Amending and Updating the Natural Areas Work Plan", adopted by Metro Council on August 14, 2014.

Resolution No. 19-5055, "Authorizing the Chief Operating Officer to purchase property with 2019 Measure funds in accordance with the Acquisition Parameters and Due Diligence Guidelines of the Natural Areas Implementation Work Plan", adopted by Metro Council on December 12, 2019.

Anticipated Effects

If this request is approved by Metro Council, staff will complete its remaining due diligence activities in accordance with the 2014 Natural Areas Implementation Work Plan requirements and then close on the purchase of the Property.

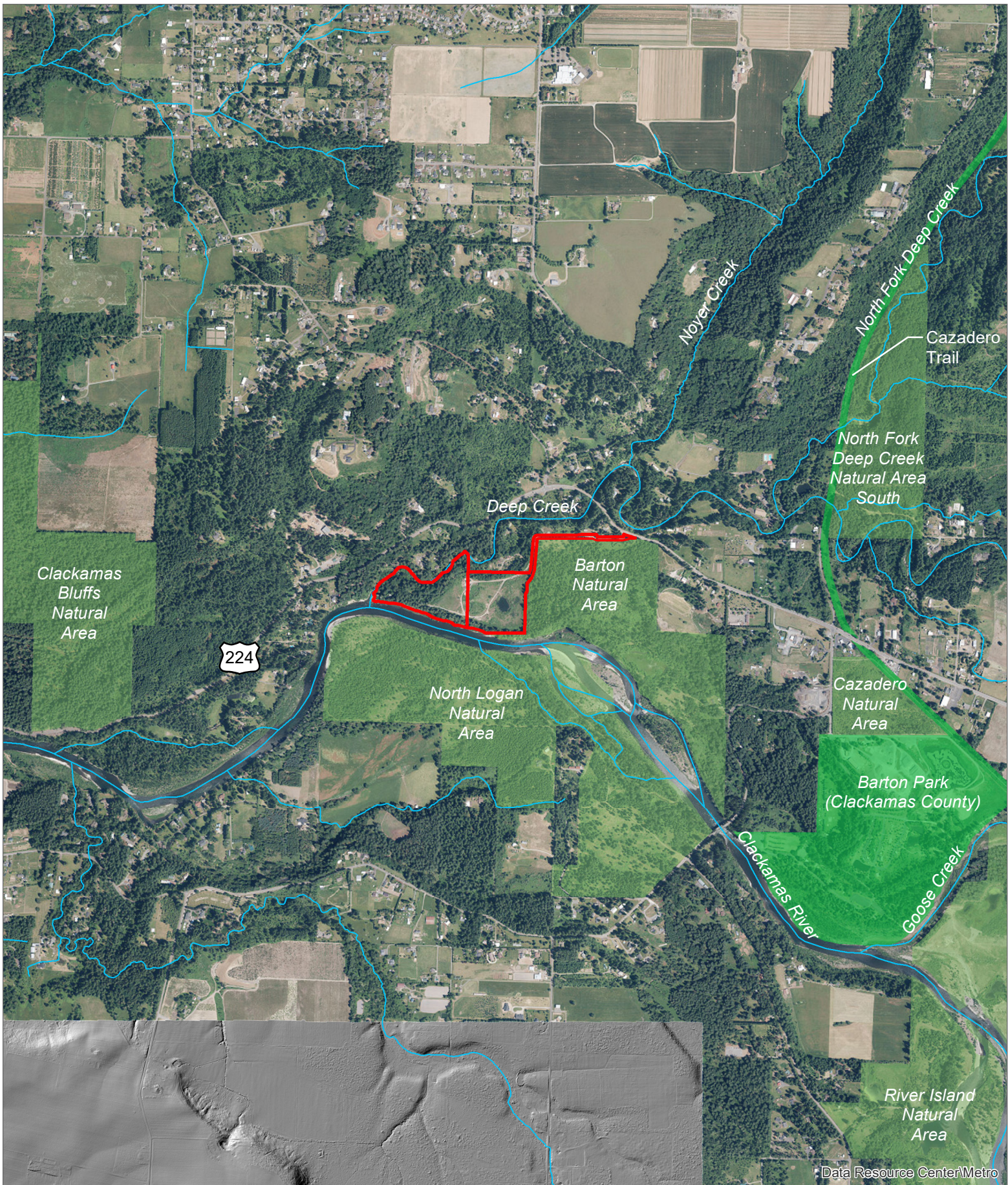
Financial Implications

Purchase of the Property will occur with 2019 Parks and Nature bond funds and is within the budget allocation for fiscal year 2022.

ATTACHMENTS

Maps:

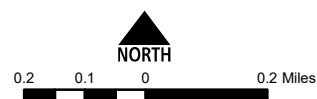
- Meyers_Context_Council
- Meyers_Site_Council

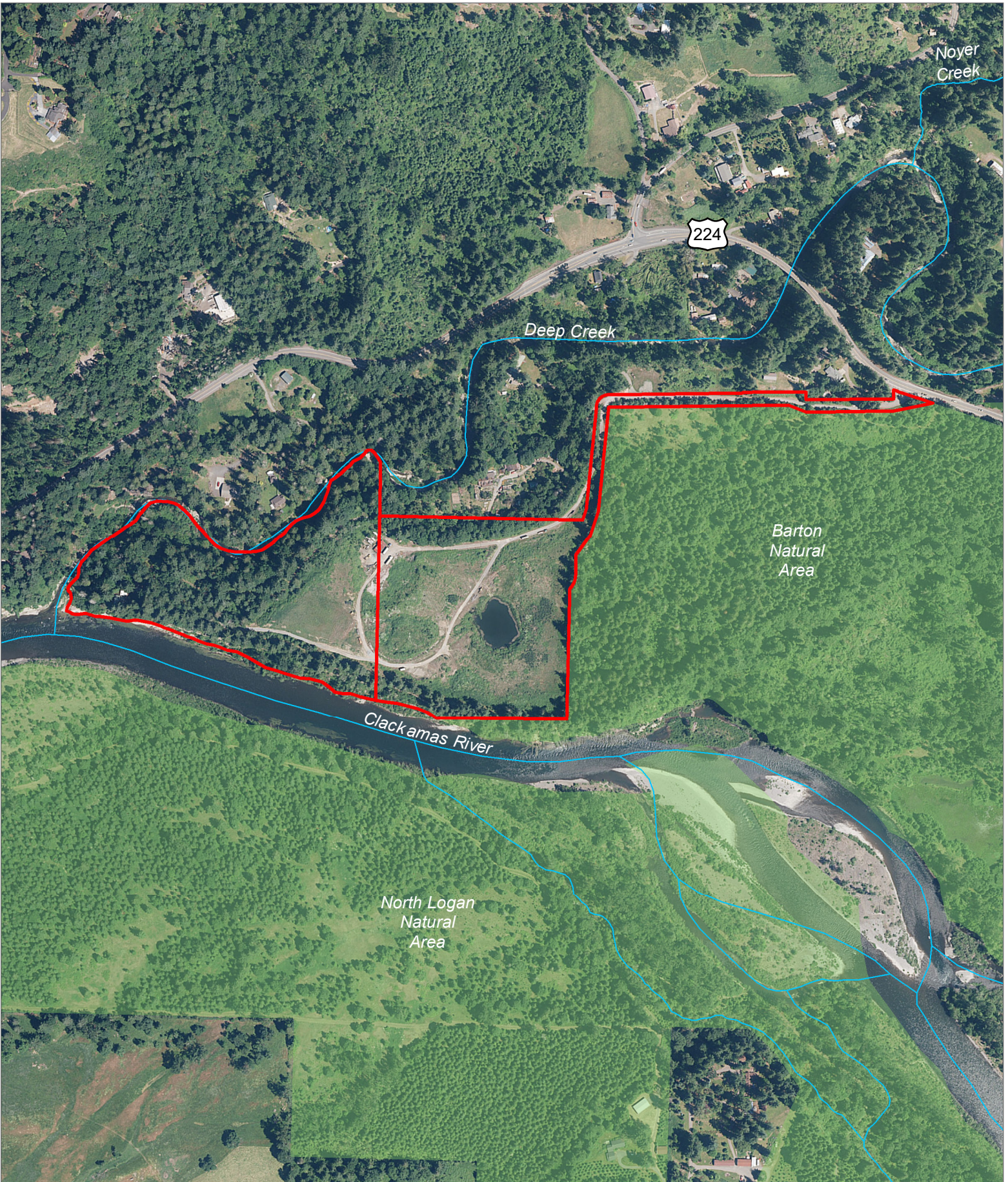


CLACKAMAS RIVER BLUFFS AND GREENWAY TARGET AREA
Lillian Meyers Trust - 31.88 acres

Legend

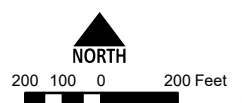
- Property boundary
- Streams
- Metro property





CLACKAMAS RIVER BLUFFS AND GREENWAY TARGET AREA
Lillian Meyers Trust - 31.88 acres

- Legend**
- Property boundary
 - Streams
 - Metro property



Agenda Item No. 4.4

Resolution No. 21-5215, For the Purpose of Amending the FY 2021-22 Unified Planning Work Program (UPWP) to Amend the Funding and Add Detail to the Existing I-5 Boone Bridge Planning Project

Consent Agenda

Metro Council Meeting
Thursday, January 20, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY	)	RESOLUTION NO. 21-5215
2021-22 UNIFIED PLANNING WORK)	
PROGRAM (UPWP) TO AMEND THE FUNDING	)	Introduced by Chief Operating Officer
AND ADD DETAIL TO THE I-5 BOONE	)	Marissa Madrigal in concurrence with
BRIDGE PLANNING PROJECT	)	Council President Lynn Peterson

WHEREAS, the Unified Planning Work Program (UPWP) describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2021-22; and

WHEREAS, the FY 2021-22 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation (ODOT) and other local jurisdictions; and

WHEREAS, In 2019, the Oregon Legislature directed ODOT to determine the best way to widen and seismically retrofit the I-5 Boone Bridge over the Willamette River; and

