

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CREATING AND)	RESOLUTION NO. 22-5257
APPOINTING MEMBERS OF THE 82ND)	
AVENUE TRANSIT PROJECT STEERING)	Introduced by Chief Operating Officer
COMMITTEE)	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 identifies the 82nd Avenue Corridor as a future Enhanced Transit Corridor on the 2027 Constrained project list; and

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

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

WHEREAS, TriMet’s Line 72 bus on 82nd Avenue is the highest ridership bus line in the TriMet system and its daily boardings exceed the number of boardings on two of TriMet’s six light rail lines; and

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

WHEREAS, 82nd Avenue was identified as a High Injury Corridor in the 2017 High Injury Corridors and Intersections Report and there were 196 serious injuries and fatalities on this corridor between 2007 and 2017; and

WHEREAS, the City of Portland and the Oregon Department of Transportation has transferred the portion of 82nd Avenue between Clatsop Street and Killingsworth Street from State to City ownership, and the City of Portland will begin investing in safety and maintenance on 82nd Avenue and developing a plan to envision this part of the corridor; and

WHEREAS, the establishment of a Steering Committee will contribute valuable guidance toward completion and adoption of a preferred alternative for bus rapid transit on the 82nd Avenue Corridor; and

WHEREAS, an 82nd Avenue 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 2 and District 6 will serve as the Steering Committee co-Chairs; and

WHEREAS, it is expected that the Steering Committee will be needed for approximately 18 months; now therefore,

BE IT RESOLVED that the Metro Council hereby:

1. Establishes the 82nd Avenue Transit Project Steering Committee to fulfill the charge set forth in Exhibit A; and
2. Designates the represented positions listed in Exhibit B and requests that those organizations appoint their representative members to serve on the 82nd Avenue Transit Project Steering Committee; and
3. Directs the 82nd Avenue Transit Project 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 2nd day of June 2022.



Christine Lewis, Deputy Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

82nd Avenue Transit Project Steering Committee – DRAFT Charter

Steering Committee overview

Metro Council will establish a Steering Committee to ensure the 82nd Avenue 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 ten times between July 2022 and August 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 82nd Avenue Equity Coalition.

The project will be informed by a robust community engagement process that is built upon the extensive engagement and analysis that has already occurred in the corridor. 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 City of Portland, Clackamas County, the Oregon Department of Transportation, TriMet, Multnomah County and Metro. The Port of Portland will participate as part of the technical working group, but will not participate in the Steering Committee.

Steering Committee charge

The Steering Committee is charged with recommending a locally preferred alternative for high capacity transit in the 82nd Avenue corridor by the end of June 2023.

They may also be interested in the process to develop the Equitable Development Strategy (EDS) in the 82nd Avenue corridor, but their approval or involvement is not required. They will also need to be aware of and coordinate with City of Portland project work around jurisdictional transfer of seven miles of the corridor, and any other major considerations for the other jurisdictions. The Steering Committee will receive updates through the EDS development and the City of Portland efforts 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 summer 2022 and summer 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

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EXHIBIT B TO RESOLUTION NO. 22-5257

Members of the 82nd Avenue Transit Project Steering Committee

Metro: District 2 Councilor and District 6 Councilor

City of Portland

Clackamas County

Oregon Department of Transportation

TriMet

Multnomah County

Equitable Development Coalition: up to four members

82ND AVENUE TRANSIT PROJECT PRESENTATION

Date: May 26, 2022
Department: Planning, Development and
Research
Meeting Date: June 2, 2022

Prepared by: Elizabeth Mros-O'Hara
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Presenter(s): Malu Wilkinson (she/her),
Metro, and Jamie Snook (she/her), TriMet
Length: 20 minutes

ISSUE STATEMENT

The purpose of the 82nd Avenue Transit Project is to improve transit mobility, reliability, travel times, safety, and access in one of the most important transit corridors in the region 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.

ACTION REQUESTED

Metro Council is asked to consider a resolution creating a Steering Committee to guide the project toward the identification of a preferred transit design for the 82nd Avenue Corridor. It is anticipated that JPACT and Metro Council will be asked to consider adopting a locally preferred transit alternative into the Regional Transportation Plan (RTP) in the second half of 2023.

The Steering Committee will include representatives from each jurisdiction along the corridor and members of the Equitable Development Coalition (yet to be formed). The Equitable Development Coalition will lead the development of an equitable development strategy for the corridor.

Steering Committee membership includes:

- Metro District 2 Councilor and District 6 Councilor
- City of Portland
- Clackamas County
- Oregon Department of Transportation
- TriMet
- Multnomah County
- Up to four members of the Equitable Development Coalition (to be created by staff)

IDENTIFIED POLICY OUTCOMES

The RTP and the 2018 Regional Transit Strategy identify 82nd Avenue as a future Enhanced Transit Corridor on the 2027 Financially Constrained project list with the potential for a higher level transit improvement.

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

POLICY QUESTION(S)

The proposed 82nd Avenue Transit Project Steering Committee includes elected and community representatives together at the decision making table. Does Council have any concerns about this approach?

Does Council have questions about the Steering Committee role?

