



600 NE Grand Ave.  
Portland, OR 97232-2736

## Metro Policy Advisory Committee (MPAC)

### agenda

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Wednesday, November 13, 2019

5:00 PM

Metro Regional Center, Council chamber

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REVISED 11/8

1. **Call To Order, Declaration of a Quorum & Introductions (5:00 PM)**
2. **Public Communication on Agenda Items (5:05 PM)**
3. **Council Update (5:10 PM)**
4. **Consent Agenda (5:15 PM)**
  - 4.1 Consideration of October 9, 2019 MPAC Minutes [18-5299](#)  
Attachments: [October 9, 2019 Minutes](#)
  - 4.2 Consideration of October 23, 2019 MPAC Minutes [18-5312](#)  
Attachments: [October 23, 2019 Minutes](#)
5. **Information/Discussion Items**
  - 5.1 Update on the 2040 Planning and Development Grants (5:20 PM) [COM](#)  
[18-0279](#)  
Presenter(s): Lisa Miles, Metro  
  
Attachments: [MPAC Worksheet](#)  
[2040 Grants Proposed Program Refinements](#)
  - 5.2 Regional Transportation Funding Measure Update (5:35 PM) [COM](#)  
[18-0281](#)  
Presenter(s): Andy Shaw, Metro  
Attachments: [MPAC Worksheet](#)  
[Preliminary Staff Recommendation](#)

5.3 Housing Bond Implementation and Communications  
Update (6:05 PM)

[COM](#)  
[18-0284](#)

Presenter(s): Jes Larson, Metro  
Emily Lieb, Metro

Attachments: [MPAC Worksheet](#)  
[In My Neighborhood DHM Survey Factsheet](#)

**6. Adjourn (6:35 PM)**

**Upcoming MPAC meetings:**

- *Wednesday, November 27, 2019 – Cancelled*
- *Wednesday, December 11, 2019*
- *Wednesday, December 25, 2019 – Cancelled*

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Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullanka dadweyne, wax 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

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Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

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Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、[www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroにご要請に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

### Metro txoj kev ntuxub ntuxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntov txog 5 teev tsaus ntuj weekdays) 5 hnuv ua hauj lwm ua ntej ntawm lub rooj sib tham.

**សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro**  
ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។



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## **2019 MPAC Work Program** *as of 10/28/2019*

*Items in italics are tentative*

<p><b><u>Wednesday, November 13, 2019</u></b></p> <ul style="list-style-type: none"><li>• 2040 Planning and Development Grants: Updates to Grant Program (Lisa Miles, Metro; 15 min)</li><li>• Transportation Regional Investment Measure Update (Andy Shaw, Metro; 30 min)</li><li>• Housing Bond and Communications Update (Jes Larson and Emily Lieb, Metro; 30 min)</li></ul> <p><i>November 19-21: Association of Oregon Counties Annual Conference, Eugene, OR</i></p>	<p><b><u>Wednesday, November 27, 2019</u></b> – Cancelled</p>
<p><b><u>Wednesday, December 11, 2019</u></b></p> <ul style="list-style-type: none"><li>• Designing Livable Streets (Lake McTighe, Metro; 10 min)</li><li>• Missing Middle Housing Legislation (HB 2001) Implementation Panel (Ted Reid, Metro; 90 min)</li></ul>	<p><b><u>Wednesday, December 25, 2019</u></b> – Cancelled</p>

Parking Lot:

- 2020 Census Follow Up
- Community Partnerships Program
- Regional Data Strategy
- Community Driven Planning and Development Panel

**4.1 Consideration of October 9, 2019 Minutes**  
*Consent Agenda*

Metro Policy Advisory Committee  
Wednesday, November 13, 2019  
Metro Regional Center, Council Chamber



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

**METRO POLICY ADVISORY COMMITTEE (MPAC)**

Meeting Minutes

October 9, 2019

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Martha Schrader  
Susheela Jayapal  
Christine Lewis  
Juan Carlos Gonzalez  
Sam Chase  
Ed Gronke  
Don Trotter

Amanda Fritz  
Denny Dole

Theresa M. Kohlhoff

Gordon Hovies

Luis Nava  
Steve Callaway  
Kathy Wai  
Terri Preeg Riggsby

Mark Watson

Jerry Hinton  
Peter Truax  
Emerald Bogue  
Dick Schouten  
Mark Gamba  
Linda Glover

AFFILIATION

Clackamas County  
Multnomah County  
Metro Council  
Metro Council  
Metro Council  
Citizen of Clackamas County  
Clackamas County Fire District #1, Special  
Districts in Clackamas County  
City of Portland  
City of Beaverton, Second Largest City  
in Washington County  
City of Lake Oswego, Largest City in  
Clackamas County  
Tualatin Valley Fire & Rescue, Special Districts in  
Washington County  
Citizen of Washington County  
City of Hillsboro, Largest City in Washington County  
TriMet  
West Multnomah Soil & Water Conservation District,  
Special Districts in Multnomah County  
Hillsboro School District Board of Directors,  
Governing Body of a School District  
City of Gresham, Second Largest City in Multnomah County  
City of Forest Grove, Other Cities in Washington County  
Port of Portland  
Washington County  
City of Milwaukie, Other Cities in Clackamas County  
City of Vancouver

ALTERNATES PRESENT

Gretchen Buehner

Kirstin Greene

Jennifer Donnelly

AFFILIATION

City of King City, Other Cities in Washington County

Oregon Department of Land Conservation and  
Development

Oregon Department of Land Conservation and  
Development

OTHERS PRESENT: Jonathan Taylor, Kirstin Greene, Jeff Owen, Jennifer Donnelly, Malu Wilkinson, Charley Wheelock, Stephen Green, Lauren Golden Jones, Alisa Pyszka and Nita Shah

STAFF: Sara Farrokhzadian, Ted Reed, Marlene Guzman, Megan Gibb, Carrie MacLaren, Jeff Raker and Ramona Perrault

**1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS**

Chair Schrader called meeting to order at 5:01 PM.

**2. PUBLIC COMMUNICATIONS ON AGENDA ITEMS**

*There were none*

**2. COUNCIL UPDATE**

Councilor Juan Carlos Gonzalez and Councilor Christine Lewis provided several updates to MPAC members. Councilor Gonzalez noted that the Oregon Court of Appeals released a ruling that upheld Metro's 2017 urban and rural reserves designation. He noted that this ruling was relevant to Metro's expansion of the urban growth boundary in the City of Wilsonville. Councilor Gonzalez invited MPAC members to the salmon homecoming event at Oxbow Regional Park on October 19<sup>th</sup> and 20<sup>th</sup>.

Councilor Lewis mentioned that the Oregon Zoo Foundation awarded more than \$25,000 through the Future For Wildlife grant program. She remarked that awardees included the Portland State's project on American Bullfrog and the Turtle Survival Alliances' project on pond turtle recovery. Councilor Lewis encouraged MPAC members to attend the October 23<sup>rd</sup> meeting on climate change.

**4. CONSENT AGENDA**

MOTION: Mayor Steve Callaway moved and Mayor Peter Truax seconded, to approve the consent agenda.

ACTION: With all in favor, motion passed.

## 5. INFORMATION/DISCUSSION ITEMS

### 5.1 2040 Growth Concept: Employment Trends Panel

Vice Chair Schrader introduced the panelists Lauren Golden Jones, Capstone Partners' Development Manager, Stephen Green, Pensole Footwear Academy's Director of Operations, Nita Shah, Micro Enterprise Services of Oregon's (MESO) Co-Founder and Executive Director and Charley Wheelock, Woodblock Chocolate's Co-Founder.

*Key elements of the presentation included:*

Ms. Malu Wilkinson, Investment Areas Manager, provided context for the panel. She noted that Council adopted an urban growth management decision which sought to refresh the 2040 Growth Concept and gain a better understanding of the changing economy.

Mr. Jeff Raker, Associate Regional Planner, discussed Metro's planning efforts in the 2040 Growth Concept Refresh. He explained that through the refresh Metro aimed to sustain the region's economic competitiveness and prosperity for current and future residents.

Mr. Raker noted that this project was directed by the Metro Council in recognition of the region's changing economy. He shared that under Council direction Metro created an Economic Value Atlas. Mr. Raker explained that the Economic Value Atlas aimed to build growing partnerships to better align planning and economic development in the regional economy. Mr. Raker explained that as part of the Economic Value Atlas Metro established shared economic values, which focused on business objectives, leveraging the region's work force and community assets.

Mr. Raker shared trends in the region's economy, such as the region's job growth and overall productivity. He noted the increasing divide between high wage earners and middle-wage earners. Mr. Raker reported a 13 percent decline in wages for the region's African American population, despite wage increases in other demographic groups. He mentioned that 86 percent of regional jobs originated from in-state startups and expansions.

Mr. Raker also emphasized Metro's efforts to develop new approaches to land use and planning for the region's future economy. He also shared potential economic disruptions, such as intense demographic shifts, e-commerce and remote working.



*Key elements of the panel included:*

Ms. Alisa Pyszka, Bridge Economic Development President, introduced the panelists and provided a brief overview of each panelist. She asked each panelist to share more about their business backgrounds. Ms. Jones noted that Capstone Partners was a commercial real-estate development company with offices in Portland and Seattle. Mr. Green shared that Pensole Footwear Academy trained people to be foot wear designers, developers, engineers and business owners. Ms. Shah stated that MESO provided business technical assistance and access to capital to underserved communities in Oregon. Mr. Wheelock owned a small chocolate making business with his wife in the Portland area.

Ms. Pyszka asked the panelists to discuss what the region was doing to support small businesses. Ms. Shah explained that Portland's business districts, such as Hawthorne and Portland city center, facilitated access to small businesses and services. She noted that within these districts housing and businesses were interconnected. Mr. Green noted that increased access to transit made an impact in addressing employee turnover rates.

Ms. Pyszka asked if Ms. Jones saw a competitive advantage from being in Portland. She noted that tenants were interested in living in Portland and near transit lines. Mr. Green added that transit was important in the region's suburbs to increase access to business outside of the city center. Mr. Wheelock noted that Portland's branding attracted customers to his chocolate business. Mr. Green raised concerns about the lack of resources for small business owners in the Portland region.

Mr. Green pointed to the growing popularity of e-commerce for small businesses. Ms. Pyszka asked Ms. Jones about Capstone Partners' experience using e-commerce. Ms. Jones noted that e-commerce was fairly new and Capstone Partners' was looking to utilize it to guide industrial development projects.

Ms. Pyszka asked Ms. Jones about vertical building construction trends. Ms. Jones noted that unlike other major cities Portland had not experienced vertical building constructions trends due to lower rent rates.

