



600 NE Grand Ave.
Portland, OR 97232-2736

Council work session agenda

Tuesday, March 27, 2018

2:00 PM

Metro Regional Center, Council Chamber

2:00 Call to Order and Roll Call

2:05 Chief Operating Officer Communication

2:10 Work Session Topics:

2:10 SW Corridor Equitable Development Strategy

[18-4963](#)

Presenter(s): Elissa Gertler, Metro
Brian Harper, Metro
Ryan Curren, City of Portland

Attachments: [Work Session Worksheet](#)

3:10 Implementation of New Regional Flexible Fund Policies

[18-4987](#)

Presenter(s): Margi Bradway, Metro
Ted Leybold, Metro

Attachments: [Work Session Worksheet](#)

3:55 Councilor Communication

4:05 Adjourn

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

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SW Corridor Equitable Development Strategy

Work Session Topics

Metro Council Work Session
Tuesday, March 27, 2018
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: March 27, 2018

LENGTH: 60 minutes

PRESENTATION TITLE: SW Corridor Equitable Development Strategy

DEPARTMENT: Planning & Development

PRESENTER(S): Brian Harper, brian.harper@oregonmetro.gov, ext 1833
Elissa Gertler, elissa.gertler@oregonmetro.gov, ext 1752
Ryan Curren, Ryan.Curren@portlandoregon.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Update the Council on several components of the SW Corridor Equitable Development Strategy effort. Overview of work by the cities of Portland & Tigard for their Equitable Housing grants. Review the SWEDS Pilot Projects recommended for early implementation.
- Outcome: Council is up to date on the effort to define an Equitable Development Strategy for the Southwest Corridor.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The Southwest Corridor Plan is a collaborative initiative with engaged local leaders working to find solutions to limited transit service, congested roadways, unreliable travel, and unsafe conditions for people moving within and between local communities. Project partners have adopted a Shared Investment Strategy that includes a range of transportation, land use, social and economic development solutions to meet the needs of what is now the fastest growing part of the Portland Metro region. The construction of a new Light Rail Extension from Downtown Portland to Tualatin was identified as one of the primary strategies to address transportation needs and expand opportunities for residents who live, work and visit within the corridor, and the greater Portland Metro Region.

In 2016 Metro applied for and received an FTA Corridor-based Transit Oriented Development Grant for \$895,000. The goal of the grant work is to define a Southwest Corridor Equitable Development Strategy (SWEDS) to address current and future residents' needs around housing, employment, and education as the corridor grows and as the transit investment influences that growth. A strong coalition of partners has been brought together to identify and pilot actionable equitable development strategies based on a compilation of data that exhibits the unique conditions in communities throughout the Southwest Corridor.

In addition to the FTA Grant, Metro awarded two Equitable Housing Grants to the Cities of Portland and Tigard in 2017. The purpose of these grants was to allow each City to address local equitable housing needs within their jurisdiction, specifically as they related to the future light rail investment. The cities decided to combine their efforts and, after a year of work, have released a draft report on their findings. This effort aligns with the SW Corridor Equitable Development Strategy, and is part of the corridor-wide strategy development.

The "early implementation" Pilot Projects identified in the SWEDS work program are an effort to identify strategies and policies that are likely to have a more near-term impact on issues such as housing, workforce training and educational access. Staff and project partners have promoted

these Pilot Projects to various community groups and institutions throughout the corridor, in an attempt to solicit new and impactful ideas from those that are working more directly on equitable development activities.

Through a grant application process, partners from throughout the corridor submitted projects for funding consideration on March 9, 2018. A project selection committee, including some members of the SWEDS Project Oversight Committee and partner staff will provide a recommendation to Metro's Planning & Development Director. The list of awardees will be provided at this work session.

The submitted projects include a range of activities dedicated to advancing affordable housing, delivering on more meaningful community engagement, expanding job training opportunities, and improving coordination among organizations that provide alternative lending for those unable to access capital from banks; all aimed at addressing current needs in the corridor. The pilot projects will begin in July 2018 and must be complete by summer 2019. The SWEDS Project Oversight Committee will be able to draw from the lessons learned from the pilot projects to inform the final SW Corridor Equitable Development Strategy.

QUESTIONS FOR COUNCIL CONSIDERATION

- Do you have questions about the Equitable Housing Strategy developed by Portland and Tigard?
- Do you have comments or questions about the Pilot Projects?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today?
 - Draft Equitable Housing Strategy (to be provided at work session)
 - List of recommended Pilot Projects (to be provided at work session)

Implementation of New Regional Flexible Fund Policies

Work Session Topics

Metro Council Work Session
Tuesday, March 27, 2018
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: March 27, 2018

LENGTH: 30 minutes

PRESENTATION TITLE: Implementation of new Regional Flexible Fund policies

DEPARTMENT: Planning & Development

PRESENTER(S): Margi Bradway & Ted Leybold

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Update Metro Council members on implementation of policy direction to fund, through the Regional Flex Fund Allocation, a Safe Routes to Schools program and to develop transportation projects that address freight bottleneck, enhanced transit corridor, and active transportation needs.
- Outcome: Council member understanding of progress in implementing their policy direction to develop these projects and program.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

With the February 2017 adoption of the Regional Flexible Fund Allocation for years 2019-21, the Metro Council provided funding and policy direction to support new objectives from previous funding cycles.

First, Metro Council gave policy direction to develop and fund a safe routes to schools program to encourage students to walk, bike or roll to school. Metro Staff has been working with community and agency stakeholders as a part of the Regional Travel Options Strategy update to propose a structure for how to implement the Safe Routes to Schools program. In addition, the new Regional Transportation Strategy on equity and other emerging issues. Staff will provide Council with the current proposal identified for program implementation and next steps.

Second, Metro Council directed staff to invest in project development to better scope priority transportation projects to prepare and generate support for their funding. This development funding was focused on three priority freight bottlenecks, enhanced transit corridors, and active transportation projects. Staff will brief Council members on implementation progress and upcoming milestones for these projects.

Metro Council gave policy direction to implement a new Enhanced Transit Concept (ETC), in partnership with TriMet, to identify corridors and potential capital projects that could make transit more efficient. Staff will provide an update on the regional ETC workshops, which provide our partners information about why the program is being developed and how the tools can help improve transit throughout the region.

Lastly, Metro Council gave direction to specifically work with jurisdictions on the development of Active Transportation Projects around the region. Metro staff will give an update on the collaborative process, and examples of Active Transportation project concepts that have been put forth by counties and cities.

In summary, Metro staff will provide an update of the progress made on implementation of the policy direction for Regional Flexible Fund Allocation for years 2019-21.

QUESTIONS FOR COUNCIL CONSIDERATION

List questions for Council's consideration that will help/guide the Council in providing policy direction.

