1. Executive Session (ORS 192.660(e))
   - Mark Poling, Business Operations Director for Clean Water Services
   (30 min.)

2. Executive Session (ORS 192.660(h))
   - Alan Rappleyea, County Counsel
   (15 min.)

3. Board of Commissioners Communication
   (15 min.)

4. Discussion of Formal Agenda Items
   (15 min.)

5. Red Line Extension and Reliability Improvements Project
   - Andrew Singelakis, Director of Land Use and Transportation
   (5 min.)

6. Consolidated Plan and Analysis of Impediments Planning Effort
   - Jennie Proctor, Program Manager for Office of Community Development; and
     Ann Hawkins, Housing and Community Development Specialist
   (30 min.)

End Time:
9:50 a.m.
WORK SESSION
WASHINGTON COUNTY BOARD OF COMMISSIONERS

Work Session Date: February 5, 2019  Length of Time Requested: 5 minutes
Title of Topic: RED LINE EXTENSION AND RELIABILITY IMPROVEMENTS PROJECT
Department: Land Use & Transportation
Presenter Name(s): Andrew Singelakis
Presenter Title(s): Director of Land Use & Transportation

LIST OF ADDITIONAL DOCUMENTS OR PRESENTATIONS:
Attachment A - Letter of support to FTA
Attachment B - Letter to TriMet General Manager
Handout - TriMet Red Line Fact Sheet

PURPOSE:
TriMet is ready to request entry into project development from the Federal Transit Administration to improve the MAX Red Line and is seeking a letter of support from Washington County. This is a requirement prior to seeking FTA grant funding for the project. In addition to expressing support for the extension, a second letter is provided to ask TriMet continue working with staff on 185th and Baseline improvements.

SUMMARY OF TOPIC:
The project would extend the MAX Red line from its current terminus at Beaverton Central station to Fair Complex/Hillsboro Airport station and replace the two single track sections of the line with double track. The project will cost approximately $200 million with a 50% federal match request.

The project would provide multiple benefits to Washington County including increasing service frequency to Hillsboro, reduction of overcrowding on the Blue Line and improving speed and reliability system-wide by eliminating existing delays on the single-track sections. A draft letter of support for your consideration is attached.

The increased service frequencies will, however, add to the existing delays at the at-grade crossing of 185th at Baseline. A second letter addressed to the TriMet General Manager, requests TriMet work with the City of Hillsboro and Washington County to gather information about the current crossing of 185th at Baseline. The letter also requests TriMet find how the crossing would operate with the additional service provided by a successful Red Line Extension and explore additional improvements as needed.

DESIRED OUTCOME:
Approve letter of support for MAX Red Line extension and letter requesting continued commitment from TriMet to improve operations at 185th/Baseline.
February 5, 2019

Doug Kelsey  
TriMet General Manager  
1800 SW 1st Avenue, Suite 300  
Portland, Oregon 97201

Re: Letter of Support to the FTA for Extension of the Red Line

On behalf of the Washington County Board of Commissioners, I am writing to express our support for TriMet’s MAX Red Line Improvement Project and the proposal to the Federal Transit Administration (FTA) to move forward into project development. Growth in Washington County has outpaced the increase in transit service capacity. Extension of the Red Line to serve an additional ten stations in the County will improve transit service within the County, improve reliability to the Portland International Airport and reduce overcrowding on the existing MAX Blue Line into downtown Portland. Eliminating the single-track segments on the Red Line near Portland International Airport and at Gateway will improve speed and reliability at a benefit to the County and the entire region.

The Red Line and Blue Line carry about 30% of the trips in the congested Highway 26/Banfield corridor between Hillsboro and the Portland International Airport during the rush hour. Improvements in the service frequency, speed and reliability are critical to retaining mobility as the County and region face continued high growth.

Washington County values our strong partnership with TriMet. We look forward to working with you to support the Red Line improvements and serve the diverse communities in Washington County.

Sincerely,

Kathryn Harrington  
Chair, Washington County Board of Commissioners

c:  Board of County Commissioners  
Andrew Singelakis, Director of Land Use & Transportation
February 5, 2019

Doug Kelsey
TriMet General Manager
1800 SW 1st Avenue, Suite 300
Portland, Oregon 97201

Re: Letter to TriMet Requesting Additional Work on 185th and Baseline

TriMet’s proposal to extend the Red Line service and eliminate the single track segments will benefit Washington County and the region. I have submitted a separate letter of support to you for your application to the Federal Transit Administration (FTA) for project development for this project. In addition to this support, I must also express concern for the increased traffic delay and safety concerns with the additional Red Line train crossings on 185th at Baseline. I am writing to request your commitment to continue working with the City of Hillsboro and Washington County staff to gather information about the current crossing of 185th at Baseline, how the crossing would operate with the additional service provided by a successful Red Line Extension Project and explore additional improvements as needed.