Ms. Pyszka inquired about potential suggestions to address permitting issues for small businesses. Ms. Shah explained that statewide uniformity would reduce barriers for small business owners. Mr. Wheelock noted that as a small business owner he had trouble keeping up with compliance costs.

*Member discussion included:*

- Mayor Callaway asked about the potential impacts of climate change on small businesses. Mr. Green noted that in order to mitigate climate change Pensole Footwear Academy aimed to develop local manufacturing techniques that limited transportation needs.
- Mr. Mark Watson raised concerns about the limitations to economic growth and asked the panel to share potential strategies. Ms. Jones shared that Capstone Partners needed to develop more sustainable building techniques. Mr. Green noted that Oregon houses more small businesses that are less focused on a growth mindset. Ms. Shah stated that clients lack proper information to plan for the potential impacts of climate change.
- Mr. Ed Gronke asked the panelists to make suggestions on how to address barriers to job access. Ms. Shah noted the Metro region's increased drive times and congestion. Mr. Wheelock raised concerns about the increased minimum wage and the potential economic strain on his company. Ms. Jones expressed that she wanted more efficient permitting procedures.
- Councilor Gonzalez mentioned strip malls and inquired about potential ways to repurpose them. Ms. Shah pointed to Portland's small business focus and that suggested strip malls should house small local businesses.
- Commissioner Amanda Fritz expressed her appreciation for the presentation. She asked about what Metro could do to share economic prosperity across the region. Mr. Green stated that Metro had to focus on true systemic change to properly address economic disparities. Ms. Shah noted that marginalized residents needed access to capital in order to build generation wealth.
- Councilor Lewis asked the panelists to suggest additional assets to town centers. Mr. Wheelock advised Metro to encourage small businesses instead of relying on franchise businesses. Mr. Green remarked that Metro should acknowledge the lack of trust with the public sector. Ms. Jones proposed that Metro should increase access to resources for new tenants.
- Ms. Terri Preeg Riggsby noted town centers need for local businesses and inquired about Metro's strategies to address housing concerns. Ms. Jones spoke about the barriers to increasing housing accessing in transit rich areas.
- Commissioner Dick Schouten asked Ms. Jones if there were concerns about Metro's urban and rural reserves designation. Ms. Jones stated that Capstone Partners was interested in developing land in jurisdictions that did not want to participate in the urban growth boundary.
- Commissioner Susheela Jayapal raised concerns about regulation inconsistencies and barriers to access. Ms. Shah stated that there was no regulation consistencies

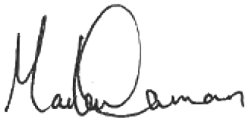
for small businesses. She also noted that permitting is set up for larger businesses despite the prevalence of small businesses throughout Oregon.

- Councilor Jerry Hinton asked about how the region's houseless population was affecting small and large businesses. Mr. Green expressed Metro's lack of commitment to ensuring that residents have access to housing. He remarked that as a community the Portland region needs to make housing more accessible.
- Ms. Kathy Wai pointed to decreasing ridership trends and inquired about how TriMet could incentivize transit use. Ms. Shah suggested lowering fare prices to reduce barriers to access. Mr. Green suggested wifi access on the bus, MAX and at transit spots.

## **6.0 ADIURN**

Chair Schrader adjourned the meeting at 7:01 PM.

Respectfully Submitted,



Marlene Guzman  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCTOBER 9, 2019**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
5.1	Presentation	10/09/19	2040 Growth Concept: Employment Trends Panel Presentation	100919m-01
5.2	Presentation	10/09/19	Get Moving 2020 Event Invitation	100919m-02
5.3	Presentation	10/09/19	2019 Build Small Live Large: An Innovative Small Housing Summit	100919m-03

**4.2 Consideration of October 23, 2019 Minutes**  
*Consent Agenda*

Metro Policy Advisory Committee  
Wednesday, November 13, 2019  
Metro Regional Center, Council Chamber



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oregonmetro.gov

**METRO POLICY ADVISORY COMMITTEE (MPAC)**

Meeting Minutes

October 23, 2019

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Christine Lewis  
Sam Chase  
Ed Gronke  
Don Trotter

Amanda Fritz  
Theresa M. Kohlhoff

Gordon Hovies

Mark Watson

Jerry Hinton  
Dick Schouten  
Linda Glover  
Rachel Lyles Smith

AFFILIATION

Metro Council  
Metro Council  
Citizen of Clackamas County  
Clackamas County Fire District #1, Special Districts in  
Clackamas County  
City of Portland  
City of Lake Oswego, Largest City in Clackamas  
County  
Tualatin Valley Fire & Rescue, Special Districts in Washington  
County  
Hillsboro School District Board of Directors,  
Governing Body of a School District  
City of Gresham, Second Largest City in Multnomah County  
Washington County  
City of Vancouver  
City of Oregon City, Second Largest City in Clackamas County

ALTERNATES PRESENT

Gretchen Buehner  
Anthony Martin  
Jennifer Donnelly

AFFILIATION

City of King City, Other Cities in Washington County  
City of Hillsboro, Largest City in Washington County  
Oregon Department of Land Conservation and Development

MEMBERS EXCUSED

Martha Schrader (Chair)

Denny Dole

Susheela Jayapal

Steve Callaway

Juan Carlos Gonzalez

AFFLIATION

Clackamas County

City of Beaverton, Second Largest City  
in Washington County

Multnomah County

City of Hillsboro, Largest City in Washington County

Metro Council

OTHERS PRESENT: Jeff Gudman, Jeff Owen, Adam Barber, Mary Phillips, Laura Weizel, Dee Anders, Dr. Philip Mote, Dr. Vivek Shandas and Jean Senechal Biggs

STAFF: Sara Farrokhzadian, Marlene Guzman, Rebecca Small, Kim Ellis, Sasha Pollack, Laura Dawson-Bodner, Megan Gibb, Carrie MacLaren, Jeff Raker, Ernest Hayes and Ramona Perrault

**1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS**

Councilor Christine Lewis chaired the meeting as Chair Martha Schrader, Vice-Chair Susheela Jayapal and second Vice-Chair Steve Callaway were excused from the meeting. Councilor Lewis called meeting to order at 5:01 PM.

**2. PUBLIC COMMUNICATIONS ON AGENDA ITEMS**

*There were none*

**3. COUNCIL UPDATE**

Councilor Sam Chase encouraged MPAC members to attend the 2019 Build Small Live Large Summit. He noted that there were several sessions on small and middle housing. Councilor Chase spoke about the Transportation Forums in Washington County, Clackamas County and Multnomah County. He announced that Metro adopted the Construction Career Pathways Regional Framework at the October 24<sup>th</sup> Metro Council meeting.

**4. CONSENT AGENDA**

*No quorum*

## 5. INFORMATION/DISCUSSION ITEMS

### 5.1 Regional Mobility Policy Update

Councilor Christine Lewis introduced Kim Ellis, Metro Principal Transportation Planner, to present on the Regional Mobility Policy Update.

*Key elements of the presentation included:*

Ms. Ellis noted that the Regional Mobility Policy Update emerged as a response to the 2018 Regional Transportation Plan's failure to meet the region's mobility policy needs. She explained that the Regional Mobility Policy Update considered how the region measures mobility. Ms. Ellis noted that the region's current mobility policy was centered on vehicles and did not closely align with the region's desired outcomes.

Ms. Ellis explained that Regional Mobility Policy Updates aimed to better align policy with regional values, goals and desired outcomes. She discussed how state, regional and local decisions were connected to the mobility policy. Ms. Policy provided examples of several mobility measures that the policy update planned to explore.

Ms. Ellis discussed the two-year timeline for updating Regional Mobility Policy. She noted that Metro was conducting a policy analysis and stakeholder engagement. Ms. Ellis noted that Metro received feedback from the Metro Council and JPACT members. She shared that Metro had received broad support from stakeholders on policy updates.

*Member discussion included:*

- Commissioner Amanda Fritz asked about how Metro's Regional Mobility Policy Update addressed climate change. Ms. Ellis explained that Metro aimed to learn more about how it measured congestion and the region's climate goals. Commissioner Fritz asked if there were discussions about making TriMet fare free. Ms. Ellis noted that it had not been considered in the scoping phase. Commissioner Fritz noted that Corvallis' fareless bus system had increased transit ridership.
- Councilor Lewis noted that the December 11<sup>th</sup> meeting focused on explaining how House Bill 2001 affected the Metro region.
- Councilor Gretchen Buehner noted that the City of King City finished negotiating their Transportation and Growth Management (TGM) Grant with ODOT. She asked



if she should contact Metro for progress reports. Ms. Ellis remarked that Metro would be contacting staff from the City of King City.

- Councilor Martin noted that he was interested in exploring policies related to greenhouse gas emissions and congestion. He noted that potential measures needed to consider access to transit alternatives.

## **5.2 Climate Change in Greater Portland: Considerations for the 2040 Growth Concept Refresh**

Councilor Lewis introduced panelists, Dr. Philip W. Mote, Professor at Oregon State University and Dr. Vivek Shandas, Professor at Portland State.

*Key elements of the panel presentations included:*

Dr. Mote spoke about rising carbon dioxide emissions and human's role in altering the composition of the atmosphere. He explained Representative Concentration Pathways (RCP) and the potential trajectory of methane and carbon emissions based on different pathways.

Dr. Mote shared Northwest climate change scenarios based on RCP 4.5 and RCP 8.5. He explained that extreme weather patterns were more likely in RCP 8.5. Dr. Mote discussed an analysis on extreme 1 day precipitation which revealed extreme weather at the 50 year mark.

Dr. Mote explained that the Northwest experienced a snow drought in 2015 with temperatures higher than normal. He described the projected change in snow water equivalent, noting that on almost every occasion snow pack decreased by 50 percent. Dr. Mote emphasized the cascading effects of decreased snow pack on fish populations and hydro power. He raised concerns about the shifts in stream flow patterns of the Columbia River at Bonneville. Dr. Mote revealed that climate change resulted in later peak flows for the Columbia River at Bonneville.

Dr. Mote noted that human-caused climate change doubled the area burned in the Western United States since 1985. He provided an overview of the impacts of climate change including increased heat waves, modest increases in heavy rainfall, reduced mountain snow and lower summer stream flow. Dr. Mote remarked that proactive adaptation actions helped to reduce the impacts of climate change.

Dr. Shandas discussed the effects of climate change on the Metro region. He explained that Portland was seen as a place of climate refugee. Dr. Shandas shared information on

contemporary climatic analogs for 540 North American urban areas. He provided a climate justice framework for guiding planning in the face of climate change. Dr. Shandas noted that a climate justice framework was grounded in the principle that all individuals have the right to be protected from environmental degradation. He added that this included shifting the burden of proof to individuals, organizations, policies and practices that increased impacts to historically marginalized communities.