- Is there additional information Council members would like to know about the project development work or the Safe Routes to Schools funding program?
- Would Council members want future updates at a specific milestone for any of the new programs or project concepts discussed today?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? Power Point presentation on implementation progress.

Materials following this page were distributed at the meeting.



GREAT PLACES
Corridor



Equitable Housing in the Southwest Corridor

Metro Council
March 27, 2018

Affordable Homes and Good Transit in the SW Corridor





Public Engagement

- SW Community Planning Grants
- Advisory Group
- October Community Learning and Listening Session
- May community gathering

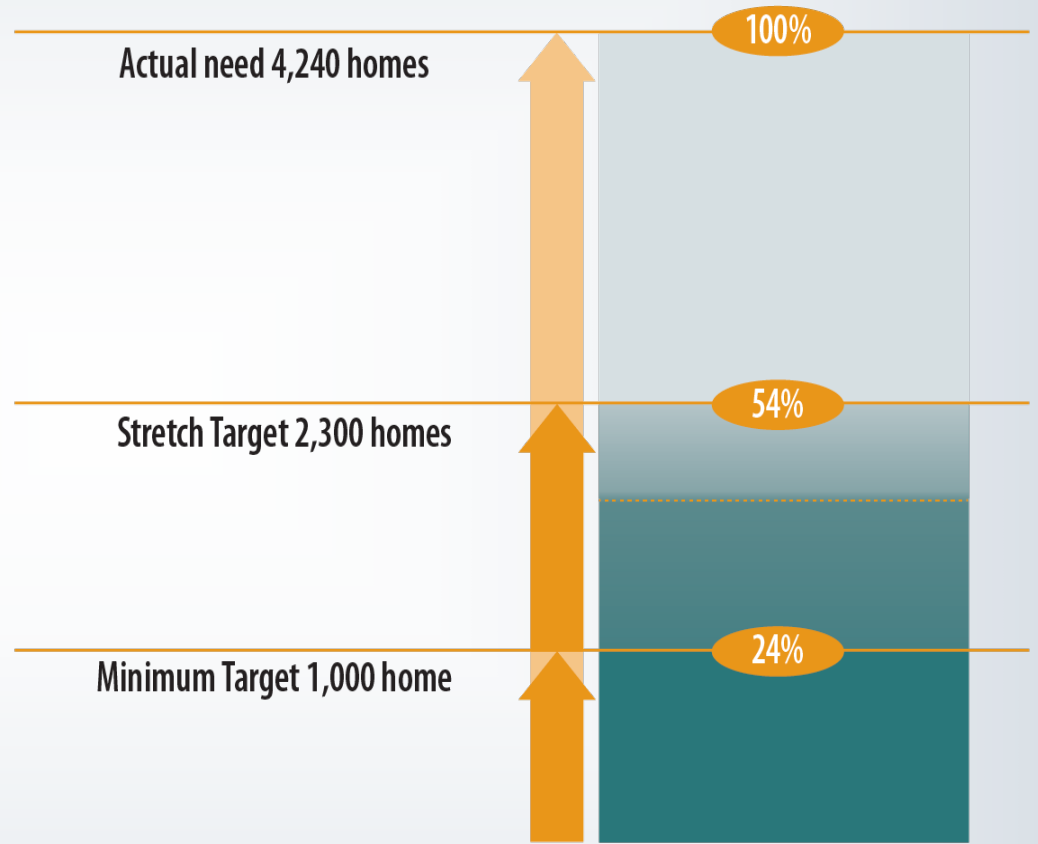


Recommended affordable rental housing stretch targets with new resources

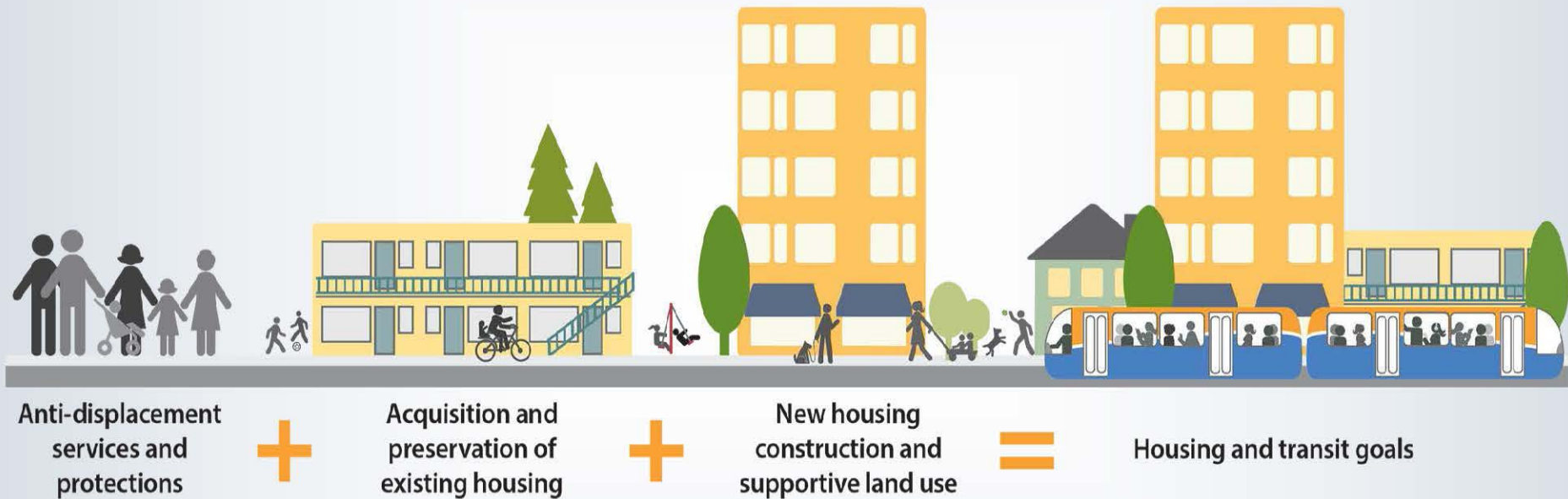
Portland	600 constructed 100 through inclusionary housing 350-700 acquired or converted Total: 1,400 homes
	41 to 55% of Portland's need met \$358-447 million total development costs