WHEREAS, In March 2021, the Oregon Transportation Commission allocated \$3.7M to complete the Planning Phase; and

WHEREAS, all federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2021-22 UPWP; now therefore,

BE IT RESOLVED that the Metro Council hereby amends the FY 2021-22 UPWP to amend the funding and add detail to the I-5 Boone Bridge project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 20th day of January, 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

ODOT – Interstate 5 Boone Bridge Seismic Enhancement and Interchange Improvement Study

Staff Contact: Vanessa Vissar, vanessa.vissar@odot.oregon.gov

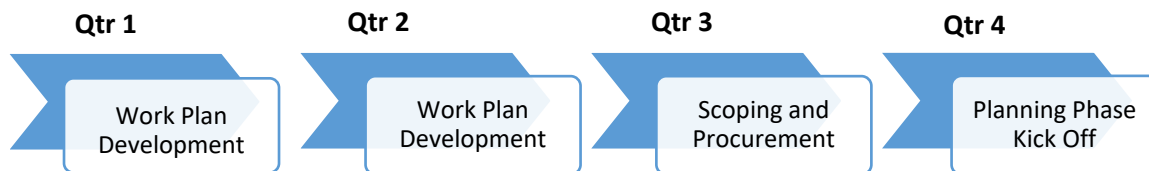
Description

In 2017-2018, ODOT and the City of Wilsonville partnered on a Southbound I-5 Boone Bridge Congestion Study. The study led to the adoption of the I-5 Wilsonville Facility Plan, which documented a southbound auxiliary lane concept consistent with implementation recommendations for this corridor (see Project 11990 and 11304 on the 2018 RTP Financially Constrained List).

As directed by the 2019 Legislature, ODOT evaluated the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway. The I-5 Boone Bridge and Seismic Improvement Project Technical Report was completed and submitted to the Oregon Legislature in January 2021. Along with the engineering analysis of the bridge, ODOT worked with Metro to analyze the effects of bridge widening on travel patterns in the region.

In March 2021, the Oregon Transportation Commission allocated \$3.7M for the Planning Phase. ODOT will consider recommendations from the I-5 Boone Bridge and Seismic Improvement Project Technical Report and analysis of the effects of bridge widening on travel patterns to complete the Planning Phase. ODOT will further refine a cost estimate range, update traffic analysis with tolling assumptions, advance seismic design, determine bicycle and pedestrian access, evaluate land use, conduct environmental analysis, and complete other pre-NEPA activities. The Planning Phase is estimated to be completed in 2023.

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:

Personal Services	\$ 200,000
Materials & Services	\$ Click here to enter text.
TOTAL	\$ 200,000

Resources:

Federal grant	\$ 160,000
Local Match	\$ 40,000
TOTAL	\$ 200,000

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 21-5211 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO AMEND THE FUNDING AND ADD DETAIL TO THE EXISTING 1-5 BOONE BRIDGE PLANNING PROJECT

Date: November 24, 2021
Department: Planning
Meeting Date: January 20, 2022

Prepared by: John Mermin, john.mermin@oregonmetro.gov, Glen Bolen, glen.a.bolen@odot.state.or.us, Vanessa Vissar, Vanessa.vissar@odot.state.or.us

ISSUE STATEMENT

The UPWP is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is a living document, and may be amended periodically over the course of the year to reflect changes in project scope or budget.

ACTION REQUESTED

Approval of the requested amendment to the 2021-2022 UPWP.

IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2018 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on four key outcomes:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities within the Sunrise Corridor Community Visioning Project are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

STAFF RECOMMENDATIONS

Approve Resolution No. 21-5215 and amend the FY 2021-22 UPWP.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Known Opposition

None

Legal Antecedents

Metro Council Resolution No. 21-5165 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2021-22 UNIFIED PLANNING WORK PROGRAM

Anticipated Effects

Approval will result in funds added to the existing I-5 Boone Bridge Project, which will allow ODOT to initiate planning work in the current fiscal year (prior to June 30, 2022).

BACKGROUND

In 2019, the Legislature directed ODOT to determine the best way to widen and seismically retrofit the I-5 Boone Bridge over the Willamette River. In March 2021, the Oregon Transportation Commission allocated \$3.7M to complete the Planning Phase. The Planning Phase is estimated to be completed in Fiscal Year 2023 and will further refine a cost estimate range, update traffic analysis with tolling assumptions, advance seismic design, determine bicycle and pedestrian access, evaluate land use, conduct environmental analysis, and complete other pre-NEPA activities.

Agenda Item No. 4.5

Resolution No. 21-5216, For the Purpose of Amending the FY 2021-22 Unified Planning Work Program (UPWP) to Add the Regional Mobility Pricing Project that was Funded Since the UPWP was Adopted

Consent Agenda

Metro Council Meeting
Thursday, January 20, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY	)	RESOLUTION NO. 21-5216
2021-22 UNIFIED PLANNING WORK)	
PROGRAM (UPWP) TO ADD THE REGIONAL	)	Introduced by Chief Operating Officer
MOBILITY PRICING PROJECT THAT WAS	)	Marissa Madrigal in concurrence with
FUNDED SINCE THE UPWP WAS ADOPTED	)	Council President Lynn Peterson

WHEREAS, the Unified Planning Work Program (UPWP) describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2021-22; and

WHEREAS, the FY 2021-22 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation (ODOT) and other local jurisdictions; and

WHEREAS The ODOT Toll Program is building on the outcome of the agency’s Value Pricing Feasibility Analysis completed in December 2018; and

WHEREAS The Toll Program is part of the Statewide Transportation Improvement Program; and

WHEREAS the Toll Program was included in the 2021-22 UPWP with two components, one of which has now completed its planning phase (I-205 in Clackamas County) and the other has been renamed as the Regional Mobility Pricing Project; and

WHEREAS, all federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2021-22 UPWP; now therefore,

BE IT RESOLVED that the Metro Council hereby amends the FY 2021-22 UPWP to initiate planning work on the Regional Mobility Pricing project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 20th day of January, 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Project: Regional Mobility Pricing Project

Staff Contact: Mike Mason, Michael.W.Mason@odot.state.or.us

Description

The ODOT Toll Program is building on the outcome of the agency's Value Pricing Feasibility Analysis completed in December 2018. The feasibility analysis was conducted using state funding from House Bill 2017; no Federal funds were spent (except for \$43 in June by administrative staff activating the account).

The Toll Program is part of the Statewide Transportation Improvement Program. This planning effort was included in the 2021-2022 UPWP with two components, a Comprehensive Congestion Management and Mobility Pricing Project and tolling of Interstate 205 in Clackamas County (OR213 to Stafford Road), which has subsequently completed planning and entered the preliminary engineering phase.

The Comprehensive Congestion Management and Mobility Pricing Project, renamed as the Regional Mobility Pricing Project, carries forward one project in the planning phase. It is evaluating variable rate pricing on all lanes of the full corridor lengths of Interstate 5 and Interstate 205 within the Portland metro area. In December 2020, the Oregon Transportation Commission, under the direction of HB 2017, extended the toll corridor for this project to the full length of I-5 and I-205 from an earlier shorter segment between southwest and north Portland only.

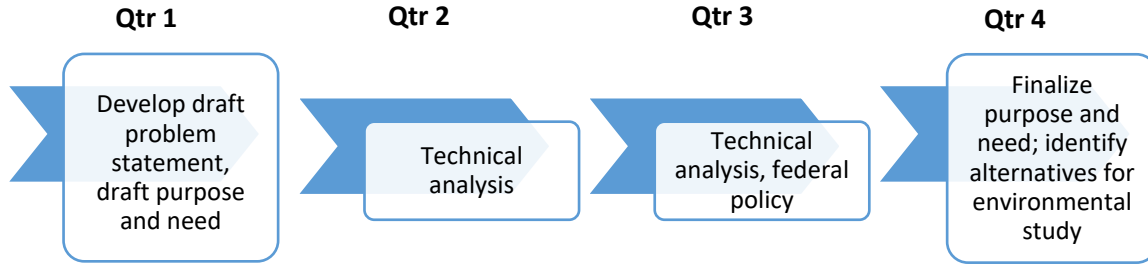
ODOT initiated a federal Planning and Environmental Linkage (PEL) process in 2021 for the Regional Mobility Pricing Project. The goal is to identify -- through outreach with agency partners and the public -- the project purpose, needs, area of impact, and initial concepts that will be evaluated for environmental impacts under the federal National Environmental Policy Act. This initial planning phase for the Regional Mobility Pricing Project is expected to be completed in 2022.

The Oregon Transportation Commission has tolling authority for Oregon's highway system. The project is led by ODOT, which has developed a decision and advisory structure to engage regional partners for technical input as well as an advisory committee to assist in developing an equity framework and equitable process. Regional partners include local, county, and regional agencies, as well as transit service providers including TriMet, Smart, and others. Additionally, ODOT has coordinated with Metro and the City of Portland on their efforts related to congestion pricing. A comprehensive engagement strategy provides public input.

The Regional Mobility Pricing Project is consistent with the RTP policies relating to reliability, pricing and Transportation System Management & Operations (TSMO).

Key Project Deliverables / Milestones FY 2021-2022

FY 2021-22 Unified Planning Work Program



FY 2021-22 Cost and Funding Sources

Requirements:

Personal Services	\$4,157,018
Materials & Services	\$142,982
TOTAL	\$4,300,000

Resources:

Federal grant	\$3,965,460
Local Match	\$334,540
TOTAL	\$4,300,000

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 21-5216 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD THE REGIONAL MOBILITY PRICING PROJECT THAT WAS FUNDED SINCE THE UPWP WAS ADOPTED

Date: November 24, 2021
Department: Planning
Meeting Date: January 20, 2022

Prepared by: John Mermin, john.mermin@oregonmetro.gov, Glen Bolen, glen.a.bolen@odot.state.or.us, Mike Mason, Michael.w.mason@odot.state.or.us

ISSUE STATEMENT

The UPWP is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is a living document, and may be amended periodically over the course of the year to reflect changes in project scope or budget.

ACTION REQUESTED

Approval of the requested amendment to the 2021-2022 UPWP.

IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2018 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on four key outcomes:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities within the Regional Mobility Pricing Project are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

STAFF RECOMMENDATIONS

Approve Resolution No. 21-5216 and amend the FY 2021-22 UPWP.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Known Opposition

None

Legal Antecedents

Metro Council Resolution No. 21-5165 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2021-22 UNIFIED PLANNING WORK PROGRAM

Anticipated Effects

Approval will result in adding the Regional Mobility Pricing Project to the UPWP, which will allow ODOT to initiate planning work in the current fiscal year (prior to June 30, 2022).

BACKGROUND

The ODOT Toll Program is building on the outcome of the agency's Value Pricing Feasibility Analysis completed in December 2018. The feasibility analysis was conducted using state funding from House Bill 2017; no Federal funds were spent (except for \$43 in June by administrative staff activating the account).

The Toll Program is part of the Statewide Transportation Improvement Program. This planning effort was included in the 2021-2022 UPWP with two components, a Comprehensive Congestion Management and Mobility Pricing Project and tolling of Interstate 205 in Clackamas County (OR213 to Stafford Road), which has subsequently completed planning and entered the preliminary engineering phase.

The Comprehensive Congestion Management and Mobility Pricing Project, renamed as the Regional Mobility Pricing Project, carries forward one project in the planning phase. It is evaluating variable rate pricing on all lanes of the full corridor lengths of Interstate 5 and Interstate 205 within the Portland metro area. In December 2020, the Oregon Transportation Commission, under the direction of HB 2017, extended the toll corridor for this project to the full length of I-5 and I-205 from an earlier shorter segment between southwest and north Portland only. The I-205 Toll Project is ODOT's other active toll project. It has advanced out of the planning phase into the preliminary engineering and environmental review phase and is longer included within the Unified Planning Work Plan.

ODOT initiated a federal Planning and Environmental Linkage (PEL) process in 2021 for the Regional Mobility Pricing Project. The goal is to identify -- through outreach with agency partners and the public -- the project purpose, needs, area of impact, and initial concepts that will be evaluated for environmental impacts under the federal National Environmental Policy Act. This initial planning phase for the Regional Mobility Pricing Project is expected to be completed in 2022.

As originally conceived, the tolling program totaled just over \$18 million. Subsequent funding from the Oregon Transportation Commission increased the project allocation to \$21.2 Million. As shown in the budget table in Exhibit A, the revised Regional Mobility Pricing Project will utilize \$4.3 million during the 2021 - 2022 fiscal year.

The Regional Mobility Pricing Project is consistent with RTP Goal 4: Reliability and Efficiency, Objective 4.6 Pricing - Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.

The project is also consistent with the RTP's Transportation System Policies: Transportation System Management and Operations Policy 1: Expand use of pricing strategies to manage travel demand on the transportation system; and Regional Motor Vehicle Network Policy 6: In combination with increased transit service, consider use of value pricing to manage congestion and raise revenue when one or more lanes are being added to throughways.

Agenda Item No. 5.1

Resolution No. 22-5243, Resolution Amending Resolution No. 20-5096 to Delegate Certain Putrescible Waste Authority to Metro's Chief Operating Officer

Resolutions

Metro Council Meeting
Thursday, January 20, 2021

BEFORE THE METRO COUNCIL

RESOLUTION AMENDING RESOLUTION NO.) RESOLUTION NO. 22-5243
20-5096 TO DELEGATE CERTAIN)
PUTRESCIBLE WASTE AUTHORITY TO) Introduced by Marissa Madrigal, Chief
METRO’S CHIEF OPERATING OFFICER) Operating Officer in concurrence with
) Council President Lynn Peterson
)

WHEREAS, on April 2, 2020, the Metro Chief Operating Officer (COO) issued a Declaration of Emergency in the Metro region as a result of the COVID-19 pandemic; and

WHEREAS, on April 23, 2020, the Metro Council adopted Resolution No. 20-5096, which (1) ratified the COO’s emergency declaration; (2) declared a state of emergency in the Metro region because of the COVID-19 pandemic, and (3) delegated certain authority to the COO; and

WHEREAS, Resolution No. 20-5096 specifically granted the COO certain authority with respect to Metro’s Solid Waste Code (Title V), including the authority to amend putrescible waste franchises and licenses; and

WHEREAS, the specific delegated authority regarding putrescible waste was necessary because the Metro Code does not generally grant the COO authority regarding putrescible waste; and

WHEREAS, the Omicron variant of COVID-19 has substantially increased infection rates and has led to staffing shortages at Metro transfer stations and with Metro’s contracted solid waste transporter; and

WHEREAS, these staffing shortages have required Metro to temporarily limit the amount and type of waste accepted at its transfer stations, and it has made it difficult for Metro transfer stations to remove solid waste from those facilities for disposal; and

WHEREAS, the resulting backlog of solid waste at Metro transfer stations necessitates that non-system facilities, including privately owned transfer stations, be made available as options for garbage haulers that would normally use a Metro transfer station, but the COO lacks authority to implement these measures under the COO’s current emergency authority with respect to putrescible waste; and

WHEREAS, the Metro Council now wishes to amend Resolution No. 20-5096 to delegate certain additional putrescible waste authority to the COO in emergency situations based on COVID-19 disruptions; now therefore,

BE IT RESOLVED that the Metro Council:

1. Delegates to the COO authority to temporarily authorize the transport and acceptance of putrescible solid waste to a non-system transfer station outside the Metro jurisdictional boundary without the need for a Non-System License or Designated Facility Agreement if this action is needed to address a significant disruption event at Metro transfer stations due to COVID-19 circumstances.

2. Delegates to the COO authority to enter into a short-term agreement, if necessary, with a solid waste facility outside the Metro jurisdictional boundary regarding the collection and remittance of Metro's solid waste fees and taxes.
3. The COO's authority described in Sections 1 and 2 is revoked if the Metro Council determines that the emergency no longer exists, or if the Metro Council terminates the COVID-19 Emergency Declaration established in Resolution No. 20-5096.

ADOPTED by the Metro Council this 20th day of January 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

IN CONSIDERATION OF RESOLUTION NO. 22-5243, FOR THE PURPOSE OF
AMENDING RESOLUTION NO. 20-5096 TO DELEGATE CERTAIN PUTRESCIBLE
WASTE AUTHORITY TO METRO'S CHIEF OPERATING OFFICER

Date: January 19, 2022
Department: Waste Prevention and
Environmental Services
Meeting Date: January 20, 2022

Prepared by: Pam Peck, 503-797-1866,
pam.peck@oregonmetro.gov
Presenters: Roy Brower
Length: 5 minutes

ISSUE STATEMENT

The backlog of solid waste at Metro transfer stations due to COVID-19 related staffing shortages necessitates that non-system facilities, including privately owned transfer stations located outside the region, be made available as options for garbage haulers that would normally use a Metro transfer station. The Metro Chief Operating Officer lacks authority to implement these measures under the COO's current emergency authority with respect to putrescible waste.

ACTION REQUESTED

Amend Resolution No. 20-5096 to delegate certain additional putrescible waste authority to the COO in emergency situations based on significant COVID-19 disruptions.

IDENTIFIED POLICY OUTCOMES

The resolution supports management of the solid waste system to ensure the system can respond quickly to COVID-19 related system disruptions and that putrescible waste is managed effectively to reduce nuisance, safety and environmental impacts on workers and the public. The resolution advances the policy outcomes in the 2030 Regional Waste Plan including managing all garbage and recycling to minimize health and safety impacts of solid waste operations (RWP goal 12, actions 12.1 and 12.6) and ensuring routine garbage and recycling collection, processing, transport and disposal operations can be restored quickly following a system disruption (RWP goal 18, action 18.1).

POLICY QUESTION(S)

Does the Council support delegating additional putrescible waste authority to the COO in emergency situations based on significant COVID-19 disruptions of the solid waste system?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Amend Resolution No. 20-5096 to delegate additional putrescible waste authority to the COO in emergency situations based on COVID-19 disruptions of the solid waste system. This action helps address the backlog of waste at Metro transfer stations and ensures that the COO can act quickly when there are any future system disruptions related to putrescible waste caused by COVID-19.

Take no action. If the Council does not take action to delegate this additional authority to the COO the Council would need to take action through Metro's normal solid waste authorizations approval processes. This would require the Council to consider multiple authorization ordinances or resolutions and would not address the current system disruption in a timely manner due to Metro code requirements related to the timeline for consideration of ordinances.

STAFF RECOMMENDATIONS

Staff recommends that Council amend Resolution No. 20-5096 to delegate certain additional putrescible waste authority to the COO in emergency situations based on COVID-19 disruptions. This will address current system disruptions caused by staffing shortages and allow the COO to quickly address additional COVID-19 related emergencies or system disruptions related to the management of putrescible waste.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The Omicron variant of COVID-19 has substantially increased exposure and infection rates and has led to staffing shortages at Metro transfer stations and with Metro's contracted solid waste transporter. These staffing shortages have required Metro to temporarily limit the amount and type of waste accepted at its transfer stations, and it has made it difficult for Metro transfer stations to remove solid waste from those facilities for disposal. The resulting backlog of solid waste at Metro transfer stations necessitates that non-system facilities, including privately owned transfer stations located outside the region, be made available as options for garbage haulers that would normally use a Metro transfer station, but the COO lacks authority to implement these measures under the COO's current emergency authority with respect to putrescible waste.

The proposed amendment to Resolution No. 20-5096 would:

- 1) Delegate to the COO authority to temporarily authorize the transport and acceptance of putrescible solid waste to a non-system transfer station outside the Metro jurisdictional boundary without the need for a Non-System License or Designated Facility Agreement if this action is needed to address a significant disruption event at Metro transfer stations due to COVID-19 circumstances.
- 2) Delegates to the COO authority to enter into a short-term agreement, if necessary, with a solid waste facility outside the Metro jurisdictional boundary regarding the collection and remittance of Metro's solid waste fees and taxes.
- 3) The COO's authority described in Sections 1 and 2 is revoked if the Metro Council determines that the emergency no longer exists, or if the Metro Council terminates the COVID-19 Emergency Declaration established in Resolution No. 20-5096.