Dr. Shandas delved into the links between climate change and increased detrimental health effects. He noted that climate change increased air pollution effects, flood and storm related effects as well as heat-related illness and death. Dr. Shandas explained shifts in local weather patterns such as the increased likelihood of extreme weather. He discussed Portland's potential fire danger and historically marginalized communities increased susceptibility to heat related illness and nuisance flooding.

Dr. Shandas explained several built environmental factors that helped mediate regional temperature such as tree canopy and vegetation coverage. He noted that climate change was tied to increased tree mortality and morbidity. Dr. Shandas shared adaptation strategies to extreme weather patterns such as building multifamily buildings with surface parking and maximizing vegetation.

Dr. Shandas shared his findings on his research entitled "The effects of the 1930s Home Owners' Loan Corporation (HOLC) "Redlining" Maps." He noted a link between HOLC redlining and current temperatures in cities. Dr. Shandas also encouraged MPAC members to read his upcoming book entitled *Urban Adaptation to Climate Change: The Role of Urban Form Mediating Rising Temperature*.

*Member discussion included:*

- Councilor Jerry Hinton asked about the different temperature effects of cement and asphalt roads. Dr. Shandas noted that asphalt and concrete behave differently, with asphalt absorbing two or three times more heat than concrete does. Councilor Hinton asked about the role rain gardens played in reducing temperatures in low income neighborhoods. Dr. Shandas noted that increased vegetation reduced future heating in low income neighborhoods.
- Councilor Buehner asked about Metro's ability to help mitigate the effects of arctic methane release. Dr. Mote noted that climate change models also represent the effects of arctic methane release. He raised concerns about climate change models' reliability and models failure to foresee the connection between Chlorofluorocarbons (CFCs) and ozone depletion. Councilor Buehner asked if cities in the Portland region should revisit vegetation code enforcement as a way

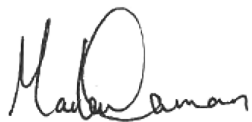
to mitigate climate change. Dr. Shandas suggested that cities in the Portland region should enforce vegetation codes in the face of climate change.

- Commissioner Dick Schouten asked Dr. Viviek to explain the challenges associated with measuring ground temperatures. Dr. Viviek noted that satellite sensors detect long wave radiation but often fail to account for the differences between ambient air temperature and ground temperature.
- President Gordon Hovies noted that areas like Powell Butte and Northeast Portland had increased fire risk in September and October. He also raised concerns about infrastructure vulnerability with increased fire risk.
- Councilor Martin asked the panelists to discuss the benefits and drawbacks of high density building. Dr. Shandas noted that Metro needed to consider how building materials affect local temperature signatures.
- Commissioner Rachel Lyles Smith asked the presenters to share strategies for balancing other priorities while also being attentive to climate change. Dr. Mote talked about the contrived narrative on the climate crisis and noted that it traces back to the 1992 United Nations Framework Convention on Climate Change.
- Mr. Ed Gronke raised concerns about Metro's commitment to the urban growth boundary and high density building codes in the face of climate change. He expressed his support of Dr. Shandas' efforts to protect tree canopies as a way to mitigate climate change. Dr. Shandas urged Metro to consider climate sensitive designs for urban development. Mr. Gronke expressed several affordability challenges that faced innovative design.
- Councilor Theresa Kohlhoff noted that Metro's 2020 Transportation Investment Measure had the opportunity to invest in transit access as a way to mitigate climate change. Councilor Kohlhoff expressed her appreciation for the presentation.

## **6.0 ADIURN**

Councilor Lewis adjourned the meeting at 7:01 PM.

Respectfully Submitted,



Marlene Guzman

Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCTOBER 23, 2019**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
5.1	Presentation	10/23/19	Regional Mobility Policy Update Presentation	102319m-01
5.2	Presentation	10/23/19	Climate Change in Greater Portland: Considerations for the 2040 Growth Concept Refresh Panel Presentation	102319m-02
5.2	Presentation	10/09/19	Climate Change in Greater Portland: Considerations for the 2040 Growth Concept Refresh Panel Presentation	102319m-03

***5.1 Update on the 2040 Planning and  
Development Grants***  
*Information and Discussion Items*

Metro Policy Advisory Committee  
Wednesday, November 13, 2019  
Metro Regional Center, Council Chamber

# MPAC Worksheet

**Agenda Item Title:**

Update on the 2040 Planning and Development Grants

**Purpose/Objective**

Provide an update to MPAC members regarding the restructuring of the 2040 Planning and Development Grant Program that has been requested by Metro Council. Changes to the program are currently slated to be finalized in December 2019 prior to launch of the eighth grant cycle in 2020.

**Action Requested/Outcome**

This is an update to MPAC members; no action is requested at this time.

**What has changed since MPAC last considered this issue/item?**

In September, 2019, staff updated MPAC members regarding the seven grants which the Metro Council awarded in July, 2019. As part of the grant review process for the 2019 grants, the 2040 Grant Screening Committee recommended to the Metro COO that changes be implemented in order to strengthen the Equitable Development component of the program. Screening Committee members and staff identified several potential program adjustments to be considered prior to the next grant cycle including:

- Customizing the grant evaluation criteria specific to each category
- Host a pre-application meeting at the kick-off of the next grant cycle to emphasize what is expected in an equitable development project approach;
- Consider how Metro could best cultivate strong applications from community entities that are leading equitable development work throughout the region.
- Tap the expertise of Metro's Committee on Racial Equity (CORE) to further consider program adjustments that could result in better applications for equitable development projects.

Staff has since developed a proposal for restructuring the New Urban Area Planning Grants and the Equitable Development Grants and refining the program's application process. Staff met with CORE on October 17 to get their feedback. Metro Council reviewed staff's proposed approach in a work session on Oct. 29, 2019 and supported the new direction outlined by staff. The Metro Council will consider legislation on December 12 to formally approve this new approach.

**What packet material do you plan to include?**

No additional materials are included.

## 2040 Planning and Development Grants: Proposed Program Refinements

	Eligible Activities, Funding Level, & Desired Outcomes	Eligible Applicants	Eligible Expenses	Application Process
<b>Concept Planning</b>	<p><b>Grants of up to \$250,000* to plan for future development on land currently designated Urban Reserves. Concept planning work facilitates the future development of complete communities and supports work by cities and counties to comply with Title 11 of the Urban Growth Management Functional Plan.</b></p> <p>Available Funding: Approximately \$250k to fund 1-2 projects annually, subject to interest of eligible jurisdictions</p> <p>This type of grant is intended solely for concept planning in Urban Reserve areas. Proposals shall specifically address how they will seek to comply with Urban Growth Management Functional Plan Title 11. <i>Note:</i> Award of a grant for this project type should not be interpreted as a commitment by Metro to add the Urban Reserve area to the UGB in the next growth management decision.</p> <ul style="list-style-type: none"> <li>➤ Adopted Functional Plan Title 11 compliant concept plan</li> <li>➤ Feasible financing and funding plans for public facilities and services that meet planning and implementation needs</li> <li>➤ Projects must include community engagement strategy demonstrating best practices for advancing racial equity and involving communities of color in the planning process</li> </ul> <p>Goal: Concept planning by local cities is required to comply with Title 11 of the Urban Growth Management Functional Plan.</p> <p>* Grant requests up to \$250,000 typical, unless council approves larger grant to size or complexity of area to be planned</p>	<p>Cities and counties that have urban reserves within their planning area are allowed to submit one concept planning application per grant cycle.</p>	<p>Grants cover consultant work and direct project expenses.</p> <p>City or county must fund staff time as required match.</p> <p>Funds may also be utilized to support a community liaison or to engage a community based organization to facilitate engagement of historically marginalized communities in the planning process.</p>	<ul style="list-style-type: none"> <li>• Metro hosts pre-application session for all interested parties</li> <li>• Interested jurisdictions may submit one application per cycle</li> <li>• Metro Land Use and Urban Development staff review applications and make a recommendation to the COO.</li> <li>• Metro COO makes a funding recommendation to the Metro Council.</li> <li>• Council approval of final grant award.</li> </ul>
<b>Comprehensive Planning</b>	<p><b>Grants of up to \$350,000* to complete comprehensive planning work for lands recently brought within the Urban Growth Boundary.</b></p> <p>Available Funding: It is anticipated that approximately \$1.5 million will be available to fund comprehensive planning grants every 6 years, in conjunction with the Urban Growth Management Decision by the Metro Council.</p> <p>This type of grant is intended solely for comprehensive planning of areas recently brought within the UGB. Proposals shall specifically address how they will seek to comply with Urban Growth Management Functional Plan Title 11 and how this planning will spur development activity.</p> <ul style="list-style-type: none"> <li>➤ Annexation of land into city and/or service providers</li> <li>➤ Adopted comprehensive plan and zone designations</li> <li>➤ Projects must include community engagement strategy demonstrating best practices for advancing racial equity and involving communities of color in the planning process</li> </ul> <p>Goal: Comprehensive planning by local cities is required to comply with Title 11 of the Urban Growth Management Functional Plan.</p> <p>*Grant requests up to \$350,000 typical, unless council approves larger grant to size or complexity of area to be planned</p>	<p>Cities are limited to one comprehensive planning grant per urban growth management decision process.</p>	<p>Grants cover consultant work and direct project expenses.</p> <p>City must fund staff time as required match.</p> <p>Funds may also be utilized to support a community liaison or to engage a community based organization to facilitate engagement of historically marginalized communities in the planning process.</p>	<ul style="list-style-type: none"> <li>• Proposals submitted and reviewed as part of the urban growth management decision cycle.</li> <li>• Metro Land Use and Urban Development staff review proposals and make a recommendation to the Metro COO.</li> <li>• Metro COO makes a funding recommendation to the Metro Council.</li> <li>• Council makes final determination on grant awards as part of the growth management decision.</li> </ul>