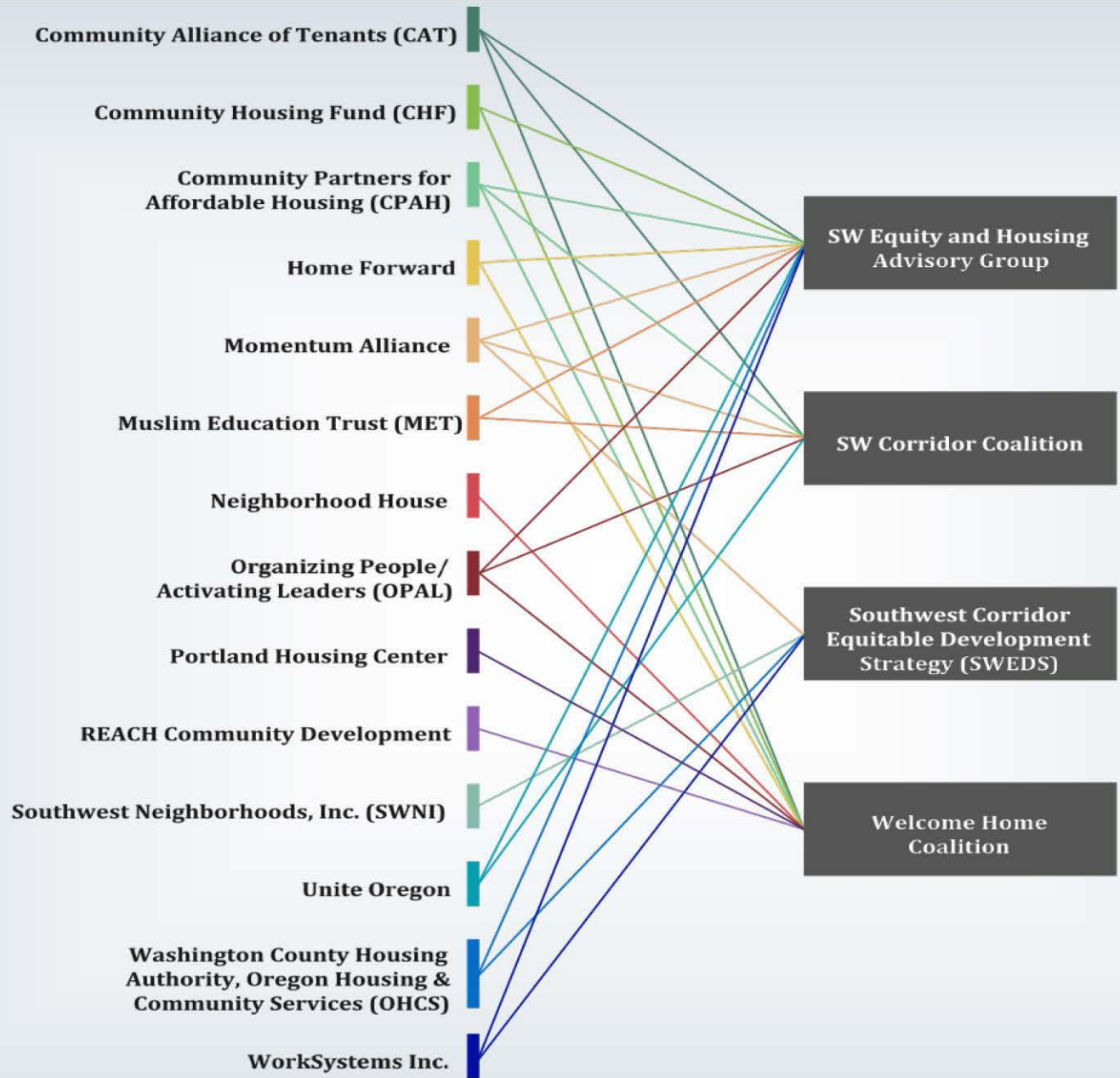
Tigard	600 constructed 150-300 acquired or converted Total: 900 homes
	48 to 58% of Tigard's need met \$307-345 million total development costs

Stretching to meet the need in the SW Corridor



Big ideas and bold action will be needed to achieve our housing and transit goals

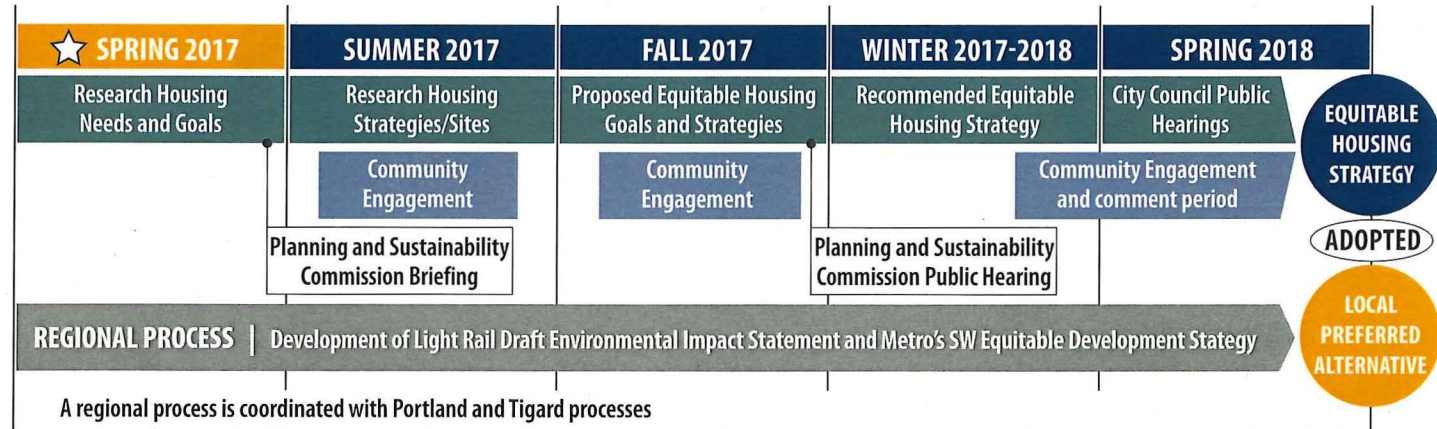




Next Steps

- Opportunity sites analysis
- Options for organizational structures
- May community gathering hosted by partners
- Portland and Tigard city council actions

The Equitable Housing Strategy will be adopted by cities when they vote on a locally preferred alternative (LPA) for the transit route through the corridor.



Project outcomes

At the end of this year-long process, the project team will deliver a set of actionable recommendations to the cities of Portland and Tigard:

- **Housing targets to guide action and track progress:** Long-term targets for the preservation and new construction of housing along the corridor.
- **Proposals for housing strategies:** Housing development and preservation tools, funding sources and supportive land use policies to meet the corridor's housing targets.
- **Recommendations for the organizational structure(s):** Strategies to support community and housing organizations working together to champion and implement the Equitable Housing Strategy.
- **Prioritize early opportunity sites:** A number of sites identified for the cities and their partners to acquire and develop or preserve.



For more information

Visit the project website: www.portlandoregon.gov/bps/equitablehousing

Contact project staff:

Ryan Curren, Project Manager, Bureau of Planning and Sustainability
503-823-4574 | ryan.curren@portlandoregon.gov

Matthew Tschabold, Policy and Equity Manager, Portland Housing Bureau
503-823-5607 | matthew.tschabold@portlandoregon.gov



SW Corridor Equitable Housing Strategy

BRINGING MORE HOUSING CHOICES AND OPPORTUNITY TO SOUTHWEST PORTLAND AND TIGARD

"To ensure the SW Corridor is a place of opportunity for all, we need to bring public and private partners together to achieve our common goals around housing affordability and choice."