Additional context:

- There is no know opposition to this resolution.
- Metro has involved local governments, private facility owners and collectors in ensuring garbage and recycling services are provided throughout the COVID-19 pandemic. Metro has convened emergency incident management meetings with local governments related to the current staffing shortages caused by COVID-19.

- Legal Antecedents – On April 23, 2020, the Metro Council adopted Resolution No. 20-5096, which (1) ratified the COO’s emergency declaration; (2) declared a state of emergency in the Metro region because of the COVID-19 pandemic, and (3) delegated certain authority to the COO. Resolution No. 20-5096 granted the COO certain authority with respect to Metro’s Solid Waste Code (Title V), including the authority to amend putrescible waste franchises and licenses.
- Anticipated Effects - COO has authority to address system disruptions caused by COVID-19. Metro can respond quickly to COVID-19 related system disruptions. Putrescible waste is managed effectively to reduce nuisance, safety and environmental impacts on workers and the public.
- Financial Implications – Minimal, Metro will work to ensure appropriate fees and taxes on waste are collected from non-system facilities which will require additional staff time. There may be some reduction in emergency transport costs for Metro’s transfer stations by allowing waste to flow to private transfer stations and alleviate the backlog at Metro’s stations.

BACKGROUND

As noted above, Council adopted Resolution No. 20-5096 on April 23, 2020 to ensure that essential solid waste services are provided to the public during the COVID-19 pandemic and that garbage and recycling is managed effectively to reduce nuisance, safety and environmental impacts on workers and the public.

ATTACHMENTS

RESOLUTION NO. 22-5243

- Is legislation required for Council action? Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? None

Agenda Item No. 5.2

Resolution No. 21-5229, For the Purpose of Creating and Appointing Members of the Tualatin Valley Highway Steering Committee

Resolutions

Metro Council Meeting
Thursday, January 20, 2021

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 20th 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

Gerritt Rosenthal, Metro Council, District 3
gerritt.rosenthal@oregonmetro.gov

Juan Carlos González, Metro Council District 4
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

IN CONSIDERATION OF RESOLUTION NO. 21-5229, FOR THE PURPOSE OF CREATING AND APPOINTING MEMBERS OF THE TUALATIN VALLEY HIGHWAY STEERING COMMITTEE

Date: December 30, 2021
Department: Planning, Development and Research
Meeting Date: January 20, 2022

Prepared by: Eryn Deeming Kehe
(503) 916-9362
eryn.kehe@oregonmetro.gov
Presenter(s): (Eryn Kehe (she/her) & Malu Wilkinson (she/her),
Length: 20 minutes

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 define 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 identify these strategies and, with staff support, compile them into a TV Highway Equitable Development Strategy. Metro staff is currently working with the Southwest Equity Coalition to create the new coalition for this effort on TV Highway.

ACTION REQUESTED

Metro Council is asked to consider a resolution creating a Tualatin Valley Highway Steering Committee to ensure the Tualatin Valley Highway Bus Rapid Transit Project creates a transit design that has community support and can be implemented.

The Steering Committee will make decisions at important design milestones and recommend a final concept design called a Locally Preferred Alternative (LPA) to JPACT and the Metro Council. To seek funding from the Federal Transit Administration (FTA), the LPA will need to be included in the Regional Transportation Plan (RTP).

The Steering Committee will include elected officials, agency executives representing each jurisdiction along the corridor and members of the Tualatin Valley Highway Equity Coalition. The Equity Coalition (yet to be formed) will lead the development of a corridor equity strategy similar to the Southwest Corridor Equity Strategy which was published in October 2019. The Steering Committee will receive regular updates on the production of that strategy.

Steering Committee membership includes:

- 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 (to be created by staff); including at least one member who represents Tualatin Valley Highway business

IDENTIFIED POLICY OUTCOMES

The RTP and the 2018 Regional Transit Strategy identify the Tualatin Valley Highway Corridor, Beaverton to Forest Grove, for future transit corridor refinement planning. Tualatin Valley highway is identified both for future High Capacity Transit and an Enhanced Transit Corridor. In addition, the Regional Transit Strategy identifies the Tualatin Valley 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)/ POLICY OPTIONS FOR COUNCIL TO CONSIDER

A Steering Committee will help move this project forward by providing leadership and coordination among project partners. This is a structure which has been used for years to support corridor planning projects including the Powell-Division corridor and the Southwest Corridor.

The Federal Transit Administration awarded an \$850,000 grant to Metro through the Helping Obtain Prosperity for Everyone (HOPE) program to support work on transit and equitable development on the Tualatin Valley Highway. The Steering Committee will be supported by Metro staff paid for by funds from this grant.

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 Resolution No. 21-5229 creating and appointing members of the Tualatin Valley Highway Steering Committee.

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.

Early conversations about participation are underway with the Southwest Equity Coalition (SWEC) leadership and Unite Oregon as well as local organizations including the Muslim Educational Trust and Centro Cultural de Washington County.

- **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 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 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

Resolution No. 21-5229

Exhibit A

Exhibit B

Agenda Item No. 5.3

Resolution No. 22-5236, For the Purpose of Authorizing an Exemption from Competitive Bidding and Procurement of Construction Manager/General Contractor Services by Competitive Request for Proposals for the Oregon Zoo Black Bear Improvement Project

Resolutions

Metro Council Meeting
Thursday, January 20, 2021

BEFORE THE METRO CONTRACT REVIEW BOARD

FOR THE PURPOSE OF AUTHORIZING AN) RESOLUTION NO. 22-5236
EXEMPTION FROM COMPETITIVE)
BIDDING AND PROCUREMENT OF) Introduced by Chief Operating
CONSTRUCTION MANAGER/GENERAL) Officer Marissa Madrigal in
CONTRACTOR SERVICES BY) concurrence with Council President
COMPETITIVE REQUEST FOR) Lynn Peterson
PROPOSALS FOR THE OREGON ZOO)
BLACK BEAR IMPROVEMENT PROJECT)

WHEREAS, Metro intends to renovate the Black Bear habitat located at the Oregon Zoo. (the "Oregon Zoo Black Bear Improvements Project"); and

WHEREAS, ORS 279C.335 and Metro Local Contract Review Board Administrative Rule ("LCRB Rule") 49-0130 require that all Metro public improvement contracts be procured based on competitive bids, unless exempted by the Metro Council, sitting as the Metro Contract Review Board; and

WHEREAS, Metro's LCRB Rule 49-0620 authorizes the Metro Contract Review Board to exempt a public improvement contract from competitive bidding and direct the appropriate use of alternative contracting methods that take account of market realities and modern innovative contracting and purchasing methods, so long as they are consistent with the public policy of encouraging competition, subject to the requirements of ORS 279C.335; and

WHEREAS, ORS 279C.335(2) and (5)(a), and LCRB Rules 49-0630 through 49-0690 require that the Metro Contract Review Board hold a public hearing and adopt written findings establishing, among other things, that the exemption of a public improvement contract from competitive bidding is unlikely to encourage favoritism or substantially diminish competition for public improvement contracts; and that said exemption will likely result in substantial cost savings to Metro; now therefore.

BE IT RESOLVED THAT THE METRO CONTRACT REVIEW BOARD:

1. Exempts from competitive bidding the procurement and award of a Construction Manager/General Contractor ("CM/GC") public improvement contract for the construction of the Oregon Zoo Black Bear Improvements Project; and
2. Adopts as its findings in support of such exemption the justification, information and reasoning set forth on the attached Exhibit A, which is incorporated herein by reference as if set forth in full; and
3. Authorizes the Chief Operating Officer to:

- 3.1 Prepare a form of Request for Proposals for CM/GC Contractor services that includes the following evaluation criteria for contractor selection:
- Contractor’s proposed fees for pre-construction services
 - Contractor’s proposed overhead and profit for construction services
 - Contractor’s Project understanding and proposed project approach
 - Contractor’s record of completion of projects of similar type, scale and complexity, including demonstrated public improvement CM/GC project experience and expertise
 - Contractor’s record of coordinating multi-disciplinary approaches to value engineering challenges
 - Contractor’s record of working with owners and design professionals to identify ways to incorporate long-term operational efficiencies into projects
 - Contractor’s Proposed milestone dates, including but not limited to substantial completion
 - Contractor’s demonstrated quality and schedule control
 - Contractor’s Financial capacity
 - Contractor’s experience in incorporating sustainability construction practices and design into projects
 - Contractor’s demonstrated commitment to workforce diversity and record of use of subcontractor businesses certified by the Certification Office of Business Inclusion and Diversity (COBID)
 - Any other criteria that ensure a successful, timely, and quality project, in the best interest of Metro and in accord with ORS 279C.335(4)(c) and LCRB Rule 49-0640(2)(a) and (b);
- 3.2 Following the approval of said form of Request for Proposals and Contract by the Office of the Metro Attorney, to issue said form, and thereafter to receive responsive proposals for evaluation; and
- 3.3 Following evaluation of the responses to the Request for Proposals, authorizes the Chief Operating Officer to execute a CM/GC contract with the most advantageous proposer to construct the Oregon Zoo Black Bear Improvement Project.

ADOPTED by the Metro Council this 20th day of January, 2022.