2040 Planning and Development Grants: Proposed Program Refinements (continued)

	Eligible Activities, Funding Level, & Desired Outcomes	Eligible Applicants	Eligible Expenses	Application Process
<b>Equitable Development</b>	<p><b>Significant, multi-year grants of \$250,000-750,000 that fund pre-development work, community plans, projects or strategies that implement the 2040 Growth Concept <u>and</u> create more equitable communities.</b></p> <p>Available Funding: Approximately \$1.25 million available each cycle to fund 2- 3 new projects annually</p> <ul style="list-style-type: none"> <li>➤ Projects may be site-specific development or redevelopment projects, facilities, or temporary uses located in a Regional Center, Town Center or neighborhood center, main street, corridor, station area or employment area.</li> <li>➤ Projects may be area-specific community development plans, funding tools, and economic development strategies that help local cities and counties and their partners build more equitable communities and create pathways to prosperity</li> <li>➤ Applications must not only demonstrate how historically marginalized communities and people of color will be engaged in the planning process but also how implementation of the project, strategy or program will specifically benefit these populations.</li> </ul> <p>Goal: Grant projects will spur implementation of the communities envisioned by the 2040 growth concept while advancing specific equity-focused projects, programs or strategies that improve opportunities and quality of life for people of color and historically marginalized communities.</p>	<p>Project teams must include at least one government partner and at least one community partner.</p> <p>In most instances, the local government will likely serve as the lead partner for the team. If circumstances warrant, Metro may provide permission for non-governmental entities to serve as the lead partner. This will be determined during the scoping phase</p> <p>Jurisdictions shall be limited to one application per cycle; however, the City of Portland shall be allowed to submit up to 3 applications per cycle, and the cities of Hillsboro, Gresham, and Beaverton, and Washington and Clackamas Counties will each be allowed to submit up to 2 applications.</p>	<p>Governments must fund staff time as required match.</p> <p>Staff time for community partners is eligible for grant funding.</p> <p>Grants cover technical consultant work and direct project expenses for project planning, program development or implementation.</p>	<ul style="list-style-type: none"> <li>• Metro hosts pre-application session for all interested parties</li> <li>• Teams submit application outlining project concept and proposed partners.</li> <li>• Staff review and submit comments to Screening Committee</li> <li>• Committee selects and invites strongest applicants to make a presentation.</li> <li>• Presentation/interview with committee</li> <li>• Committee recommends finalists for full scoping to Metro COO</li> <li>• Metro COO makes recommendation to Metro Council</li> <li>• Council endorses finalists (work session)</li> <li>• Metro staff works with finalists to refine project concept, more fully develop scopes, define budgets, etc.</li> <li>• Screening Committee members may review and suggest revisions as appropriate.</li> <li>• Council approval of final grant awards.</li> </ul>
<b>Community Engagement</b>	<p><b>Limited term grants of \$50,000 -100,000 to help city and county governments meaningfully involve diverse community members (particularly communities of color and historically marginalized populations) in planning and development decisions that help to implement the 2040 Growth Concept.</b></p> <p>Available Funding: Approximately \$250,000 available each cycle to fund 3-4 projects annually</p> <p>Grant funds help to support collaboration with community based organizations around a particular process or issue, or temporarily hiring a community member to serve as a liaison and provide input into the engagement plan, technical work, and public decision-making processes.</p> <p>Community engagement work may be related to:</p> <ul style="list-style-type: none"> <li>➤ Regional and town or neighborhood center plans</li> <li>➤ Main street and corridor planning</li> <li>➤ Employment area plans and strategies</li> <li>➤ Plans and strategies for equitable housing</li> <li>➤ Code and policy work to align with 2040 vision or HB 2001</li> </ul> <p>Goal: Expand access to opportunities, influence and decision-making in public planning processes throughout the region. Ensure that the perspective of communities of color better represented in local and regional planning decisions. Assist local governments to establish collaborative partnerships with a broad range community based organizations that go beyond transactional relationships.</p>	<p>Community-based organizations (CBOs) and local governments may apply in partnership.</p> <p>At least one CBO must have significant program experience and demonstrated success serving historically marginalized communities and people of color.</p> <p>Local governments may also apply without a designated community partner if they are seeking to hire a community liaison for a specific project.</p> <p>Jurisdictions shall be limited to one application per cycle; however, the City of Portland shall be allowed to submit up to 3 letters of intent per cycle, and the cities of Hillsboro, Gresham, and Beaverton, and Washington and Clackamas Counties will each be allowed to submit up to 2 applications.</p>	<p>Governments must fund their staff time for the project as well as work of any technical consultants.</p> <p>Grant funds may support involvement of CBOs in a consulting role to the city or county, or for community organizing, project development, project implementation or advocacy.</p> <p>Grant funds may cover a stipend for the local government to hire a short term community liaison to assist with an issue, project or body of work. Liaisons must be people of color or represent a historically marginalized community. They may have planning or development expertise or may bring other relevant life experience or perspective.</p>	<ul style="list-style-type: none"> <li>• Metro hosts pre-application session for all interested parties</li> <li>• Jurisdictions submit application outlining the planning project in need of additional engagement support and collaboration.</li> <li>• Staff review and submit comments to Screening Committee</li> <li>• Committee selects and invites strongest applicants to make a presentation.</li> <li>• Presentation/interview with committee.</li> <li>• Committee recommends finalists to Metro COO</li> <li>• Metro COO makes recommendation to Metro Council</li> <li>• Council endorses finalists (work session)</li> <li>• Metro staff works with finalists to refine engagement strategy, identify project partners, etc.</li> <li>• Council approval of final grant awards.</li> </ul>



**5.2 Regional Transportation  
Funding Measure Update**  
*Information and Discussion Items*

Metro Policy Advisory Committee  
Wednesday, November 13, 2019  
Metro Regional Center, Council Chamber

# MPAC Worksheet

<b>Agenda Item Title</b>	Regional Transportation Funding Measure Update
<b>Presenters</b>	Andy Shaw, Government Affairs & Policy Development Director Margi Bradway, Planning & Development Deputy Director
<b>Contact for this worksheet/presentation:</b>	Craig Beebe, 503-797-1584

## **Purpose/Objective**

Provide an update on work with the Metro Council, the Regional Transportation Funding Task Force, partners and community to develop a potential 2020 regional transportation investment measure to make it easier and safer to get around the greater Portland region.

## **Action Requested/Outcome**

Greater clarity for MPAC members on the measure's development; opportunity to ask questions and give feedback.

## **What has changed since MPAC last considered this issue/item?**

MPAC last had an update on the proposed 2020 transportation funding measure on June 12, 2019.

Since that time, the Transportation Funding Task Force co-chaired by Commissioners Jessica Vega Pederson and Pam Treece has continued to discuss core components of the potential measure, including priority projects in key travel corridors and regionwide programs to provide benefits and meet needs beyond these corridors. The Task Force meets monthly, except in some months when it has met twice.

Over the summer, three Local Investment Teams composed of community members considered potential investments in the 13 Tier 1 corridors designated by the Metro Council, with Task Force input, in June. The teams toured the corridors, reviewed potential investments and provided feedback to the Task Force, Metro Council and regional/local staff based on their experiences living, working and traveling there.

Metro staff incorporated this feedback along with performance-based analyses of potential outcomes, risks and readiness of various projects, as well as input from jurisdictional partners into a Tier 1 corridor projects staff recommendation. This recommendation was released to the Task Force on Oct. 18. It will be included in the packet for this MPAC meeting.

Metro and partners hosted three #GetMoving transportation measure forums in Hillsboro (Oct. 21), Oregon City (Oct. 22) and Portland's Jade District (Oct. 24). More than 200 people participated in these events, where they reviewed potential investment outcomes in priority corridors, engaged with staff and decision-makers, and participated in panel discussions with local residents and leaders.

The Task Force discussed the staff recommendation at its Oct. 30 meeting. Following further discussion at upcoming meetings, the Task Force is expected to make a Tier 1 corridors project recommendation to the Metro Council in December.

In addition to specific projects, the Metro Council has directed that potential transportation funding measure include a number of regionwide programs that advance desired outcomes and provide

benefits beyond these projects. The Task Force discussed potential programs at meetings in August and September, providing input to the Metro Council. The Metro Council considered this input along with community engagement findings and desired measure outcomes, and directed staff to continue developing nine such programs for further Task Force and Metro Council review and discussion in the winter. Metro is planning public and partner engagement around these programs in January.

Over the winter, the Task Force and Metro Council will also have additional discussions about potential investments in several Tier 2 corridors that jurisdictional partners wish to put forward for consideration. The Task Force and Metro Council will also discuss potential revenue mechanisms for the measure; the Council is expected to provide direction on revenue mechanisms in early 2020.

The Task Force is expected to make an overall measure recommendation to the Metro Council in the spring. The Metro Council will consider referring a measure to voters in late spring 2020.

**What packet material do you plan to include?**

Preliminary Staff Recommendation for Corridor Investments and Regionwide Programs  
(Oct. 18, 2019)



2020 TRANSPORTATION FUNDING MEASURE

# Preliminary Staff Recommendation for Corridor Investments and Regionwide Programs

In early 2019 the Task Force identified a number values and outcomes for the measure. These provided a key guide for the staff recommendation. We encourage Task Force members to revisit those values as you consider the package overall. These values include the following. More details can be found at [oregonmetro.gov/transportation](https://oregonmetro.gov/transportation).

- Improve safety
- Prioritize investments that support communities of color
- Make it easier to get around
- Support resiliency
- Support clean air, clean water, and healthy ecosystems
- Support economic growth
- Increase access to opportunity for low-income Oregonians
- Leverage regional and local investments

# Memo

Date: Friday, October 18, 2019  
To: Transportation Funding Task Force Members  
From: Margi Bradway, Deputy Director of Planning and Development Department  
Anthony Buczek, Project Manager of Project Development for Transportation Measure  
Subject: Staff recommended corridor investments

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## Background: From Tier 1 corridors to potential project opportunities

At a work session on June 4, 2019, the Metro Council directed staff to work with local partners to move forward 13 “Tier 1” travel corridors to identify possible projects for consideration in a transportation investment measure. In its direction, the council considered a number of factors, including community engagement, input from jurisdictional partners and values and outcomes identified by the Transportation Funding Task Force and the Metro Council in early 2019. Projects in these corridors are expected to constitute most of the investment of a potential 2020 transportation funding measure; they will be supplemented by regionwide funding programs that provide benefits and address key community and transportation needs beyond these corridors.

Between June and September 2019, Metro staff collaborated with regional and local agencies and consultant teams to plan, develop and assess potential costs of project opportunities along the 13 corridors identified as Tier 1 by the Metro Council.

Metro staff met with staff from transportation agencies across the region, including cities, counties, TriMet, and the Oregon Department of Transportation, to identify potential project opportunities consistent with the Task Force and Council outcomes, which could be delivered as part of a potential funding measure. Based on projects identified in the 2018 Regional Transportation Plan, local Transportation System Plans, TriMet’s System Plan, and other corridor plans, Metro staff documented a list of project opportunities and project details such as key goals, project elements, and current cost estimates. Metro also considered new opportunities for projects based other information, such as safety reviews and supplementary analysis of potential transit performance.