—Mayor Ted Wheeler

Planning is underway for a light rail line in the SW corridor. This multibillion-dollar infrastructure investment will attract additional private and public investments, bringing more jobs and businesses, improved community services and housing options to the area.

The benefits of these once-in-a-lifetime improvements should be available to everybody.

With a grant from Metro, the cities of Portland and Tigard are developing a housing strategy that aligns public investments in transit with our values: inclusion, equal access to opportunity and diversity in our communities. A unified, strategic approach to housing for the entire corridor will leverage more housing investment dollars, ensuring that people — regardless of race, ethnicity, family status or disability — have a range of choices for where to live.



SW Corridor Housing Goals and Implementation Strategies

◆ Primary strategies are those required to achieve our goals.

❖ Secondary strategies should continue to be explored as this strategy evolves throughout the implementation

Strategies are either corridor-wide or agency-specific and are distinguished below with the following marks.

+ Corridor-wide strategies can be pursued collaboratively

△ Agency-specific strategies pertain to individual cities or other institutional partners.



Goal 1

Commit early financial resources to address near-term housing crisis and long-term needs

Strategy 1-1: Grow new resources for the long-term

Form a SW Portland Urban Renewal Area △

Fully Capitalize the Network for Oregon Affordable Housing's Housing Acquisition Fund +

Support a Metro regional housing bond +

Support region-wide workforce housing real estate investment trust △

Explore an employer-assisted housing and corridor employer fund +

Support Portland Just Energy Transition Initiative △

Strategy 1-2: Prioritize existing resources early on

Prioritize competitive resources for the SW Corridor +

Promote existing incentives available to all multi-family development +

Strategy 1-3: Strengthen partners to steward the strategy

Form a lasting community-centered organizational structure to champion and implement the strategy +



Goal 2

Prevent residential and cultural displacement

Strategy 2-1: Preserve existing unregulated affordable rental housing

Acquire and convert up to ten unregulated affordable multi-family apartment buildings into income/rent restricted buildings +

Provide tax exemptions for existing unregulated affordable housing +

Strategy 2-2: Strengthen tenant protections and provide anti-displacement services

Fund an anti-displacement services package +

Create parity of tenant protections across jurisdictions +



Goal 3

Increase choices for new homes for all household types and incomes

Strategy 3-1: Secure and develop opportunity sites for new construction of equitable transit-oriented development (TOD)

Develop TOD-scale (100+ homes) affordable multi-family buildings in each of the ten station areas in Portland and Tigard +

Execute an interagency Equitable TOD Memorandum of Understanding +

Inclusionary zoning receiving site(s) agreement △

Recruit community land trusts to the corridor +

Explore opportunities for limited equity cooperative housing models +

Identify opportunities for community benefits agreements +

Strategy 3-2: Regulate land use and zoning to create affordable and market rate housing

Incentivize equitable TOD through zoning +

Incentivize equitable TOD through development agreements +

Adopt middle housing tools and policies that work for low-income households +

Affordable rental housing minimum targets with existing resources versus the actual need

	Minimum targets with existing resources		Actual need
Portland	<ul style="list-style-type: none"> 200 constructed 100 through inclusionary housing 200 acquired or converted Total: 500 homes 	<p>20% target need 500 homes</p> <p>Portland 100% of need 2,660 homes</p>	<ul style="list-style-type: none"> 910 constructed 1,650 acquired or converted Total: 2,660 homes
	<ul style="list-style-type: none"> Up to 20% of Portland's need met \$141 million total development costs 		<ul style="list-style-type: none"> 100% of Portland's need met \$829 million total development costs
Tigard	<ul style="list-style-type: none"> 450 constructed 50 acquired or converted Total: 500 homes 	<p>32% target need 500 homes</p> <p>Tigard 100% of need 1,580 homes</p>	<ul style="list-style-type: none"> 730 constructed 850 acquired or converted Total: 1,580 homes
	<ul style="list-style-type: none"> 32% of Tigard's need met \$214 million total development costs 		<ul style="list-style-type: none"> 100% of Tigard's need met \$546 million total development costs

Recommended affordable rental housing stretch targets with new resources

Portland	<ul style="list-style-type: none"> 600 constructed 100 through inclusionary housing 350-700 acquired or converted Total: 1,400 homes 	<p>Stretching to meet the need in the SW Corridor</p> <p>Actual need 4,240 homes (100%)</p> <p>Stretch Target 2,300 homes (54%)</p> <p>Minimum Target 1,000 home (24%)</p>
	<ul style="list-style-type: none"> 41 to 55% of Portland's need met \$358-447 million total development costs 	
Tigard	<ul style="list-style-type: none"> 600 constructed 150-300 acquired or converted Total: 900 homes 	
	<ul style="list-style-type: none"> 48 to 58% of Tigard's need met \$307-345 million total development costs 	

More housing choices and opportunity

As the SW Corridor continues to grow, thoughtful planning will support market rate residential development that meets the housing needs for some people — but not all. Without strategies to create and preserve housing that is affordable for people at all income levels, housing in the corridor will only be accessible to those who can afford to live there.

The SW Corridor Equitable Housing Strategy will help ensure that housing along the light rail line meets the needs of and is accessible to households of different sizes and incomes. This Equitable Housing Strategy will support the cities', and regional efforts to leverage a major public transit project with housing policies and investments.