The at-grade crossing of 185th at Baseline is an unusual situation. 185th is the only arterial with over 30,000 daily vehicle trips with an at-grade rail crossing in Washington County. Managing the interaction between traffic, pedestrian crossings and gate closing operations is complex. The combination of traffic volumes and gate closures result in traffic queues, pedestrian crossing delays and unreliable bus travel times.

The Portland Community College Campus and the affordable housing project under construction now at the intersection are just two of the multiple important transit destinations in this area. As the area continues to grow and redevelop, it will become even more important to find a feasible improvement at the 185th/Baseline crossing.

On behalf of the Board of County Commissioners, I request TriMet commit the resources to continue working with our staff to address the problems at this crossing.

Sincerely,

Kathryn Harrington
Chair, Washington County Board Of Commissioners

c: Board of County Commissioners
Andrew Singelakis, Director, Land Use & Transportation
MAX Red Line Improvements Project

Improves on-time performance on all five MAX lines and extends MAX Red Line to 10 stations in Beaverton and Hillsboro

MAX riders west of Beaverton Transit Center have been requesting MAX Red Line service for many years. Improving track and switches, and adding signals and an operator break facility at Fair Complex/Hillsboro Airport MAX Station will allow Red Line trains to serve 10 more westside stations. This will improve MAX frequency at these stations and reduce overcrowding on the Blue Line.

New Red Line Stations:
Fair Complex/Hillsboro Airport
Hawthorn Farm
Orenco
Quatama
Willow Creek/SW 185th Transit Center
Elmonica/SW 170th
Merlo/SW 158th
Beaverton Creek
Millikan Way
Beaverton Central

The Red Line has two single-track sections, near Gateway/NE 99th Ave and Portland International Airport MAX stations, which result in inbound and outbound trains having to wait for each other. If any train is off schedule, these wait times can impact the entire MAX system. Adding a second set of tracks in these areas will reduce delays for all riders.

To accommodate the increased frequency, TriMet will purchase up to eight new light rail vehicles and expand the Ruby Junction maintenance facility in Gresham.

Estimated Timeline

<table>
<thead>
<tr>
<th>Design</th>
<th>Construction</th>
<th>Opening</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017–2020</td>
<td>2021–2022</td>
<td>2023</td>
</tr>
</tbody>
</table>

Preliminary Estimated Budget
Approximately $200 million, with 50 percent Federal funding to be requested.
Conceptual Design for Second Track at Gateway

After studying multiple concepts in coordination with jurisdictional partners, TriMet is exploring a design that adds a second track on a new structure north of Gateway Transit Center. The new track would serve Red Line trains heading to downtown Portland, Beaverton and Hillsboro. Trains heading to Portland International Airport would continue to use the existing track.

The new track would span over the existing Red Line track and the I-205 multiuse path, touch the south tip of Gateway Green Park, extend under the Halsey Street viaduct, and span over the Union Pacific Railroad tracks and I-84 before reaching the ground at a new station immediately west of the Providence Gateway parking lot. This new station would serve inbound Red Line trains only, and would be connected to the rest of Gateway Transit Center with an accessible pathway.

Of the options considered, this concept is the most cost-effective, provides a faster travel time for inbound MAX riders, has the smallest footprint and can provide the most potential benefit to Gateway Green Park. The new structure would be wide enough to provide access to the park for emergency vehicles, and designers are exploring options for an accessible multiuse path.
Work Session Date: February 5, 2019

Length of Time Requested: 30 minutes

Title of Topic: Consolidated Plan and Analysis of Impediments Planning Effort

Department: Office of Community Development

Presenter Name(s): Jennie Proctor, Ann Hawkins

Presenter Title(s): Program Manager, Housing and Community Development Specialist

LIST OF ADDITIONAL DOCUMENTS OR PRESENTATIONS:
PowerPoint presentation

PURPOSE:

The purpose of the work session briefing is to update the Board of Commissioners on two upcoming planning efforts required by the Department of Housing and Urban Development.