## Local Investment Teams

On each Tier 1 corridor, Metro identified a project or series of projects based on the work discussed above. In some cases, these projects are specific to a location or jurisdiction. In other cases, such as transit projects, the project termini extend the entire corridor or through the majority of the corridor. This interplay between location-specific projects and overlapping projects is illustrated in the individual Draft Project Recommendations. The projects that were identified or developed through this process were presented to Local Investment Teams described below for their feedback and to better understand how those projects might address key community needs.

During July and August 2019, Local Investment Teams in each county considered project opportunities and provided valuable feedback, recommendations, and key priorities or themes to inform the potential project mix to advance within each corridor. These teams were composed of 10 to 12 community members with experience living, working and traveling in each county. Members were asked to apply this personal experience to reviewing and providing feedback on potential projects.

Working with our facilitation consultant, Metro completed reports summarizing all Local Investment Team feedback on the corridor projects and finalized these with input from the teams. These reports were shared with the Task Force, which heard the feedback from Local Investment Team members at its Sept. 18 meeting in Beaverton.

Metro is deeply grateful to the Local Investment Team members for their time and insight.

## Developing staff project recommendations

The initial Staff Project Recommendations show current project opportunities identified on the corridor, which defined the overall “corridor need” identified in the technical process. Within each corridor, staff is recommending to advance a project or set of projects for further project development and/or construction.

In recommending projects to advance on each corridor, Metro staff carefully considered and weighed a number of factors:

- Metro Council outcomes for the Transportation Measure
- Task Force outcomes for the Transportation Measure
- Local Investment Team input
- Regional and local plans
- Analysis of transit opportunities on corridor
- Agency staff knowledge of readiness and opportunity
- Metro staff review of consistency with Regional Transportation Plan principles
- Expected scale of potential revenue
- Feasibility of delivering projects within the near future

In summary, projects were recommended for advancement based on their feasibility and ability to implement outcomes and objectives defined within the factors listed above.

## How to read these recommendations

Each corridor worksheet provides a brief description of the corridor, identifies the projects reviewed by the Local Investment Team on the corridor, and highlights the projects that staff recommend considering for investment as part of a possible regional funding measure. Project costs and key outcomes are identified. If a project cost is a range, that means that there is still additional need to further develop the project to understand its cost. In some of these cases Metro staff recommend funding the higher cost, in other cases staff recommend funding a portion of the cost. (In order to be included in a final recommendation to Metro Council, project delivery agencies will need to further refine project costs and identify any additional needed funding.)

In some cases, a project is identified as one that brings additional leverage, i.e. identified additional funds from other sources. For more discussion of what that means, please review the cost estimates discussion above.

A table in the upper right corner of each worksheet indicates the values that the Local Investment Team identified as particularly important on that corridor, and a Metro staff evaluation of whether the project meets those values. This evaluation is based on staff’s best analysis as well as Local Investment Team feedback.

## Cost estimates

The initial Staff Project Recommendations include an initial cost estimate for each project with a range of potential costs estimated for each. The cost estimates for the project opportunities exist in varying levels of detail and certainty – from well-developed cost estimates based on preliminary designs to rough planning-level estimates. The range of potential costs provided in the initial Staff Project Recommendations are intended to give the Task Force and Metro Council a sense of need and scale on each corridor. The staff recommendations show the range of needs compared to the scale of the recommended investment by a possible funding measure.

The recommendations in corridors also list funding that could be leveraged from other sources. In some cases this is local funding that may already be secured or committed from a city, county, or other transportation agency. In other cases, leveraged funding will be sought from another source, such as the federal government, but is not yet confirmed.

## About contingency

Contingency is an amount of money, based on the project cost, that is set aside to account for potential project cost increases as the project is further developed. Project costs can increase due to a variety of issues, including learning about structural challenges (e.g. unstable soil, landslide risks), additional needs (e.g. stormwater management, more significant maintenance issues), project scope changes (e.g. more significant treatments are needed to achieve the result), and other external challenges, such as costs of materials, labor costs and availability, etc.

Uncertainty usually equates to eventual higher project costs. Therefore, staff undertook a review of best practices for assigning a working contingency at this planning level. Based upon the contingency review, staff have used a tiered approach of assigning a working contingency to each project based on its stage of cost estimate development in order to determine an overall program contingency. Projects with very rough estimates were assigned a higher working contingency, while those with more developed and detailed estimates were assigned a lower working contingency. This working contingency is in addition to the individual project-level contingencies that are assumed for each project cost estimate. The overall program contingency is the sum of the individual project-level working contingencies. The overall program contingency seeks to account for factors such as expected variations in actual project costs as they are further developed and escalation to year of expenditure, which has not yet been determined for each project.

Following further Task Force discussion and Metro Council direction on projects, Metro staff will continue to lead formal technical work with the project delivery agencies to refine and improve the certainty of the individual project cost estimates between now and a potential Metro Council referral decision in late spring 2020. This work will also include developing a schedule for the implementation of projects which will set a planned year of expenditure for each project. As this work progresses, it is expected that the program contingency will be reduced in concert with updated cost estimates and increased cost certainty. It is important for realistic budgeting to retain this program contingency in the interim to address the reality that project costs are likely to increase as they are refined.

## Overall package cost

**The Task Force will discuss revenue mechanisms and overall funding considerations at its December 15 and January 18 meetings.** For the purpose of the Task Force project recommendation conversation at this stage, the total amount of the staff recommendation should be considered a ceiling. If Task Force members are interested in adding additional funding or projects, they will need to identify equivalent opportunities to reduce or remove funding for other projects.

## Next steps

**The Task Force will discuss these recommendations at its Oct. 30 meeting. The Task Force is expected to vote on recommendations to the Metro Council on Nov. 20.** The Metro Council will then be asked to provide staff direction on which projects to advance for further development.

Project Delivery Agencies are the agencies who are likely to deliver a project or set of projects. These agencies are often the authority owning the road or other infrastructure, but they could also be an agency with a significant interest or investment in the corridor. Following Metro Council direction on projects to advance, Metro staff will continue to support and coordinate with these agencies on the next phases of project development. Projects are at different stages of project development and some projects will require more resources and focus than others.

The project list advanced by the Metro Council following Task Force review and input will likely change several times prior to the Metro Council's consideration of whether to refer a measure to voters in late spring 2020. This must happen for several reasons. First, all projects will undergo a more rigorous cost assessment process to bring them to a consistent set of cost assumptions. This will produce a revised program cost which will need to be matched to updated revenue projections. All projects will also undergo a risk assessment, to assess and document the level and type of risk associated with each project. Some projects will inherently

have more risk, due to factors such as complex project elements, potential environmental impacts, or unresolved design questions. Risks will also be taken into account when building a timeline for the overall delivery of the transportation funding measure, with some projects needing more time for further development than others.

These factors, along with increased clarity on the likely revenue scale, will inform another decision point at which the Task Force and Metro Council may recommend to add, modify, or remove projects from a measure package. This conversation will happen for the Task Force at meetings in March and April 2020.

## Summary

The Staff Project Recommendations reflect known needs on the Tier 1 corridors based on a variety of factors and engagement outlined above. Staff have sought to ensure the recommended projects on each corridor align with Metro Council values, Task Force values and the Local Investment Team feedback. It is now up to the Task Force to consider what it wishes to recommend to the Metro Council for moving forward.



# Preliminary identified impacts

Staff have conducted a preliminary assessment of how well the recommended projects advance the above outcomes through rough metrics related to transit mobility, climate, equity, safety, and system impacts. Additional and more labor and time intensive metrics, such as systemwide ridership and traffic performance data, will be produced later in the process and provided to Task Force members for future decisionmaking.

The measures shown below were produced using a combination of travel demand model analysis to preliminarily evaluate effects of proposed transit infrastructure improvements, analysis of crash data, and assessment of project goals relative to their estimated costs. All measures are very preliminary estimates and are likely to shift after further project development. However, in the interest of giving Task Force members some understanding of what investments will mean on the ground, we are providing these initial estimates earlier in the process. Note that these measures are for corridor investments only; they do not include potential outcomes of regionwide programs expected to be included in the possible funding measure to make investments beyond the identified corridors.

## Estimated Potential Investment Benefits: Overall Corridor Package

	TRANSIT		CLIMATE	EQUITY	SAFETY			
	Transit investment	Est. reduction in hours of passenger delay	Investment in greenhouse gas reduction**	Investment in equity focus areas	Estimated safety investment	Estimated safety investment in equity focus areas	% of Metro Region fatal crashes addressed	% of Metro Region serious crashes addressed
<b>Amount</b>	\$1.92B*	975 hours per day or more	\$1.92B*	\$2.33B	\$1.06B	\$1.02B	21%	20%
<b>% of Package</b>	62%		62%	75%	34%	33%		

\* Includes contingency

\*\* Transit projects are a Tier 1 Climate Smart Strategy, and are included in this estimate. Projects that improve biking and walking are likely to have a small impact in reducing greenhouse gas emissions, but we are not able to calculate that at this time.

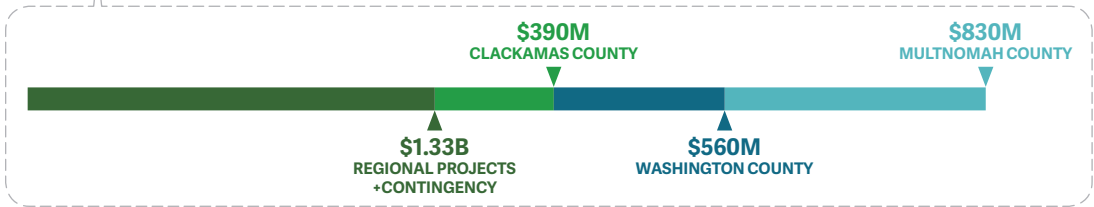
## Estimated Potential Investment Benefits: By Corridor

	TRANSIT			CLIMATE	EQUITY	SAFETY				
	Recommends transit project?	Est. max travel time reduction	Est. daily passenger hours saved	Est. daily boardings	Est. funding addressing GHG emissions	% of corridor in equity focus area	Estimated safety investment	Fatalities 2007-17	Severe Injuries 2007-17	% of regional severe crashes
<b>TV Highway</b>	✓	15%	143	+400	\$260M	85%	\$270M	29	175	3.8%
<b>185th</b>	✓	9%	63	+50	\$100M	90%	\$20M	5	40	0.8%
<b>82nd</b>	✓	15%-35%	150-350 or more	+700-4,300	\$110M	74%	\$190M	19	177	3.6%
<b>Burnside</b>	✓	13%	530	+900	\$50M	71%	\$30M	16	125	2.6%
<b>Powell</b>	Plan: new HCT service			+27,700	\$20M	84%	\$0M	22	137	2.9%
<b>122nd</b>	✓	10%	40	+100	\$20M	88%	\$70M	9	66	1.4%
<b>McLoughlin</b>	✓	15%	49	+300	\$110M	59%	\$60M	20	113	2.5%
<b>C2C/181st</b>					\$0M	37%	\$70M	7	61	1.3%
<b>Sunrise</b>					\$0M	34%	\$10M	5	43	0.9%
<b>Central City</b>	Plan: improved LRT			+36,600	\$150M	97%	\$170M	11	90	1.9%
<b>162nd</b>					\$0M	92%	\$70M	3	31	0.6%
<b>SW Corridor</b>	Adds new LRT service			+39,100	\$975M	32%	\$50M	8	34	0.8%
<b>Albina</b>					\$0M	100%	\$40M	6	32	0.7%

# Corridor Scenario Investment Summary

Staff recommendation is based on feedback from Local Investment Teams and other public engagement, the Regional Transportation Funding Task Force and Metro Council values and outcomes, and the feasibility of delivering projects to the public within a reasonable time frame.