Approved as to Form:

Lynn Peterson, Metro Council President

Carrie MacLaren, Metro Attorney

Oregon Zoo Black Bear Improvements - Exhibit A

Findings in Support of an Exemption from Competitive Bidding and Authorizing the Procurement by Request for Proposals of Construction Manager General Constructor (CM/GC) Services for the Oregon Zoo Black Bear Improvements

Pursuant to ORS 279C.335(2) and (4), and Metro Code Section LCRB 49-0620 through 49-0660, and 49-0690, the Metro Contract Review Board makes the following findings in support of exempting the procurement of the Oregon Zoo Black Bear Improvements project from competitive bidding, and authorizing use of a Request for Proposal (RFP) process for a Construction Manager General Contractor (CM/GC) public improvement construction contract:

A. The exemption is unlikely to encourage favoritism or substantially diminish competition.

The Metro Contract Review Board finds that exempting the procurement of the construction of the Oregon Zoo Black Bear Improvements project from competitive bidding is “unlikely to encourage favoritism in the awarding of public contracts or to substantially diminish competition for public contracts” as follows: The RFP will be formally advertised with public notice and disclosure of the alternative contracting method and will be made available to all qualified contractors. Award of the contract will be based on the identified selection criteria and dissatisfied proposers will have an opportunity to protest the award. Full and open competition based on the objective selection criteria set forth in the Metro Contract Review Board resolution will be sought, and the contract will be awarded to the most advantageous proposer. Competition for the RFP will be encouraged by: Posting on Bid Locker, public advertisements placed in the Portland Business Tribune and other minority business publications; performing outreach to local business groups representing minorities, women, and emerging small businesses and by contacting contractors known to Metro to potentially satisfy the RFP criteria. The subcontractor selection process will be a low bid competitive method for contracts by requiring a minimum of three bids per scope, unless there is an approved exception. Competition among subcontractors will be encouraged by contacting local sub-contractors, including COBID firms and notifying them of any opportunities within their area of expertise and by performing outreach to local business groups representing minorities, women, and emerging small businesses.

B. The exemption will likely result in substantial cost savings to Metro.

The Metro Contract Review Board finds that exempting the procurement of the construction of the Oregon Zoo Black Bear Improvements project from competitive bidding will likely result in substantial costs savings to Metro, considering the “type, cost and amount of the Contract,” the 14 factors required by ORS 279C.335(2)(b), and the “additional findings” per Metro Local Contract Review Board (LCRB) Administrative Rule 49-0630(3)(B) as follows:

Type, Cost and Amount of the Contract: (type of project, budgeted/expected overall cost (of project), budgeted/expected contract amount)

The CM/GC project delivery model is a common public improvement procurement practice. Area agencies such as City of Portland, Multnomah County, Tri-Met, and Port of Portland utilize the CM/GC process for their large, complex public improvement projects. In CM/GC projects the General Contractor becomes a part of the project team during the design process, in order to provide constructability, logistics and value engineering expertise to the construction documentation process. CM/GC offers a distinct advantage to Metro over traditional design-bid-build (low bid) method in its ability to obtain enhanced participation by COBID contractors. The current rough-order-of-magnitude estimate for the entire project is \$350,000.

Oregon Zoo Black Bear Improvements - Exhibit A

Statutory Factors

1. **Number of entities available to bid:** This factor is unaffected by exemption from competitive bidding. Regardless of procurement method, there are numerous firms interested in participating in the procurement, many of which would have bid on the project in the absence of the exemption from competitive bidding.
2. **Construction budget and future operating costs:** Using an RFP to select a General Contractor will allow Metro to obtain cost reductions through pre-construction services by the contractor during the design phase, including a constructability review, value engineering, and other services. Involving the contractor early in the design process fosters teamwork that results in a better design, fewer change orders, and faster progress with fewer unexpected delays, resulting in lower costs to Metro. The potential for faster progress and an earlier completion date will also help Metro avoid the risk of inflationary increase in materials and construction labor costs. Contractor constructability review also allows for an ongoing review of the long term operating costs of design options, allowing for midcourse design changes, leading to a project having lower long term operating maintenance and repair costs.
3. **Public Benefits:** The procurement of a CM/GC construction contract through the RFP process will help realize Metro's goal of obtaining COBID participation by enabling a qualitative review of proposers' approach to COBID outreach and mentoring partnerships.
4. **Value Engineering:** The process will enable the contractor to work with the project Landscape Architect and Metro staff to hold scope within the construction budget by providing early input and constructability review to designers, avoiding costly redesign and change orders, and providing opportunities for the Landscape Architect and Contractor to work together on both practical and innovative solutions to meeting the project budget. This type of contract will allow the designers to more easily explore with the contractor the feasibility of innovative design solutions and incorporate ongoing value engineering.
5. **Specialized Expertise Required:** The contractor and subcontractors must be able to demonstrate in their proposal that they have experience constructing operations and maintenance facilities and park facilities, demonstrated successes with sustainability and subcontractor equity, and have successfully completed public improvement projects, understand the logistics of general public and staff traffic control, access, removing demolished materials, etc. The selection of a contractor with such expertise to construct the project will result in a substantially lower risk to Metro, because it increases the likelihood of the project being completed on or ahead of schedule, resulting in lower costs and increased benefit to the community. The ability to factor expertise and experience into contractor selection is inherent in the RFP process, but is not part of the traditional low bid process.
6. **Public Safety:** The CM/GC contracting process will enable the Contractor to work with the project Landscape Architect and Metro staff to plan for minimizing safety hazards and conflict between the project and ongoing operations by providing early input into issues of project phasing, construction staging areas, construction access and scheduling. Such integrated early planning efforts are expected to limit risks to public and Metro staff safety. The ability to factor safety performance on similar projects into contractor selection is inherent in the RFP process, but is not part of the traditional low bid process.

Oregon Zoo Black Bear Improvements - Exhibit A

7. **Reduces risk to Metro and the public.** The risks to Oregon Zoo's ongoing operations posed by the inability of the contractor to meet the schedule deadlines will be reduced by the selection of the contractor based on the demonstrated ability to perform the work as specified and based on successful prior experience working safely, effectively and efficiently in or near a similar environment where Metro staff and the public are present, rather than awarding the project to the low bidder.
8. **Exemption's effect on funding:** Does not apply.
9. **Better Control of Impact of Market Conditions on Cost and Time to Complete:** Does not apply.
10. **Technical complexity:** The exemption will allow the Contractor to select subcontractors that have demonstrated technical expertise, knowledge, and experience with the logistical challenges of demolition and construction in a similar setting, all of which can be factored into the contractor selection in the RFP process. The selection of a contractor with demonstrated experience and success in implementing similar projects will result in a substantially lower risk to Metro, because it increases the likelihood of the project being completed on budget, with fewer construction delays and change orders, resulting in lower costs. The RFP process will take into account each contractor's past performance and technical knowledge.
11. **New construction, renovation or remodel:** The project is most appropriately scoped as a major renovation. The addition of the general contractor to the project team during project scoping and design will pay dividends by helping to inform Metro's decision-making. Construction of the Oregon Zoo Black Bear Improvements project is tentatively slated to start in mid-FY 23.
12. **Occupancy during construction:** The existing Oregon Zoo Black Bear Habitat has four resident black bears. They have access to a holding building, a primary outdoor yard and a secondary off-exhibit outdoor yard. The resident black bears will remain on-site during construction, but can be restricted to the holding building and off-exhibit outdoor yard. The primary outdoor yard is the project area. The Black Bear Bridge running overhead of the habitat will remain open to visitors and staff during construction. The CM/GC contracting process will enable the contractor to work with the project Landscape Architect and Metro staff to minimize conflict between the project and ongoing operations, by providing early input into issues of project phasing, construction staging areas, construction access and scheduling. Such integrated early planning efforts are expected to limit conflicts and thus reduce the risk of construction delays and costly change orders.
13. **Phased Construction Work:** Part of the CM/GC's pre-construction work will be determining whether the project can be conducted in phases, allowing for early work amendments to start on some phases while finalizing overall design, which ultimately saves time on the overall project and may mitigate impact to ongoing operations. Early work phases are expected to uncover latent conditions at the project site that, once exposed, will then be addressed efficiently and less expensively during ongoing design, avoiding costly redesigns and change orders.
14. **Availability of personnel, consultant and legal counsel with CM/GC expertise.** The Office of Metro Attorney, Project Manager, and Project Landscape Architect have the necessary qualifications and expertise to negotiate, administer, and enforce the terms of Metro's CM/GC public improvement contract, including prior experience governing large CM/GC projects and managing them to a successful completion.

Oregon Zoo Black Bear Improvements - Exhibit A

Additional Findings:

1. Industry practices, surveys, trends. The industry-accepted benefits of the CM/GC method include:

- Results in a better design that meets the owner's objectives
- Encourages competition, especially for COBID subcontractors
- May be completed in a faster time frame
- When skillfully managed, costs less than a design-bid-build project that is designed and constructed in the traditional manner, due to higher likelihood of constructability of design and opportunities for value engineering early in the design process.
- Reduces the risks of delays, cost overruns, and disputes
- Limits the number of change orders for unforeseen conditions

2. Past experience and evaluation of Metro CM/GC projects.

The \$47 million Oregon Zoo Polar Passage, Primate Forest and Rhino, ("PPR"), project was substantially complete in March 2021. The benefits to the Oregon Zoo PPR project achieved through the CM/GC process include:

- Cost reductions through pre-construction services by the contractor during the design phase, including a constructability review (e.g., materials, phasing, layout and design) and value engineering.
- Phased construction was able to start while integrated delivery planning for future phases was still being developed. This kept the project on schedule and allowed for ongoing construction activities during daily Oregon Zoo business operations.
- Seven and ½ percent of the Guaranteed Maximum Price in change orders. On a project of this size and complexity, one would ordinarily expect a ratio of at least ten percent or greater in change orders increasing the cost of construction.
- The project exceeded 14 percent COBID subcontractor participation. This achievement accounts for more than \$4.7 million going to the local COBID subcontractor community.
- Partnering with the Oregon Zoo through preconstruction planning and ongoing coordination, the Zoo was able to safely maintain normal business operations: during 24 months of major construction in the middle of the zoo.

3. Benefits and drawbacks of CM/GC to the Oregon Zoo Black Bear Improvements project. The CM/GC method provides an invaluable means of addressing the risks to Metro presented by the project's site conditions and timeline.

By involving the contractor extensively during the design process, Metro will be able to better account for, plan around, and address the above factors prior to and during construction. This avoids project delays and expensive change orders, helps to reduce liability and revenue risks to Metro, and provides a foundation of cooperation upon which a high-quality result may be achieved, on schedule and on budget. Pre-construction services provided during the process include a constructability review, value engineering, and other services during design. Involving a contractor during the design fosters teamwork that results in a better design, faster progress with fewer delays and lower risk of costly change orders.