SUMMARY OF TOPIC:

Washington County, the City of Beaverton and the City of Hillsboro are recipients of Community Development Block Grant (CDBG) funding. Washington County is a recipient of HOME Investment Partnerships Program (HOME) funding. As recipients, the jurisdictions are required to undertake consolidated and fair housing planning efforts that span a five-year period. The work session briefing will update the Board on where staff is in the planning effort, the contracted work to take place, the depth of outreach that will occur, the partners involved in the work, the timelines involved and the products to be delivered for the Board's approval in May 2020.

DESIRED OUTCOME:

The Board of Commissioners will be briefed on these two important planning efforts related to CDBG and HOME funding and their role in the approval process in May 2020.
Briefing on the
2020-2024 Consolidated Plan & Analysis of Impediments to Fair Housing Choice Planning Effort

Jennie Proctor, Program Manager
Ann Hawkins, Housing & Community Dev Specialist

Monday, February 5, 2019
Board of County Commissioners Work Session
Planning Process Overview

Two Plans

• 2020-2024 Consolidated Plan

• 2020-2024 Analysis of Impediments to Fair Housing Choice
The Plans are required of jurisdictions that receive funding from HUD:

- Community Development Block Grant (CDBG)
- HOME Investment Partnerships (HOME)
- Emergency Solutions Grant (ESG)
Planning and Funding Partners

- Washington County
- City of Beaverton
- City of Hillsboro

And

- Housing Authority of Washington County

The Office of Community Development will manage the contracts and act as lead agency for the planning effort.
2020-2024 Consolidated Plan

• Purpose: Five Year Strategic Plan that builds on an intensive community engagement process to assess housing and community development needs and prioritize investment of scarce federal resources.
2018-19 HUD Allocations to Consortium Partners

- Washington County CDBG: $2,143,998
- Washington County HOME: $1,694,985
- Washington County ESG: $ 169,025
- City of Beaverton CDBG: $ 754,252
- City of Hillsboro CDBG: $ 721,669
Consolidated Plan Process

• 18 month planning effort
• Consolidated Plan due to HUD May 15, 2020. Must be approved by HUD.
• Quantitative Data Collection Efforts
  – Census Data
  – HUD Data
  – PSU
  – Metro
  – Other
Consolidated Plan Process (continued)

• Qualitative Data Collection Efforts
  – Focus Groups
  – Community wide survey
• Emphasis on Community Engagement
• A Consolidated Plan/AI Work Group will help Consortium staff review and analyze data; provide feedback on recommendations and priorities.
Consolidated Plan Covers 5 Years

Why 2020-2024?

FY 20/21
FY 21/22
FY 22/23
FY 23/24
FY 24/25
Analysis of Impediments to Fair Housing Choice

• Purpose: To research, analyze and identify impediments to fair housing choice in Washington County and to propose strategies and actions that Washington County, cities, partner agencies, and/or private entities can undertake to eliminate, overcome or mitigate the identified impediments.
Analysis of Impediments Process

- 18 month planning effort
- HUD Approval of the Plan is not required.
- Quantitative Data Collection Efforts
  - Many of the same Con Plan data sets
  - Home Mortgage Disclosure Act data
  - Zoning, land use policies
  - Fair housing complaint data
  - Audit testing of rental units
  - Other data
Analysis of Impediments
(continued)

- Qualitative Data Collection
- Emphasis on Community Engagement
- A Consolidated Plan/AI Work Group will help Consortium staff review and analyze data, provide feedback on recommendations, strategies, and priorities.
The Work Group will be made up of experts in their fields who will provide their respective knowledge of the data and/or the populations they represent to assist staff in the analysis and the consideration of goals, strategies, actions and priorities.
Con Plan/AI Work Group

- The Work Group will be made up of partners who represent:
  - Housing Authority
  - Continuum of Care/Homeless Programs
  - Land Use and Transportation
  - Aging
  - Justice-involved Community
Con Plan/AI Work Group (continued)

- People with Special Needs (MI/DD)
- Legal Aid (Oregon Law Center)
- Developer/Lender (Community Housing Fund)
- Faith Community
- Centro Cultural
Upcoming Contracts

- **Primary Consultant Contract: Root Policy Research $125,000 (BCC decision 2/5/19)**
- **Community Engagement @$50,000**
- **Fair Housing Council of Oregon @$30,000 for pairs testing in rental housing**
- **IGA with Beaverton/Hillsboro for their support of the Con Plan ($20,000 each)**
Timelines

- Community Kick-Off Event December 2018
- Work Group begins meeting February 2019
- Consultant work to begin February 2019
- Community engagement RFP out Feb/March
- Initial work products available beginning early summer
- Strategic Plan drafts available fall 2019
- Public comment periods early 2020
- BCC approval of plans May 2020
Thank you for your time!

• Questions?