**PROPOSED CORRIDOR FUNDING** + **POTENTIAL LEVERAGED FUNDS** = **TOTAL CORRIDOR INVESTMENT**  
**\$3.11B** + **\$2.13B** = **\$5.24B**



CORRIDOR	PROPOSED REGIONAL MEASURE FUNDING	LEVERAGED FUNDS	IDENTIFIED CORRIDOR NEED
Southwest Corridor	\$975M	\$1.4B	\$2.4B
McLoughlin	\$200M		\$280M
Clackamas to Columbia/181st	\$50M / \$80M		\$280M
Sunrise	\$70M		\$560M
Tualatin Valley Highway	\$350M	\$50M	\$600M
185th Ave	\$200M	\$20M	\$270M
82nd Ave	\$35M / \$70M / \$265M	\$160M	\$820M
Burnside	\$80M / \$150M	\$450M	\$890M
Central City	\$170M / \$50M	\$50M	\$390M
122nd Ave	\$90M		\$160M
162nd Ave	\$70M	\$10M	\$170M
Albina Vision	\$55M		\$75M
Powell	\$30M		\$40M

## DELIVERY AGENCIES

- ODOT** Oregon Department of Transportation
- M** Metro
- TM** TriMet
- PBOT** Portland Bureau of Transportation
- WC** Washington County
- CC** Clackamas County
- PP** Port of Portland
- G** City of Gresham
- MW** City of Milwaukie
- GL** City of Gladstone
- OC** Oregon City

gray = future need  
 black = recommended to advance

PROJECT	LOCAL INVESTMENT TEAM KEY THEMES				
	SAFETY	TRANSIT	ECONOMIC	EQUITY	RESILIENCY
1 Transit Planning	○	●	●	○	
2 Intersection Improvements			○		

● = addresses theme ○ = partially addresses theme

# SW Corridor

**Southwest Corridor Light Rail** will address congestion in the I-5 corridor and expand the MAX system to growing communities in SW Portland, Tigard and Tualatin, serving more people with fast, affordable high-capacity transit. It will increase access to living wage jobs in Tigard and Tualatin and connect to educational opportunities at PCC Sylvania, OHSU and PSU.

The project includes bicycle and pedestrian network improvements, like protected bike lanes and better sidewalks on Barbur Boulevard. Bus service improvements will complement light rail, including a two-mile shared trackway near Downtown Portland where buses can drive on the tracks to avoid traffic delays. The project will improve safety in a corridor where **42** serious injuries and fatalities occurred between 2007-2017. **32%** of this corridor is in an equity focus area.

The project is paralleled by the **Southwest Corridor Equitable Development Strategy (SWEDS)**, a collaboration of public and private partners working to generate equitable economic opportunity, and preserve and expand affordable housing along the light rail route.



[SEE PROJECT MAP NEXT PAGE]

# SW Corridor

## SW Corridor MAX Portland to Tigard to Bridgeport Village (11 miles)

Construct light rail line to improve transit in key regional corridor, including stations and multimodal roadway features.

**\$975M**

[Leverages \$1.4B federal/other funds]



- Light rail route
- Station
- P Station with park and ride

### Marquam Hill connector

Build a new connection between Barbur and Marquam Hill to improve access to medical services, jobs and educational opportunities.

### Shared trackway for buses

Allow buses from Hillsdale, Multnomah Village and Beaverton to avoid traffic delays by driving on 2 miles of paved trackway.

### Barbur bridges

Rebuild the 85-year-old Newbury and Vermont trestle bridges on Barbur to current seismic standards with sidewalks and bike facilities.

### PCC-Sylvania access

Improve 53rd Avenue to allow people to safely walk and bike between light rail and the Portland Community College Sylvania Campus.

### Walking and biking improvements

Build continuous high quality sidewalks, bike facilities and crossings on Barbur between I-405 and the Barbur Transit Center.

### Tigard Triangle street improvements

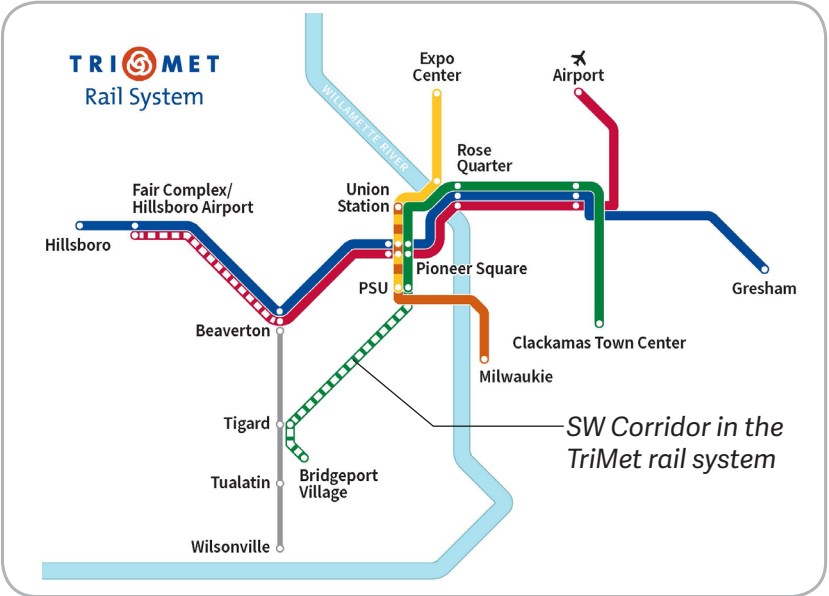
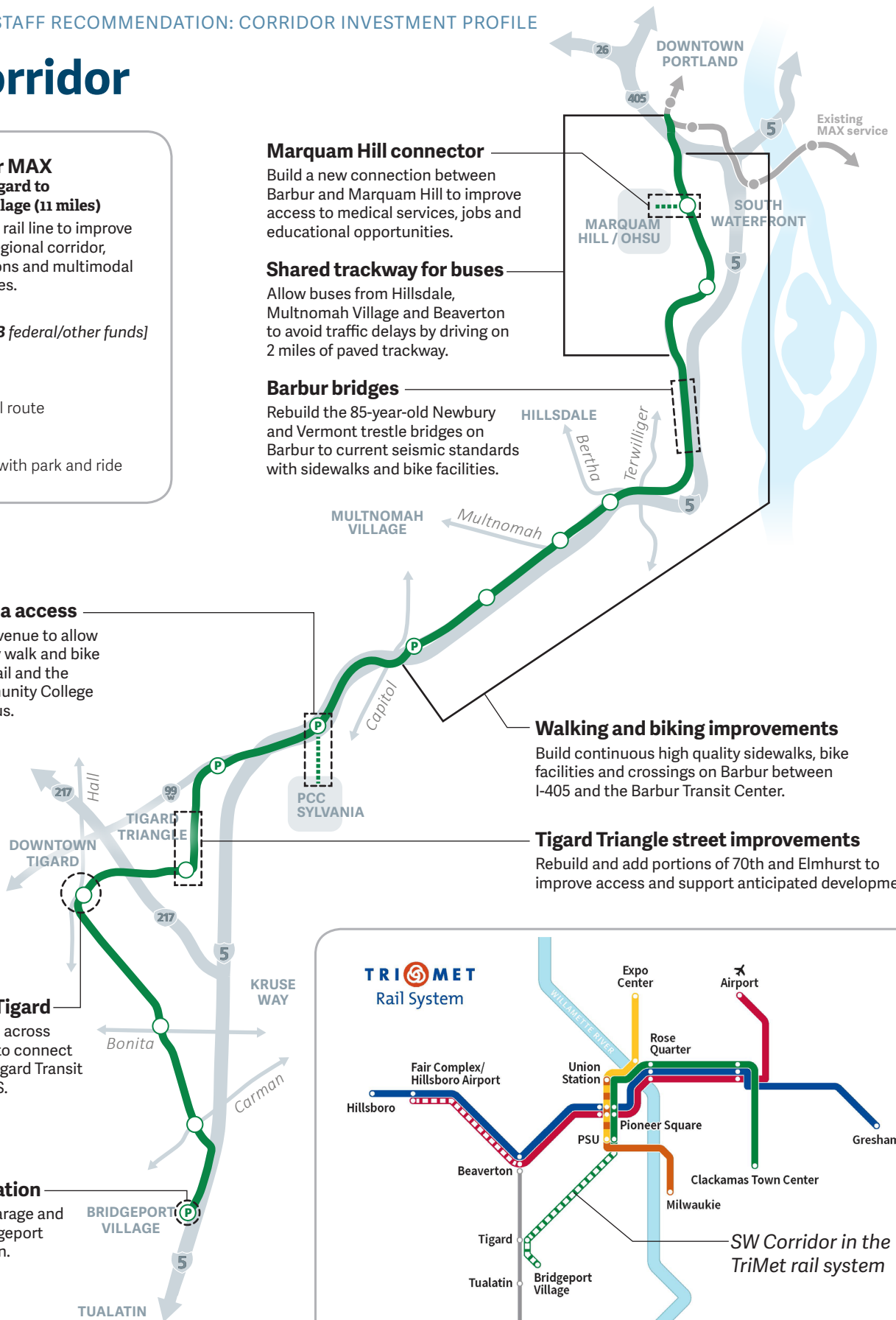
Rebuild and add portions of 70th and Elmhurst to improve access and support anticipated development.

### Downtown Tigard

Improve access across Hall Boulevard to connect people to the Tigard Transit Center and WES.

### Terminus station

Build parking garage and bus hub at Bridgeport terminus station.