Given Metro's favorable experience with CM/GC, staff foresees no drawbacks to adopting the CM/GC method to implement the Oregon Zoo Black Bear Improvements project.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 22-5236 FOR THE PURPOSE OF AUTHORIZING AN EXEMPTION FROM COMPETITIVE BIDDING AND PROCUREMENT OF CONSTRUCTION MANAGER GENERAL CONTRACTOR SERVICES BY COMPETITIVE REQUEST FOR PROPOSALS FOR THE OREGON ZOO BLACK BEAR IMPROVEMENTS PROJECT.

Date: January 03, 2022

Prepared by: Staci Pfau

BACKGROUND

The Oregon Zoo Black Bear exhibit was constructed in 2005 as part of the Great Northwest Cascade Canyon project. The four resident black bears have access to a holding building, an off-exhibit outdoor yard and a primary outdoor yard. Transfer to either outdoor yard is managed from the holding building. Bifurcating the outdoor space is an overhead bridge utilized by Guests and Staff to maintain clearance of the animal space. It also provides multiple opportunities to view the Black Bears in different zones of their habitat. The primary outdoor yard is part of the Zoo's natural hillside that was adapted for black bear use. The area has suffered from consistent storm water drainage challenges since its construction. Zoo staff are continuously working on drain lines and clearing silt from guest viewing areas. A combination of horticulture services and specialized trails contractors have made iterative improvements to re-work the pathways utilized by Keeper Staff to maintain a safe habitat for the animals.

The primary purpose of this project is to build a new climbing structure for the bears, providing many benefits for both the black bears and guests. For the bears, it provides new enrichment, outdoor shade, and opportunities to exercise both body and well-being. It also provides new viewing opportunities to enhance the guest experience. The secondary purpose is to address on-going drainage and path maintenance issues. The CM/GC will allow for the project team to work through the design and costs of the climbing structure early in the coordination so that the remaining construction budget can finalize scope for trail improvements and drainage work. The schedule for the overall project will be significantly condensed. Without the CM/GC contract budget for the drainage and pathway work could not begin until a design-bid-build contract was in-place for the climbing structure. It would likely require the site to be shut-off from black bear use a second time instead of completing work under a single mobilization.

The estimated value of this project is \$350,000.

The landscape architecture/engineering consultants for the project are beginning the design phase with Metro staff in February. It is desired that the Construction Manager General Contractor (CM/GC) project delivery method be used whereby the General Contractor will join the team at the beginning of the design development phase, providing beneficial pre-construction expertise and input. Procurement of a CM/GC requires an exemption from competitive bidding so that Metro may procure by Request for Proposals process in lieu of procurement by Invitation to Bid.

The alternative, qualifications based procurement method, a Request for Proposals, enables Metro to specifically request and qualitatively evaluate proposers' prior experience with the unique parameters

of the project including experience with operations and maintenance facilities, park facilities, demonstrated successes with sustainability and their approach to COBID outreach and partnership and workforce diversity. This delivery method offers a better ability for public agencies to increase the use of COBID firms in sub-contracting opportunities.

The attached resolution and findings in Exhibit A describe the specialized nature of this project. Based on these findings, the Metro procurement manager believes that a value-based selection process is more appropriate than a traditional, competitive bid (which solely considers lowest bid price). CPMO staff and the Office of the Metro Attorney concur.

Therefore, staff seeks Council authorization to pursue the alternative procurement of Construction Manager General Contractor Services by a competitive Request for Proposals, for the Oregon Zoo Black Bear Improvement project. This will allow Metro to consider cost as well as experience and expertise in completing similar projects and in selecting the most advantageous contractor for this project.

ANALYSIS/INFORMATION

1. **Known Opposition:** None

2. **Legal Antecedents:** LCRB Rule 49-0620(1), 49-0130, 49-0630, 49-0640, and 49-0690; Oregon Revised Statutes 279C.335 and ORS 279C.337.

3. **Anticipated Effects:** Public procurement process will be open and competitive, but items in addition to cost will be considered in the awarding of the contract. Increased use of COBID subcontractors is anticipated.

4. **Budget Impacts:** The CM/GC project delivery method provides safeguards for schedule and cost control of the project, including early involvement by construction contractor in the design process, as well as reducing the risk of substantial change orders.

RECOMMENDED ACTION

Metro Council, acting as the Local Contract Review Board, approves an exemption from competitive bidding for the Black Bear Improvement project, and authorizes procurement of a Construction Manager/General Contractor by request for competitive proposals, and authorizes the execution of the resulting CM/GC contract by the Chief Operating Officer in a form to be approved by the Office of Metro Attorney.

Agenda Item No. 6.1

Ordinance No. 22-1475, For the Purpose of Amending Metro Code Chapter 11.01 to Align Certain Sections with Terms in the Supportive Housing Services Intergovernmental Agreements with Multnomah, Clackamas, and Washington Counties

Ordinances (Second Reading)

Metro Council Meeting
Thursday, January 20, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO	)	ORDINANCE NO. 22-1475
CODE CHAPTER 11.01 TO ALIGN CERTAIN)	
SECTIONS WITH TERMS IN THE SUPPORTIVE	)	Introduced by Chief Operating Officer
HOUSING SERVICES INTERGOVERNMENTAL	)	Marissa Madrigal in concurrence with
AGREEMENTS WITH MULTNOMAH,	)	Council President Lynn Peterson
CLACKAMAS AND WASHINGTON COUNTIES)	
)	

WHEREAS, on May 19, 2020, the Metro area voters approved Metro’s Supportive Housing Services Ballot Measure (“Measure”); and

WHEREAS, on December 17, 2020, the Metro Council adopted Ordinance No. 20-1452, which established a new Metro Code Chapter 11.01 (“Supportive Housing Services Program”) that codified the Measure’s programmatic sections with title, chapter and section numbers; and

WHEREAS, following adoption of Ordinance No. 20-1452 and beginning in June 2021, Metro began negotiations with Multnomah, Clackamas, and Washington Counties (collectively the “Counties”) to enter into three separate Supportive Housing Services Intergovernmental Agreements (“SHS IGAs”) with each county; and

WHEREAS, the SHS IGAs detail the process through which Metro will continue to provide oversight over the Supportive Housing Services program to ensure that distributed funds are appropriately and transparently spent in accordance with each County’s Local Implementation Plan and annual work plan; and

WHEREAS, on January 13, 2022, the Metro Council, via Resolution No. 22-5238, authorized the Metro Chief Operating Officer to enter into three separate SHS IGAs with the Counties; and

WHEREAS, certain desired terms in the negotiated SHS IGAs do not align with current language in Metro Code Chapter 11.01, thus necessitating amendments to Metro Code Chapter 11.01; and

WHEREAS, there is also a typographical error in Exhibit A to Ordinance No. 20-1452 (which adopted Metro Code Chapter 11.01) that incorrectly references a non-existent code section; and

WHEREAS, the Metro Council wishes to ensure language in the three SHS IGAs conforms to Metro Code Chapter 11.01 to avoid inconsistency and confusion and further wishes to correct the incorrect section reference; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Metro Code Sections 11.01.120, 11.01.150, and 11.01.160(b) are amended as set forth in the redlined version of those sections, attached as Exhibit A.

ADOPTED by the Metro Council this 20th day of January 2022.

Lynn Peterson, Council President

Attest:

Approved as to Form:

Jaye Cromwell, Recording Secretary

Carrie MacLaren, Metro Attorney

11.01.120 Use of Revenues

Unless expressly stated otherwise in this chapter, Supportive Housing Services Revenue may only be used for the purposes set forth in Sections 11.01.030 and 11.01.050, in addition to Metro's costs of collection and administration. Metro may establish a separate fund or funds for the purpose of receiving and distributing Supportive Housing Services Revenues.

11.01.150 Use of Funds in Metro Jurisdictional Boundary Only

(a) Although some portion of each of the three recipient counties (Multnomah, Washington and Clackamas) are outside of the Metro jurisdictional boundary, Supportive Housing Services Revenue may be spent only for Supportive Housing Services provided within the Metro jurisdictional boundary.

(b) Notwithstanding subsection (a) above, Supportive Housing Services Revenue may be spent on the temporary provision of services outside the Metro jurisdictional boundary for a duration of less than 90 days for a person who has been living in the Metro jurisdictional boundary if Supportive Housing Services in the boundary are not otherwise available to the person, or for other emergency or unforeseen circumstances if authorized in writing by Metro before the expenditure of funds.

11.01.160 Accountability of Funds

(a) Each county or local government receiving funds must make an annual report to the Metro Council and the Regional Oversight Committee on how funds from the taxes have been spent and how those expenditures have affected established homelessness metrics.

(b) In the annual report, the Local Implementation Partner must demonstrate that County General Fund monies and other dedicated funding levels allocated for homelessness were at least as much as FY 19-20, in addition to the Supportive Housing Services program funds. A Local Implementation Partner may not displace funds committed before FY 19-20 except in extenuating circumstances and through a temporary waiver for good cause.

IN CONSIDERATION OF:

ORDINANCE NO. 22-1475, FOR THE PURPOSE OF AMENDING METRO CODE CHAPTER 11.01 TO ALIGN CERTAIN SECTIONS WITH TERMS IN THE SUPPORTIVE HOUSING SERVICES INTERGOVERNMENTAL AGREEMENTS WITH MULTNOMAH, CLACKAMAS AND WASHINGTON COUNTIES

Date: December 30, 2021

Department: Planning, Development & Research

Presenter(s) (if applicable): Patricia Rojas, Kristin Dennis and Shane Abma

Meeting Date: January 13, 2022

Length: 30 minutes

Prepared by: Patricia Rojas,
patricia.rojas@oregonmetro.gov

ISSUE STATEMENT

On May 19, 2020, greater Portland voters determined homelessness to be a regional concern and approved Measure 26-210, and established Metro's regional supportive housing services (SHS) program to address homelessness and help people find and keep safe, stable, affordable housing across the region.