Photo: Thomas Harris
Architects: MWA Architects
Developer: HomeForward



Photo: Jena Hughes

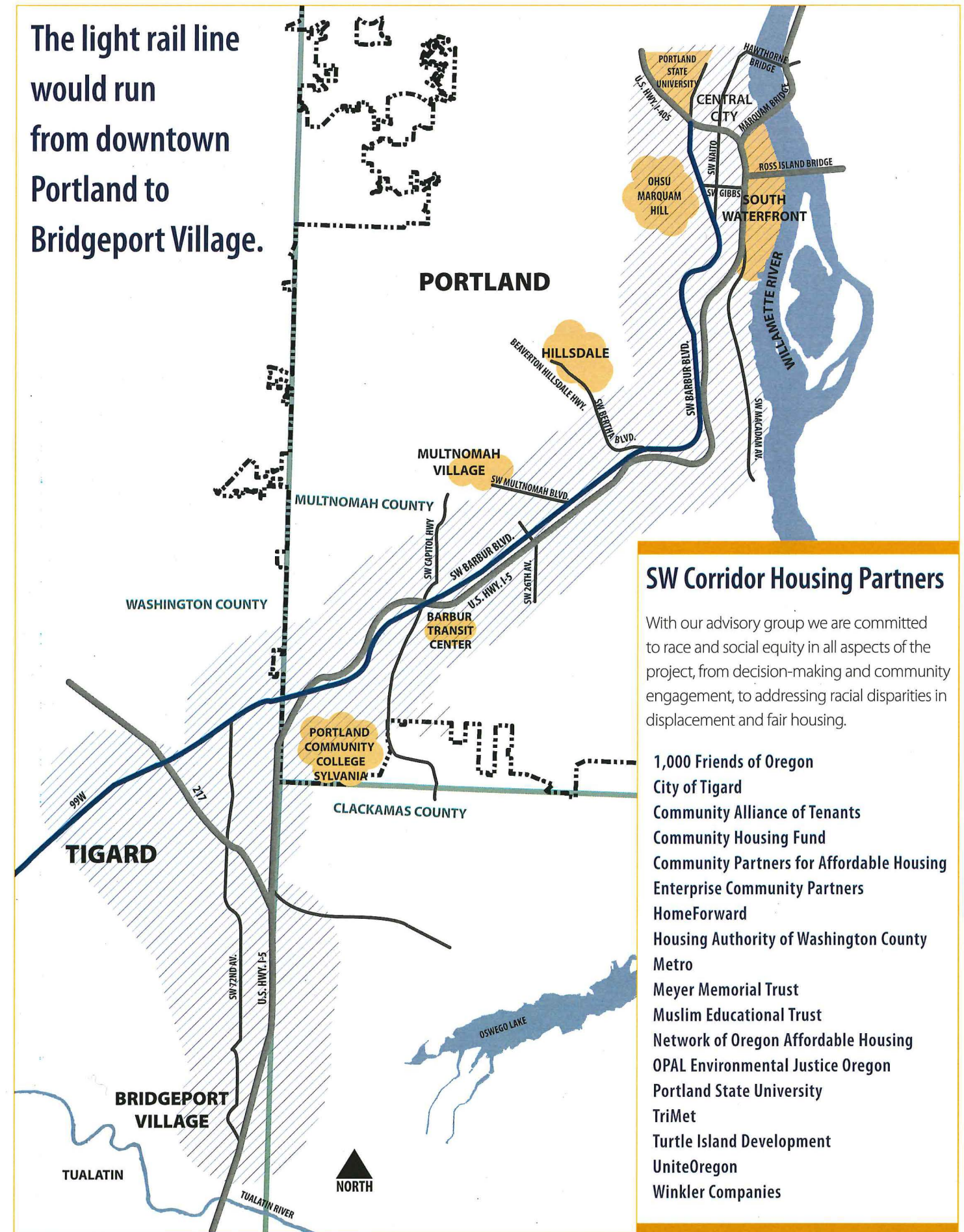
From vision to action

There will continue to be plenty of visioning about the future of the SW Corridor. Now we need to think about ways to ensure housing options are available to everyone. We have lessons from housing strategies along Interstate Avenue, in the N/NE Quadrant of the Central City, and examples from other cities to help us develop a meaningful and actionable strategy.

But how can we do that?

- Anticipate the needs of vulnerable communities.** We want to better understand where households vulnerable to displacement live and how to meet their needs, especially low-income households and communities of color. Housing-focused nonprofit partners will ensure the project is informed by the lived experiences of low-income households and communities of color in the corridor.
- Act strategically.** We want to expand the funding sources needed to both preserve existing affordable housing and build more. Planning to secure land early on allows us to get ahead of the anticipated rise in property values once light rail plans are finalized. Planning for market rate housing and commercial development near the future stations will also help provide the full range of housing options as well as goods and services to the area.
- Engage partners and community.** The Equitable Housing Strategy is a joint effort between the cities of Portland and Tigard, in close coordination with Metro's SW Equitable Development Strategy. We've pulled together an advisory group from government, community, nonprofit, finance, philanthropy and development sectors (see next page). These valuable partners will provide leadership as recommendations are developed and vetted through an inclusive planning process that reflects the diverse voices in the corridor and region. Public open houses will also raise awareness about the project.

The light rail line would run from downtown Portland to Bridgeport Village.



SW Corridor Housing Partners

With our advisory group we are committed to race and social equity in all aspects of the project, from decision-making and community engagement, to addressing racial disparities in displacement and fair housing.

- 1,000 Friends of Oregon
- City of Tigard
- Community Alliance of Tenants
- Community Housing Fund
- Community Partners for Affordable Housing
- Enterprise Community Partners
- HomeForward
- Housing Authority of Washington County
- Metro
- Meyer Memorial Trust
- Muslim Educational Trust
- Network of Oregon Affordable Housing
- OPAL Environmental Justice Oregon
- Portland State University
- TriMet
- Turtle Island Development
- UniteOregon
- Winkler Companies

SW Corridor Equitable Development Strategy



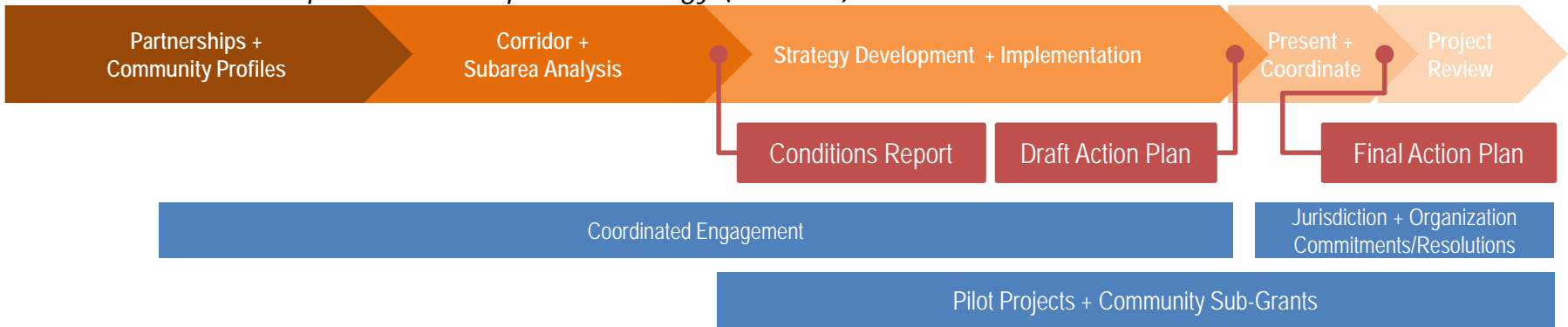
Equitable Development Strategy

- \$895,000 FTA Grant
- 2 year implementation timeline
- Goals:
 - to ensure that the residents of the SW Corridor have access to the opportunities that light rail will bring and concurrently address the impacts associated with this major infrastructure investment