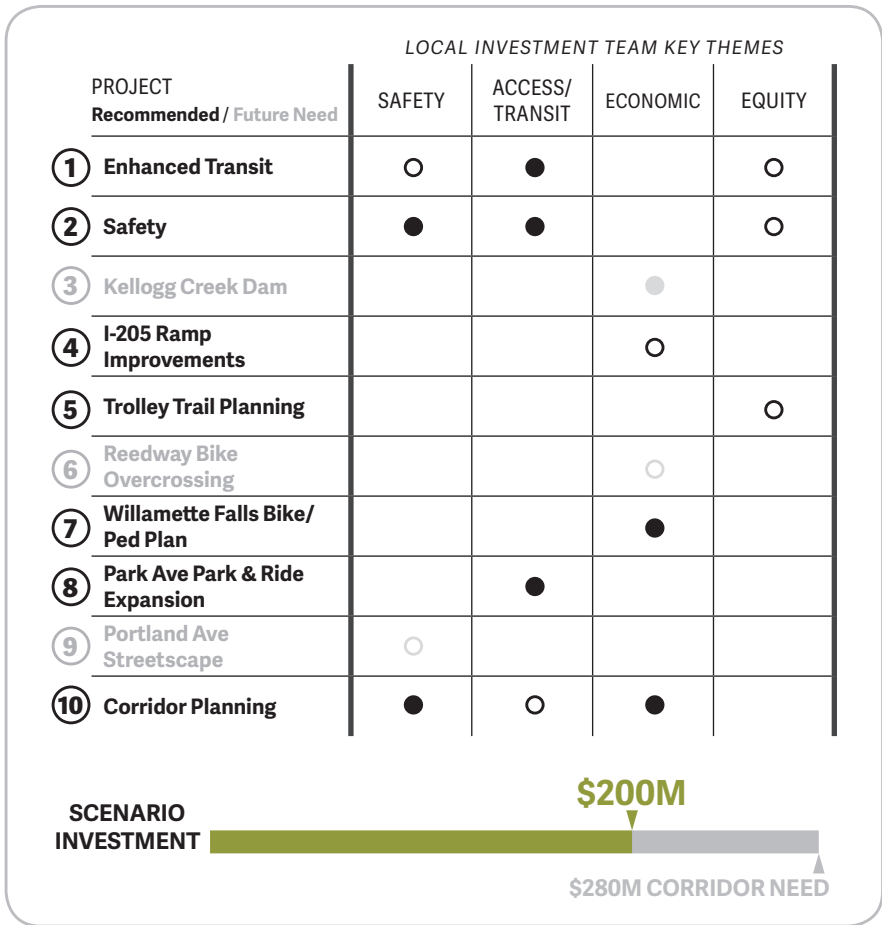


## 2020 TRANSPORTATION FUNDING MEASURE

Staff recommendation is based on feedback from Local Investment Teams and other public engagement, the Task Force and Metro Council values and outcomes, and the feasibility of delivering projects to the public within a reasonable time frame.

# McLoughlin Blvd

**McLoughlin Boulevard** connects communities in Clackamas and Multnomah counties to jobs, housing, and transit. The corridor serves as an alternative to I-205 and other routes between Portland and Clackamas County, and has been identified by TriMet as a key corridor to increase ridership. Locally, it is a main street for various communities, and provides local access and circulation. There were **133** serious injuries and fatalities on this corridor between 2007-2017. **59%** of this corridor is in an equity focus area.



[SEE PROJECTS MAP NEXT PAGE]

2020 TRANSPORTATION FUNDING MEASURE

Staff recommendation is based on feedback from Local Investment Teams and other public engagement, the Task Force and Metro Council values and outcomes, and the feasibility of delivering projects to the public within a reasonable time frame.



# McLoughlin Blvd

## 8 Park Ave Park & Ride Expansion

Add two levels to existing park & ride facility at current Orange Line terminus.

**\$16-19M**



## 1 Enhanced Transit Milwaukie to Oregon City (6.5 miles)

Bus enhancements for Lines 33 and 99 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and rider experience.

**\$85-102M**



## 2 Safety Milwaukie to Oregon City (6.5 miles)

Add/improve sidewalks, crossings and lighting to reduce severe injury and fatal crashes.

**\$40-60M**



## 10 Corridor Planning Milwaukie to Oregon City (6.5 miles)

Design for longer term transportation improvements including transit.

**\$5M**



not on map

## 6 Reedway Bike Overcrossing

Create bike/ped bridge over McLoughlin to cross railroad barrier.

**(\$12-30M)**



## 3 Kellogg Creek Dam

Remove Kellogg dam, drain lake, replace bridge, add multi-use underpass to address major fish passage barrier and add pedestrian and bike facilities.

**(\$10-30M)**



## 9 Portland Ave Streetscape Abernethy to Arlington (.5 miles)

Redesign Gladstone main street to improve walking, biking, and downtown revitalization.

**(\$5-9M)**



## 5 Trolley Trail Planning

Design to extend Trolley Trail over Clackamas River to create a more direct trail connection between Gladstone and Oregon City.

**\$1M**



## 4 I-205 Ramp Improvements

Add dual left turn lanes to McLoughlin at both I-205 ramps to ease congestion, and add bike/ped facilities.

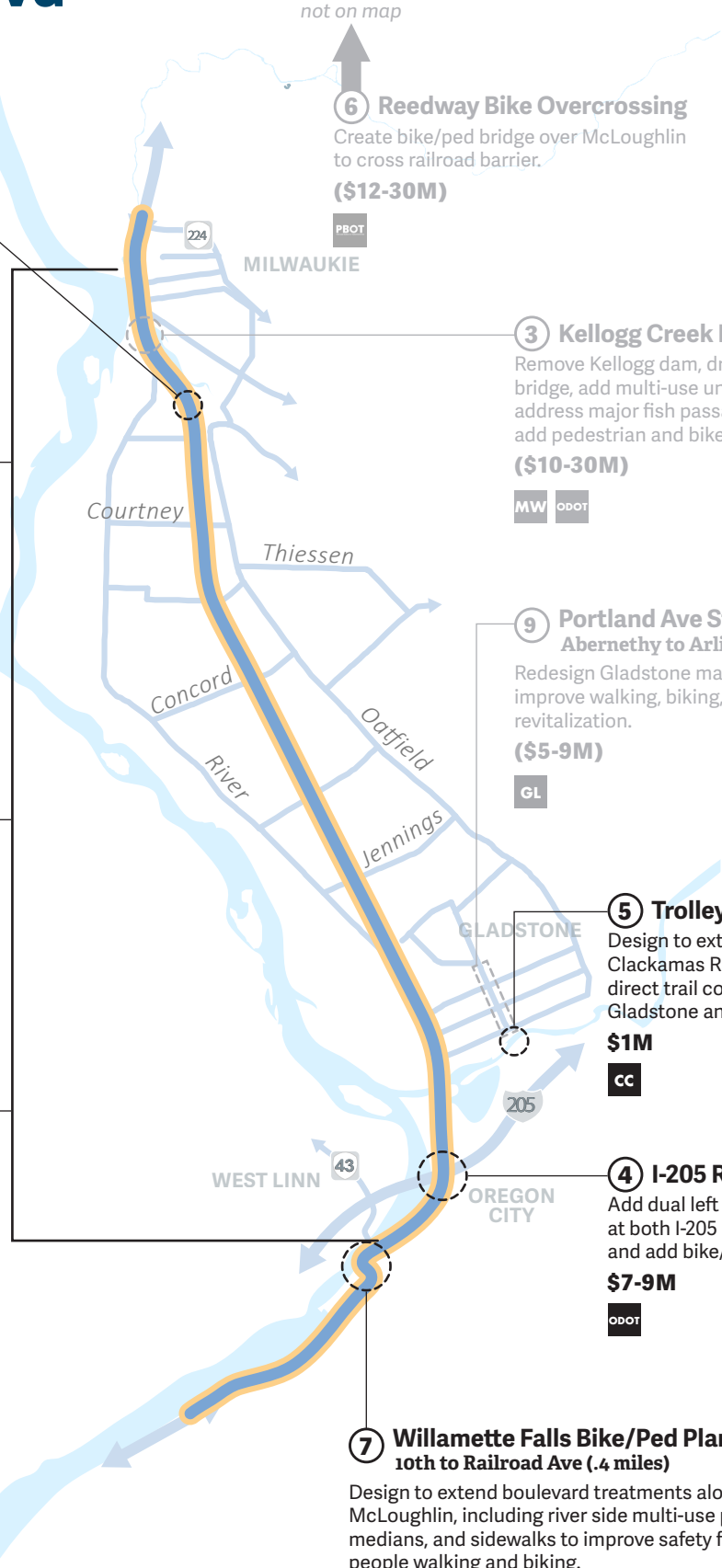
**\$7-9M**



## 7 Willamette Falls Bike/Ped Plan 10th to Railroad Ave (.4 miles)

Design to extend boulevard treatments along McLoughlin, including river side multi-use path, medians, and sidewalks to improve safety for people walking and biking.

**\$1-2M**



### 2020 TRANSPORTATION FUNDING MEASURE

Staff recommendation is based on feedback from Local Investment Teams and other public engagement, the Task Force and Metro Council values and outcomes, and the feasibility of delivering projects to the public within a reasonable time frame.

# C2C/181st Ave

**C2C (Clackamas to Columbia) /181st Avenue** is a major North-South connection between rapidly developing Happy Valley and the Columbia Corridor through Western Gresham. It connects I-84 and US 26 (Powell) and is a North-South alternative to I-205. This corridor also connects employment with low-income areas, affordable housing, schools, parks and other neighborhood amenities. There were **68** serious injuries and fatalities on this corridor between 2007-2017. **37%** of this corridor is in an equity focus area.

LOCAL INVESTMENT TEAM KEY THEMES

PROJECT Recommended / Future Need	SAFETY	ACCESS/EASE	ECONOMIC	HEALTHY	EQUITY
① Enhanced Transit	●	●	○	●	○
② Safety	●	○	○	●	○
③ Roundabout	●	●			○
④ Widen 190th/Highland		●	○		
⑤ New Connector Road		●	●		
⑥ 172nd Expansion		●	●		
⑦ 190th/Highland Bridge Replacement	○	●	○	○	



## ⑦ 190th/Highland Bridge Replacement

### Over Johnson Creek and Springwater Corridor Trail

Four-lane bridge replacement with sidewalks and bike facilities, seismic upgrade.

**\$9-12M**



## ③ Roundabout

### 172nd/Foster

Convert intersection to roundabout to improve safety and ease traffic congestion.