STAFF RECOMMENDATIONS

Staff recommends Council consider approving Resolution No. 22-5257 creating and appointing the members of the 82nd Avenue Transit Project Steering Committee to guide the development of a preferred transit alternative to support the needs of people who live, work and study along the 82nd Avenue.

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.

Transit in the 82nd Avenue corridor currently experiences significant delay, which is very costly for the high number of transit-dependent riders. The delay disproportionately impacts people of color and low income people who make up a higher percentage of the residents in the corridor than in other parts of the region. In comparison to the Portland Metropolitan region, communities in the corridor have above average concentrations of low-income populations, people of color, and low car ownership.

Goal B: Metro meaningfully engages communities of color

Community members will lead the Equitable Development Strategy creation for this corridor. Metro will work with partners to create an Equitable Development Coalition for the 82nd Avenue Corridor, comprised 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 prioritized in the transit project's corridor. The transit project will serve these catchment areas but will not be able to provide for all the needs the community will identify. The final transit design concept will reflect input from the community, both from engagement and through the input of the community members that will be leaders of the project on the 82nd Avenue Transit Project Steering Committee.

- 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, the City of Portland, Clackamas County and the Port of Portland.

Past planning and visioning projects in the corridor indicate that the community values safe, reliable, faster, and accessible transit.

- Explicit list of stakeholder groups and individuals who have been involved in policy development.
Participating jurisdictions were consulted on the formation of the 82nd Avenue Transit Project 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 also in discussions with community-based organizations about the Equitable Development Strategy, the Equitable Development Coalition (yet to be formed) and participation of coalition members in the Steering Committee.

- 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 82nd Avenue Transit Project 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)**
Funding for the transit planning and equitable development work is funded within planned department resources. Metro also applied for a grant from the Federal Transit Administration in August 2021 to further support this work.

BACKGROUND

This project will provide the public transit components of initial corridor planning for the 82nd Avenue Corridor located in Clackamas County and Multnomah County. The corridor passes through the City of Portland and unincorporated areas of Clackamas County and includes the Clackamas Regional Center and the Lents Town Center. The corridor also serves seven census tracts that are identified as areas of persistent poverty by the U.S. Department of Transportation.

The 82nd Avenue Transit Project will provide transit improvements between Clackamas Town Center and a terminus to the north yet to be defined. The corridor is currently served by TriMet's Line 72 running between Clackamas Town Center and Killingsworth on 82nd Avenue before heading west to Swan Island. Line 72 is the highest ridership bus line in the entire TriMet system with higher ridership than two MAX lines, yet it is subject to frequent delay making it difficult for riders to get to their destinations on time. The line provides a crucial crosstown trunk with frequent service and connections to major transfer points like the Clackamas Town Center park and ride, SE 82nd and Division Street, and the 82nd

Avenue MAX station. The line not only connects major destinations like the Clackamas Town Center, Portland Community College, McDaniel High School, the Montavilla Community Center, and well as many restaurants and shops; it serves many essential neighborhoods, low income areas, and some of the most racially-diverse portions of the region.

The corridor was once the major north-south highway for the region before the Interstate 205 was opened just ten blocks to the east in 1983. Since then, the throughway function of 82nd Avenue was diminished, but its importance as a transit and pedestrian corridor has grown. The roadway continues to carry significant freight and auto traffic, as well as buses, pedestrians, and bicycles. Recognition of this change has led to a desire to transfer the jurisdiction of the roadway from ODOT to the City of Portland to reflect its more urban function. The roadway is recognized as a high injury corridor with many serious crashes, including pedestrian fatalities. Of the 181 high injury corridors identified in the 2018 RTP, 82nd Avenue had the 10th highest number of serious crashes per mile.

The 82nd Avenue Transit Project will need to be closely coordinated with other planned investments to improve safety and access in Portland and Clackamas County, as well as reflecting community desires. In particular, the 82nd Ave Transit Project must be closely coordinated with the City of Portland's Building a Better 82nd Avenue project, which is focusing critical near-term investments and longer term planning on the area between SE Clatsop Street and NE Killingsworth Street where the City of Portland is taking over the jurisdiction of the roadway from ODOT as of June 1, 2022. The jurisdictional transfer is resulting in a major investment (\$185 million) in the corridor and provides an opportunity to rethink how 82nd Avenue functions on a seven-mile stretch through Portland.

The 82nd Avenue Transit Project will also need to be heavily coordinated with a parallel and related Equitable Development Strategy which is just getting underway. The Equitable Development Strategy will be a community-led effort to identify community priorities in the corridor besides transit and develop strategies to implement them.

The 82nd Avenue corridor has seen significant engagement and transit analysis over the last ten years. Consequently, the project will build on past community feedback and technical planning work for transit in the corridor. While needing to confirm past efforts and ensure comprehensive engagement where it may have been missed, the project team can build on the momentum from past analysis and community engagement. Consequently, the 82nd Avenue Transit Project anticipates being able to arrive at a transit solution in mid-2023 with a Locally Preferred Alternative defining the bus route, termini, general station locations, location and extent of laneway transit priority treatments, frequency of service, and likely transit network changes to improve the system connectivity.

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. 22-5257

Exhibit A

Exhibit B