This program brings a groundbreaking level of funding and regional coordination between Metro, Clackamas, Washington, Multnomah counties (The Counties) to scale and collectively address this region-wide challenge. In accordance with the supportive housing measure, each of the Metro area's three counties developed a Local Implementation Plan through inclusive engagement with community and local practitioners, including BIPOC communities and hundreds of individuals with lived experience of homelessness. Plans incorporated analyses of local conditions, needs, racial inequities, and included a framework for planned investments and strategies. As required for the counties to receive funding from the regional measure, these plans have been approved by the Metro Council per the recommendation of local advisory bodies, boards of commissioners and the Regional Oversight Committee.

On December 17, 2020, Metro Council adopted Ordinance No. 20-1452, which established a new Metro Code Chapter 11.01 ("Supportive Housing Services Program") that codified the Measure's programmatic sections with title, chapter and section numbers.

The Metro code requires an intergovernmental agreement (IGA) between The Counties and Metro. The IGA details the roles and obligations of each party, structures and process of oversight and accountability, programmatic requirements, the process by which Metro will provide effective oversight over the Supportive Housing Services program and

accountability that distributed funds are appropriately and transparently spent in accordance with each County's Local Implementation Plan and annual work plan.

Spending of SHS Funds for SHS Services Outside the Region.

Current Metro Code Section 11.01.150 prohibits SHS funds from being spent outside the Metro district boundary, with no provision for exceptions. However, in certain situations it may be appropriate to spend SHS funds, temporarily, on SHS services outside the region. In addition, there may be emergency and unforeseen situations in which SHS funds should be spent outside the Metro boundary.

Thus, the IGA was negotiated to allow The Counties to address real world scenarios that may necessitate spending SHS funds outside the region. However, as currently written, IGA language and Metro Code are inconsistent with respect to spending SHS funds on services outside the region. In order to allow for this reality and prioritize ending homelessness in the region, code will need to be amended.

To effectively meet the goals of reducing homelessness in the region in a manner that is compassionate and responsive to the unique needs and circumstances experienced by Metro region residents receiving services, the Code should be amended to allow Supportive Housing Services Revenue to be spent on the temporary provision of services outside the Metro jurisdictional boundary. To honor the intent of the Measure, out-of-region spending should be rare. Accordingly, the IGA only authorizes this spending for a duration of less than 90 days, only for a client who has been living in the Metro jurisdictional boundary, and only if Supportive Housing Services in the boundary are not otherwise available to the client. SHS funds may also be used outside the region for emergency and unforeseen circumstances, provided that Metro has authorized this spending in writing before the expenditure of funds.

Changing the "Anti-Displacement" Baseline from FY 2020-21 to 2019-20.

The purpose of the Supportive Housing Services Measure tax was to "provide revenue for Supportive Housing Services in addition to revenues provided for those services by the local governments within Metro." (Measure Section 9(1)). This is often referred to as the "Anti-Displacement" provision, and it prohibits any local government that receives SHS funding from reducing the amount of SHS funding that they were providing before the Measure was approved by the voters. This requirement was then codified in Metro Code (Section 11.01.160(b)).

The Measure did not establish any particular fiscal year to be the baseline funding level. When Metro codified the Measure, it established the baseline year as FY 2020-21. This occurred prior to the COVID pandemic, in which a substantial amount of federal funding was given to local governments in the Metro region—some of it used on SHS. Accordingly, during SHS IGA negotiations, it became clear that FY 2020-21 was an outlier, and that it was more appropriate to use FY 2019-20 as the baseline funding target. To ensure consistency between the Code and the IGA, it is necessary to amend Section 11.01.160(b) to change the "Anti-Displacement" baseline year to FY 2019-20.

Typographical Error

Finally, the original adoption of the Supportive Housing Services code provisions included a typo that referenced 11.010.050. The correct reference is 11.01.050, and this ordinance corrects that error.

ACTION REQUESTED

Staff request that Metro Council to take the following formal actions:

- Adopt Ordinance 22-1475, that amends Metro Code as described in Exhibit A to Ordinance 22-1475

IDENTIFIED POLICY OUTCOMES

Adoption of Ordinance 22-1475 will:

- Preserve the housing stability of service recipients
- Reduce homelessness in the region
- Prevent unnecessary trauma and harm to service recipients
- Align Metro Code and IGA language

STAFF RECOMMENDATIONS

Staff recommends Metro Council adopt Ordinance 22-1475.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

With the passage of Measure 26-210, the voters of the Greater Portland region entrusted Metro and Washington, Clackamas and Multnomah Counties to work together in addressing the region's housing and homelessness crisis.

Metro code requires Metro to enter into IGA's with Multnomah, Clackamas and Washington counties to distribute tax revenue and implement the Metro Supportive Housing program. Through the IGA, the four jurisdictional partners have developed a foundation and programmatic framework that establishes roles and obligations, oversight and accountability and promotes housing stability for thousands of households to accomplish the regional goal of ending chronic homelessness over the next ten years.

While Metro code was written to maintain the integrity of the measure, including restricting revenue expenditures to the Metro district boundary, the measure did not consider the reality of circumstances that will prevent the primary goal of ending homelessness for as many people as possible. The IGA must reconcile the words with the real world application of the measure.

This ordinance recognizes that temporary funding of SHS outside the Metro boundary may be appropriate under certain circumstances as described above and for a limited duration. This will allow for case managers to help individuals maintain housing stability through difficult transitions. Ending homelessness and achieving housing stability are not linear processes. The voters of the region and more importantly those experiencing homelessness are counting on Metro and county partners to take measured and reasonable approaches such as this to achieve the goals of the measure.

Materials following this page were distributed at the meeting.



Metro



Metro Council Meeting
Ordinance 22-1475 Second Reading
January 20, 2022

Council Action

Ordinance No: 22-1475

For the purpose of amending Metro code chapter 11.01 to align certain sections with terms in the Supportive Housing Services intergovernmental agreements with Multnomah, Clackamas and Washington counties.

January 13, 2022 - First Reading

January 20, 2022 - Second reading and vote

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.