Timeline

SPRING 2017	SUMMER 2017	FALL 2017	WINTER 2017-18	SPRING 2018	SUMMER 2018	FALL 2018	WINTER 2018-19	SPRING 2019	SUMMER 2019
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Southwest Corridor Equitable Development Strategy (SWEDS)



Equitable Development Principles

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

Disability

\$8,820 per year (17% AMI)

Household: 1 adult

Education: High school graduate

Tenure: Renter

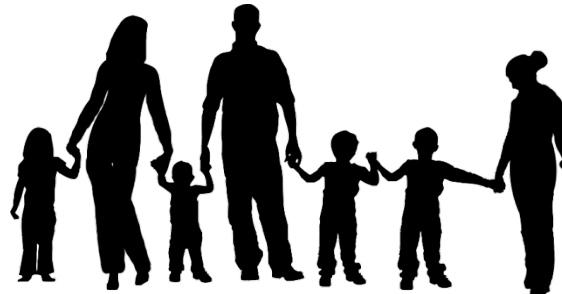
Housing Costs: \$350 per month w/ Section 8 voucher

Commute time: 65 minutes by transit

Meets Self Sufficiency Standard: No

At Risk for Displacement: Yes

Affordable Monthly Housing Expense: \$220



Small business owners

\$22,000 per year (24% AMI)

Household: 3 adults (1 grandparent), 4 children (2 school aged, 1 preschool, 1 infant)

Education: High school graduates

Tenure: Renter

Housing Costs: \$1,000 per month

Commute time: 15 minutes by car

Meets Self Sufficiency Standard: No

At Risk for Displacement: Yes

Affordable Monthly Housing Expense: \$550

Snapshot of households
earning **less than 30%** of Area
Median Income

Retail worker

\$23,400 per year (29% AMI)

Household: 1 adult, 4 children (3 school age, 1 preschool aged)

Education: High school graduate

Tenure: Renter

Housing Costs: \$750 per month

Commute time: 55 minutes by transit

Meets Self Sufficiency Standard: No

At Risk for Displacement: Yes

Affordable Monthly Housing Expense: \$585



Transitioning out of homelessness

\$12,500 per year (24% AMI)

Household: 1 adult

Education: High school graduate

Tenure: Renter

Housing Costs: \$310 per month w/Section 8 voucher

Commute time: 60 minutes by transit

Meets Self Sufficiency Standard: No

At Risk for Displacement: Yes

Affordable Monthly Housing Expense: \$310

Pilot Projects

- Early implementation opportunity
- Focus on allowing community to define the projects
- Test case for what works as we develop the final equitable development strategy
- \$275,000 budget
- 11 applications for \$770,000
- 6 projects recommended for awards by Selection Committee

Business & Workforce Awards

- Mercy Corps NW
 - Getting minority and women-owned businesses ready to weather the impact of Light Rail construction
- IRCO & OHSU
 - Providing immigrants, people of color, and other marginalized communities access to career advancement opportunities in healthcare

Equity & Housing Awards

- Community Partners for Affordable Housing
 - Engaging historically marginalized communities in the design of existing and future affordable housing developments
- Home Forward
 - Helping the Muslim community in SW Corridor navigate and influence affordable housing opportunities

Equity & Housing Awards

- Proud Ground
 - Helping targeted communities access affordable homeownership opportunities in the SW Corridor
- Momentum Alliance
 - Enhancing the ability of communities of color to participate and influence the SW Corridor Plan

Student, Food service worker
\$23,400 per year (45% AMI)

Household: 1 adult
Education: High school graduate
Tenure: Renter
Housing Costs: \$950 per month
Commute time: 15 minutes by transit

Meets Self Sufficiency Standard: Yes
At Risk for Displacement: No
Affordable Monthly Housing Expense: \$585



Retired, Social Security
\$32,000 per year (53% AMI)

Household: 2 adults
Education: College graduates
Tenure: Renter
Housing Costs: \$1000 per month

Meets Self Sufficiency Standard: Yes
At Risk for Displacement: No
Affordable Monthly Housing Expense: \$800



Administrative assistant
\$34,000 per year (57% AMI)

Household: 1 adult, 1 child (infant)
Education: High school graduate
Tenure: Renter
Housing Costs: \$1400 per month
Commute time: 30 minutes by bus

Meets Self Sufficiency Standard: No
At Risk for Displacement: Yes
Affordable Monthly Housing Expense: \$850



Snapshot of households
earning 30% to 60% Area
Median Income

Home health aide / Parking lot attendant
\$48,000 per year (61% AMI)

Household: 2 adults, 3 children
(1 school-aged, 1 preschool-aged, 1 infant)
Education: High school graduates
Tenure: Renter
Housing Costs: \$1,700 per month
Commute time: 30 minutes by carpool

Meets Self Sufficiency Standard: No
At Risk for Displacement: Yes
Affordable Monthly Housing Expense: \$1,200



Pharmacy assistant / SSI Disability
\$39,000 per year (58% AMI)

Household: 2 adults, 1 child (school-aged)
Education: High school graduates
Tenure: Renter
Housing Costs: \$1,100 per month
Commute time: 40 minutes by bus

Meets Self Sufficiency Standard: No
At Risk for Displacement: Yes
Affordable Monthly Housing Expense: \$975



Edwards family, SW Portland



The Edwards family waiting for the bus along Barbur Boulevard

Manuela (Tigard) & Humberto (Beaverton)



Humberto Rodriguez and Manuela Martinez Espinoza

Johnnie Shepherd, SW Portland



Question

- Do you have any questions about the SW Corridor Equitable Development Strategy work?

Overview: Regional Flexible Funds

MPO allocates federal transportation funding for the region – most flexible funds in region

Strategically use RFFA funds to advance regional objectives

Compliments other transportation funding:

- ODOT administered funding
- Transit agency administered funding
- Local agency funding

2019-21 Regional Flexible Funds

In June 2016 Metro Council provided policy direction for Regional Flexible Funds

- Implement Climate Smart Strategy
- Create Safe Routes to Schools Program
- Fund more (high capacity) transit
- Fund project development to leverage new funding opportunities

RFFA Decisions (Feb - Sept 2017)

- Funding for Southwest Corridor and Division Transit Project
- Project development opportunities
 - Freight bottlenecks
 - Active Transportation
 - Enhanced Transit Corridors
- Additional RTO & TSMO funding to implement Climate Smart Strategy
- Created Safe Routes to Schools Program

Implementation of Policy Direction

Metro staff collaborating with partners on the new initiatives

Today briefing you on progress of:

- Highway bottleneck project development
- Active Transportation project development
- RTO and Safe Routes to Schools
- Enhanced Transit Corridors

Project Development for Highways - \$10 M total

Project development underway for three key bottlenecks:

- Rose Quarter - \$5M
- I-205 - \$2.5 M
- OR 217 - \$2.5M



Project Development for Active Transportation - \$1.7 M total



collaborative process to identify local priorities of regional significance



Project Development for Active Transportation

- \$380,000 leveraged
- 3 counties, 8 cities, 11 projects
- Project types include:
 - critical connections
 - safe routes to school
 - access to jobs and transit





**Portland Connected Centers and Corridors
~ Design \$663,000**

- Connected Lents
- Connected Cully
- Connected Division Midway
- 148th Ave Safety & Access to Transit
- Stark & Washington Corridor Safety & Access
- I-84 Multi-Use Path Extension

(Image: Google maps)

**Gresham Division Access to Transit &
Complete Street ~ Design \$200,000**



(Image: Google maps)

**Fairview and Multnomah County
223rd Avenue Bicycle & Pedestrian Transit
and Safe Routes to School Access ~ Design \$134,000**



(Image: Google maps)

New Regional Funds for RTO (\$7.8 M) and SRTS (\$1.5M) total

Regional Travel Options (RTO) invests in transportation demand management through outreach and education

RTO program has resulted in:

- Reduction of 6 million auto trips/58 million vehicle miles (annually)
- 28,000 metric tons of GHG emissions

RTO Strategic Plan and RTO funding allocation

Emphasis on developing new partners in underserved parts of region

- to reach more residents in region
- to better reach communities of color and other underserved communities
- to reduce more single-occupancy auto trips

Safe Routes to School

Safe Routes to School (SRTS) funding opportunity provides regional leadership while meeting a critical need

Feedback from stakeholders at 5 workshops:

- A stronger Metro role in coordination with school districts
- Focus on Title 1 schools
- Keep grant program while building capacity of partners

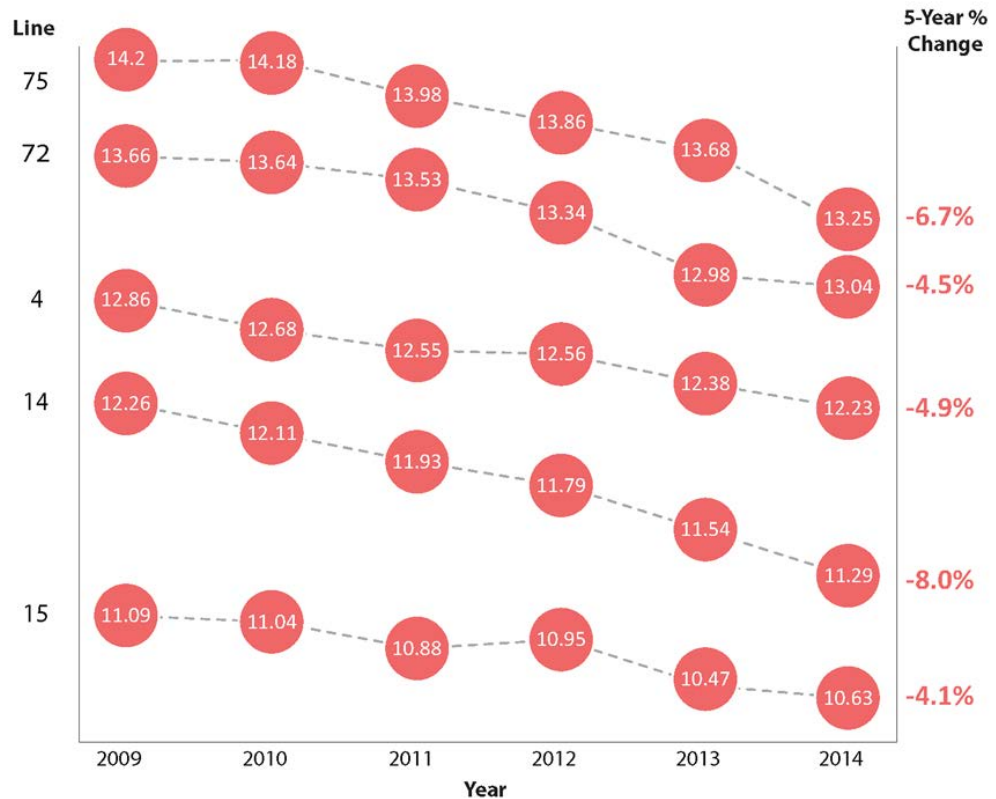
Enhanced Transit Concept (ETC) - \$5 M total



“The greatest barriers to the use of public transportation are time and reliability. If people can’t count on transit to get them there at a specific time, they’re not going to use it.”

*—Adria Decker Dismuke,
Milwaukie resident*

Average Speed (mph)



Enhanced Transit Concept Pilot Program

We are here...

January 2018:
ETC Table Setting
Workshop

April 2018:
Identify "ripe" ETC projects
coming out of
workshops/Coordinate
with 2018 RTP Update