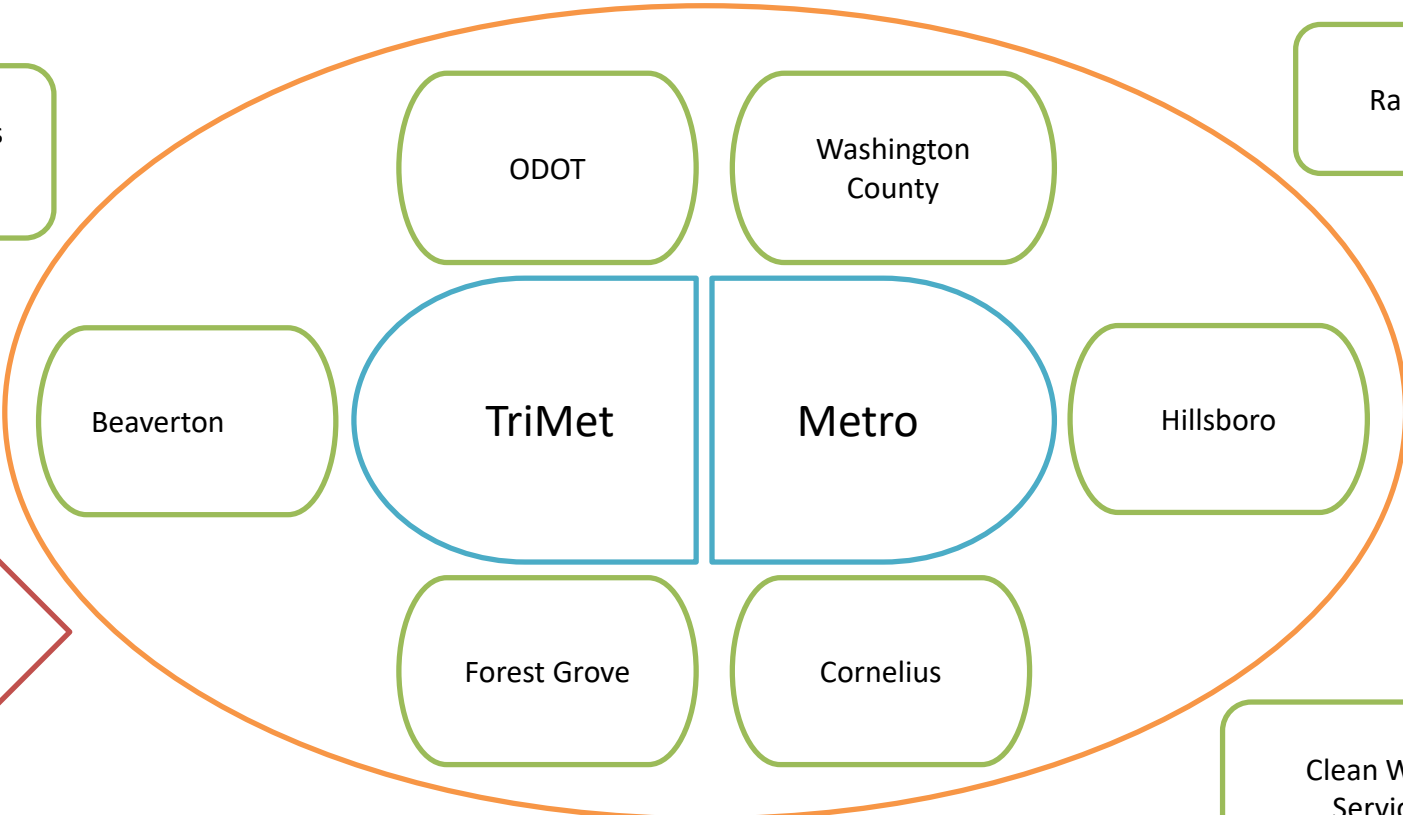
Grant Outcomes

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



Partnership

Tualatin Hills Parks
and Rec



Railroad

Beaverton

TriMet

Metro

Hillsboro

ODOT

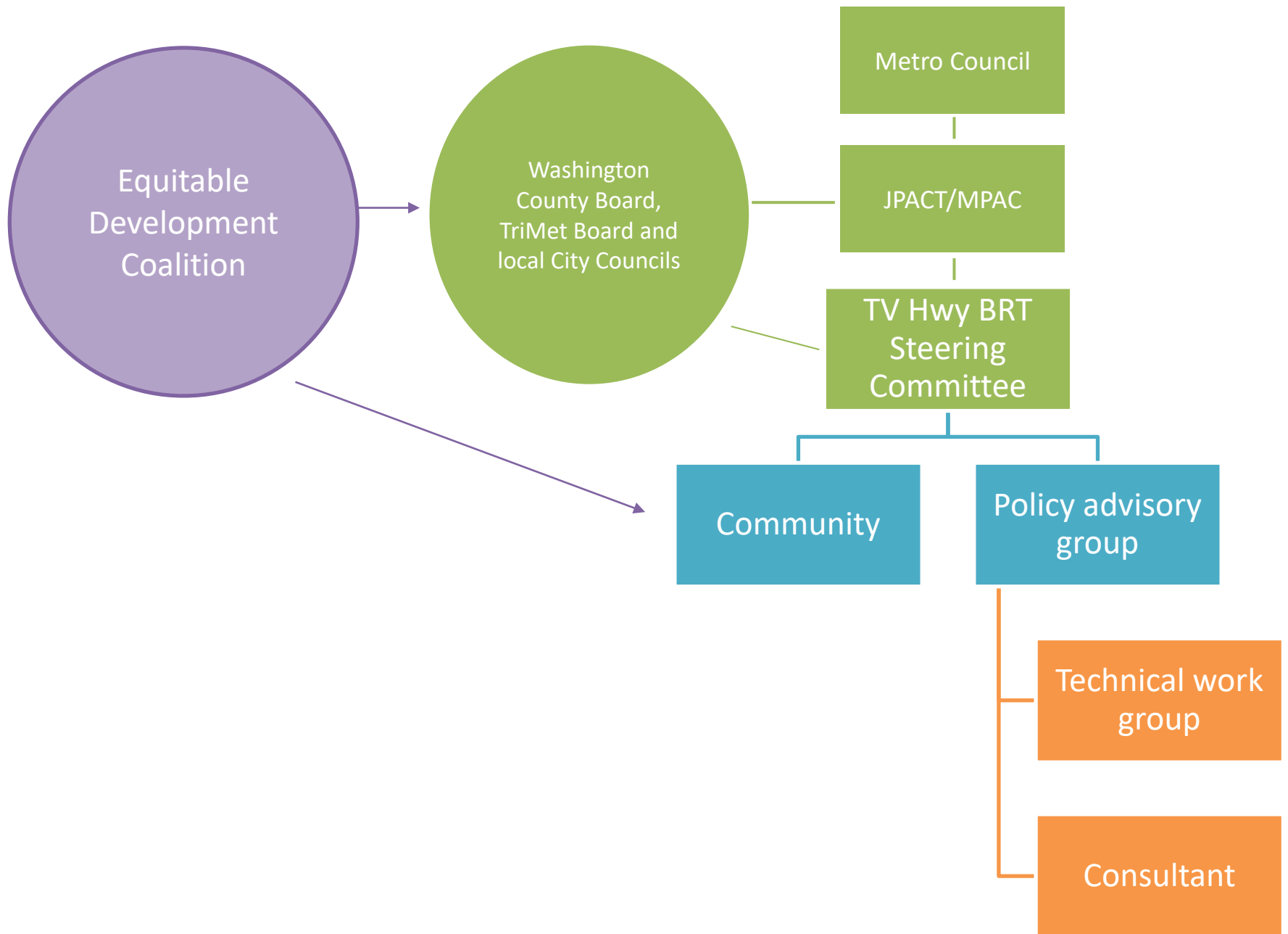
Washington
County

Forest Grove

Cornelius

Design consultant

Clean Water
Services

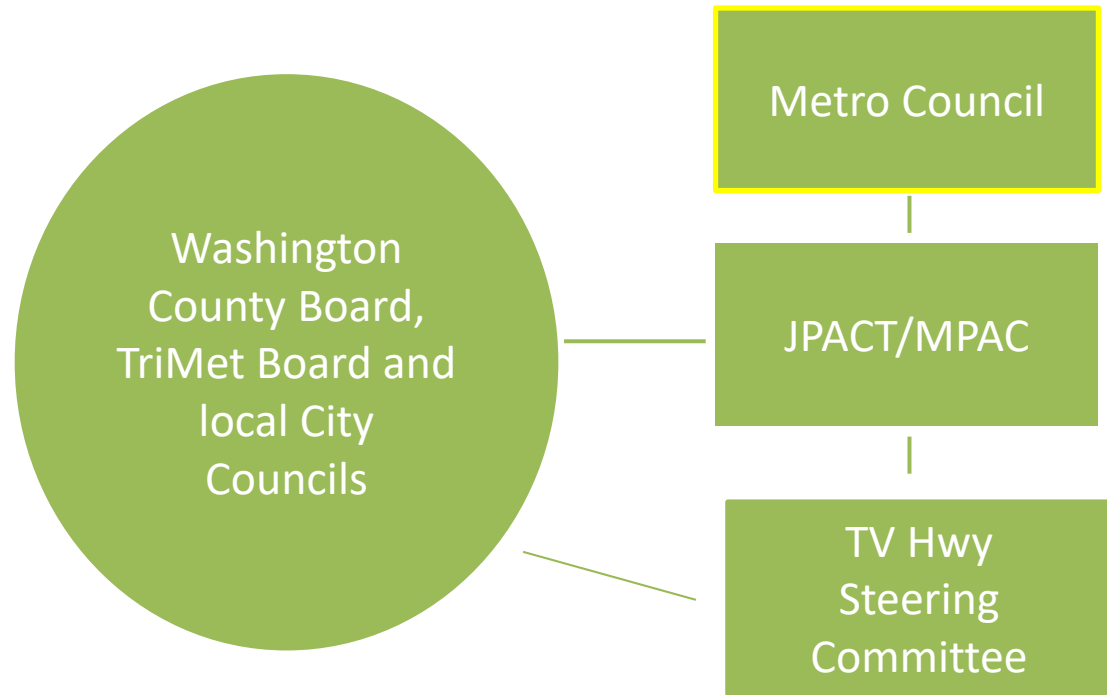


TV Highway Steering Committee

Represent the community

Advance the project through key decision points

Recommend a Locally Preferred Alternative (LPA)

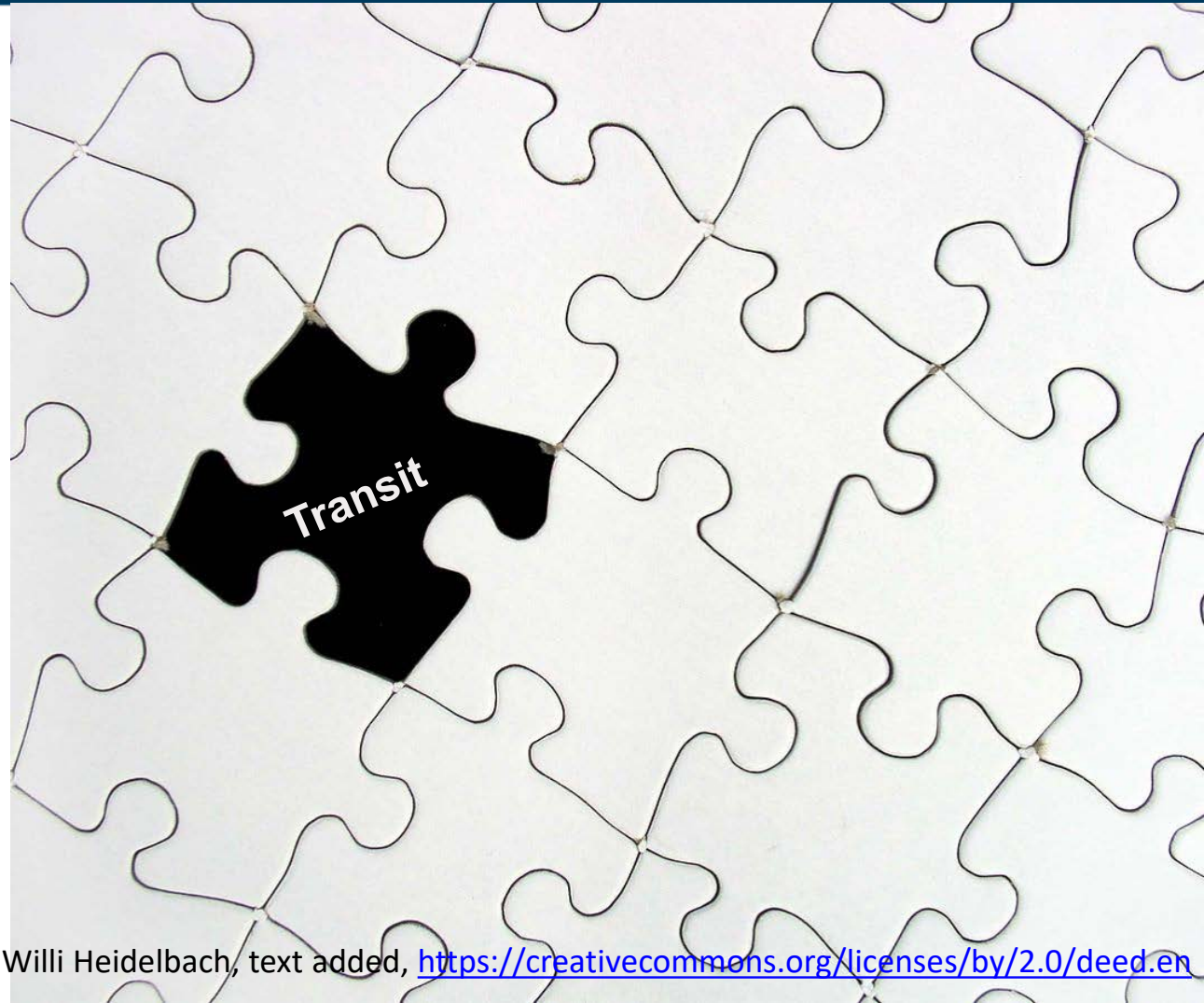


One piece in a big puzzle

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.



Resolution 21-5229

For the Purpose of
Creating and Appointing
Members of the Tualatin
Valley Highway Steering
Committee

oregonmetro.gov