June-December 2018:
15% Design

December 2018:
Identify projects to
advance to 30% Design

October 2019-?:
Implement designed
projects

January-April 2018:
Regional ETC
Workshops

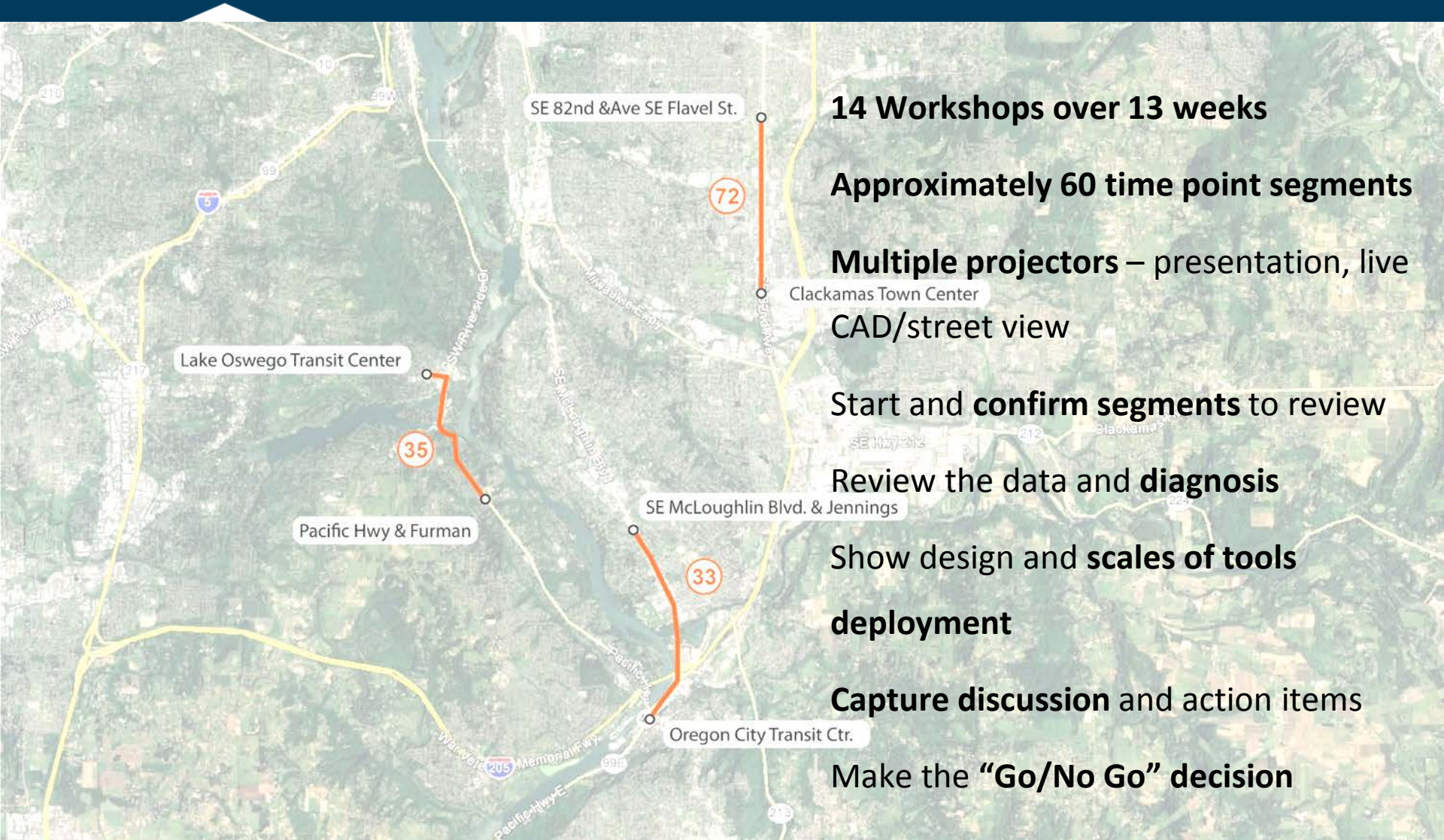
May 2018:
Request for Interest
(RFI) to advance to
15% Design

December 2018:
TPAC Presentation

January-October 2019:
30% / 60% / Final Design



Workshop Process Summary



14 Workshops over 13 weeks

Approximately 60 time point segments

Multiple projectors – presentation, live CAD/street view

Start and confirm segments to review

Review the data and diagnosis

Show design and scales of tools deployment

Capture discussion and action items

Make the “Go/No Go” decision

ENHANCED TRANSIT CORRIDORS

CENTRAL CITY IN MOTION

This map shows the highest priority bus route segments in the Central City. TriMet prioritized segments based on ridership, reliability, and dwell time.

High Priority Bus Route Segments by Weighted Score

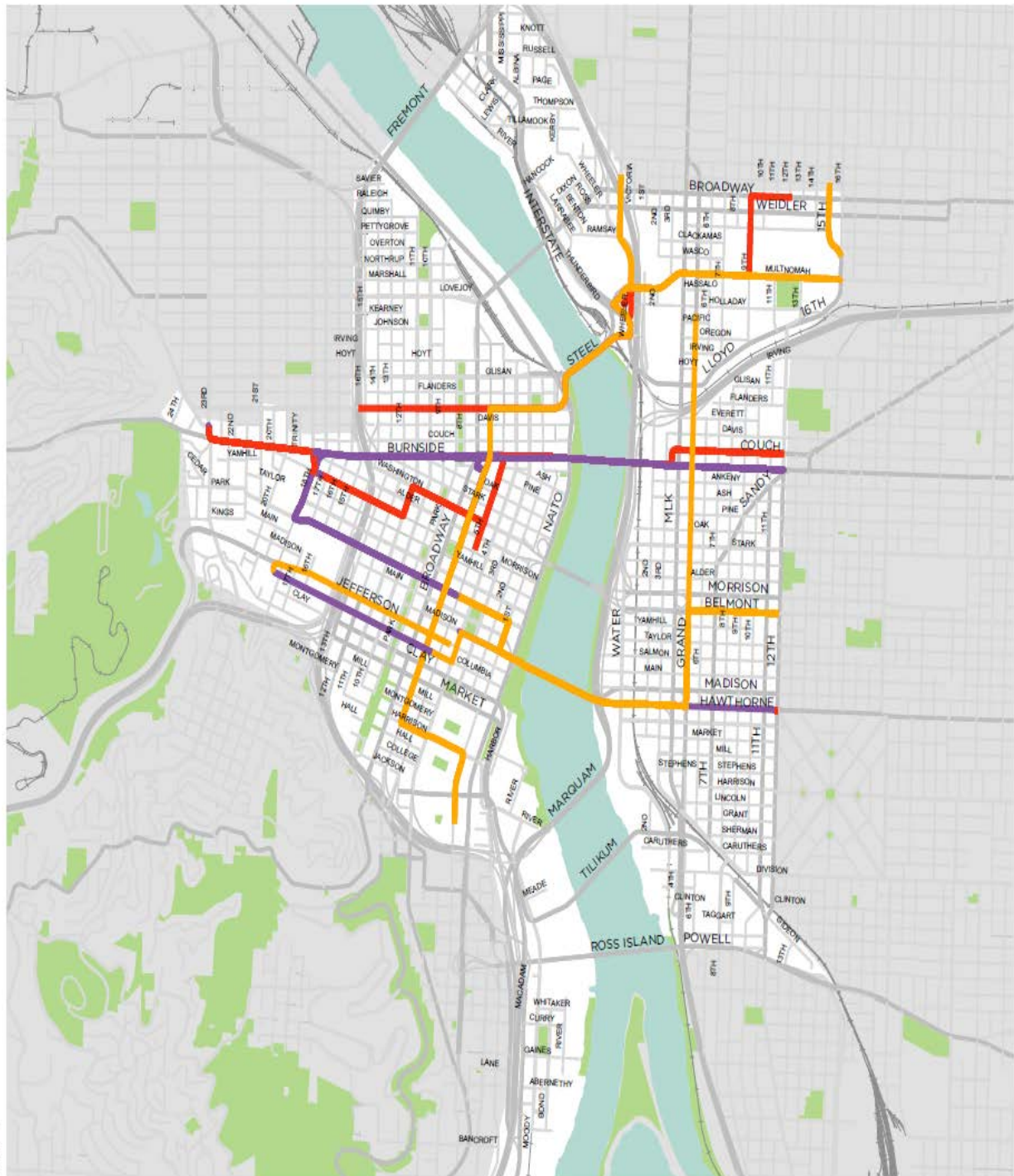
19; 20

17; 18

15; 16



Data provided by the City of Portland TriMet, and Metro.
Map produced December 2017.



Discussion

- Do you have any questions about how new RFFA policies are being implemented?
- When would you like another update?