**\$5-6M**

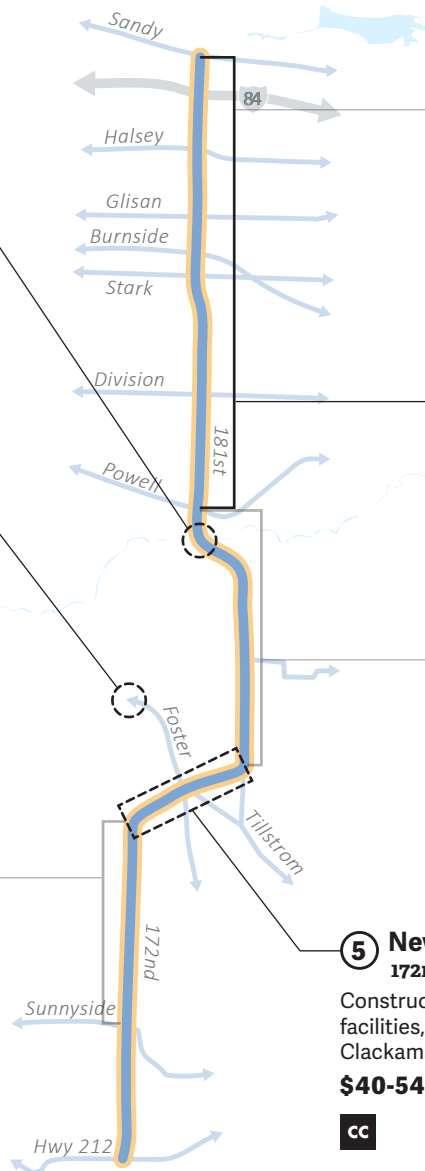


## ⑥ 172nd Expansion

### N of Hemrick Rd to Sunnyside (1.2 miles)

Widen 172nd to 4-5 lanes with bike/ped facilities to develop continuous corridor.

**(\$35-54M)**



## ① Enhanced Transit

### Sandy to Powell (4 miles)

Bus enhancements for Line 87 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and amenities.

**(\$15-20M)**



## ② Safety

### Sandy to Powell (4 miles)

Add/improve sidewalks, crossings, lighting to roadway to reduce severe injury and fatal crashes.

**\$41-62M**



## ④ 190th/Highland Expansion

### Powell to county line (2 miles)

Widen 190th to 4-5 lanes with medians, sidewalks, and bike/ped facilities to develop continuous 4 lane corridor.

**(\$35-54M)**



## ⑤ New Connector Road

### 172nd to 190th (1.25 miles)

Construct new roadway with sidewalks, bike facilities, and roundabouts to create a continuous Clackamas to Columbia corridor.

**\$40-54M**



## 2020 TRANSPORTATION FUNDING MEASURE

Staff recommendation is based on feedback from Local Investment Teams and other public engagement, the Task Force and Metro Council values and outcomes, and the feasibility of delivering projects to the public within a reasonable time frame.

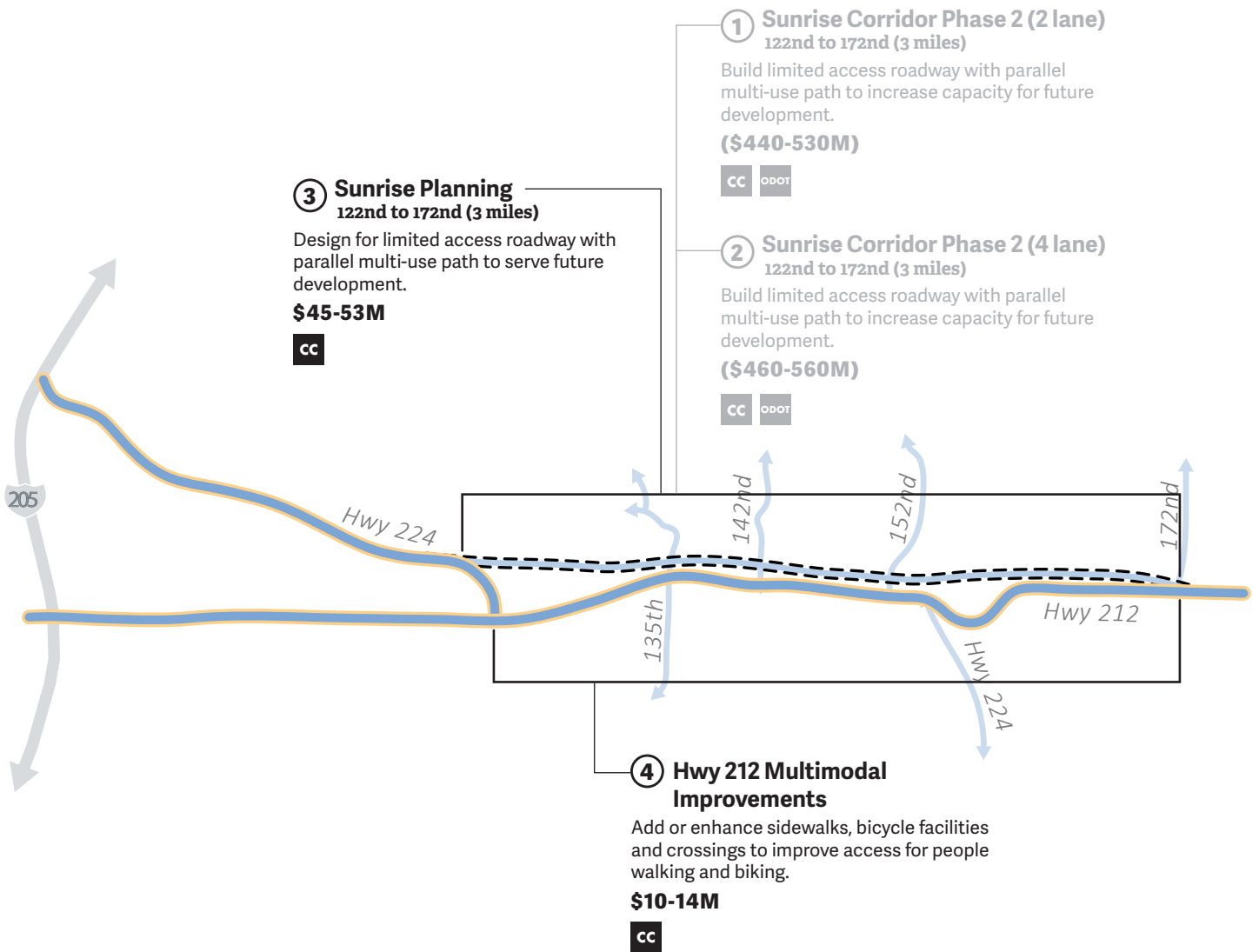
# Sunrise Corridor

**Highway 212 and the Sunrise Corridor** connect future residential and employment areas to existing job centers near I-205. The potential future connection is intended to provide access to jobs and affordable housing in Clackamas County and serve as an alternative connection from the future Clackamas-to-Columbia corridor to I-205. The corridor supports freight movement to US 26, provides connections to recreation areas, and is an important bicycle connector. There were **48** serious injuries and fatalities on this corridor between 2007-2017. **32%** of this corridor is in an equity focus area.

PROJECT	LOCAL INVESTMENT TEAM KEY THEMES				
	SAFETY	EASE	HEALTHY	EQUITY	ECONOMIC
① Sunrise Corridor Phase 2 (2 lane)		●	○		●
② Sunrise Corridor Phase 2 (4-lane)		●	○		●
③ Sunrise Planning		●	○		○
④ Highway 212 Multimodal	●	●	●	●	●

SCENARIO INVESTMENT **\$70M** \$560M CORRIDOR NEED



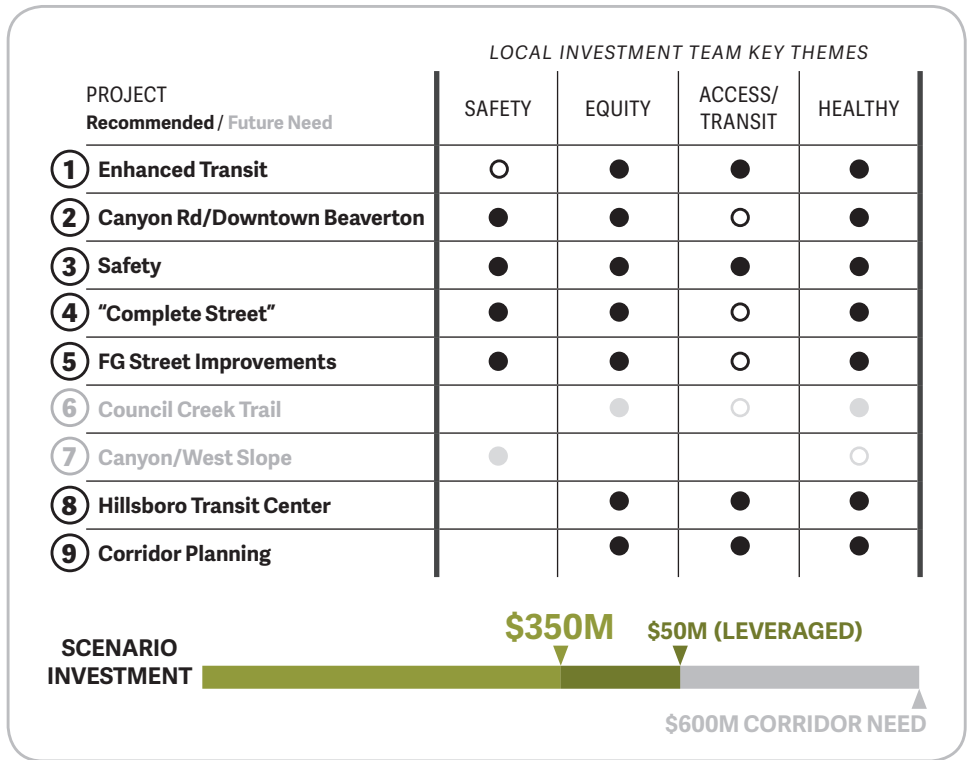
2020 TRANSPORTATION FUNDING MEASURE

Staff recommendation is based on feedback from Local Investment Teams and other public engagement, the Task Force and Metro Council values and outcomes, and the feasibility of delivering projects to the public within a reasonable time frame.



# TV Highway

**Tualatin Valley (TV) Highway** connects multiple community centers, including Forest Grove, Cornelius, Hillsboro, Aloha, Beaverton and Portland. The corridor serves many communities of color, limited English proficiency speakers and lower income communities, and supports one of the highest ridership bus lines in the region. The corridor also supports significant freight movement. It has multiple regional trail crossings and serves several Urban Growth Boundary expansion areas. There were **204** serious injuries and fatalities on this corridor between 2007-2017. **85%** of this corridor is in an equity focus area.

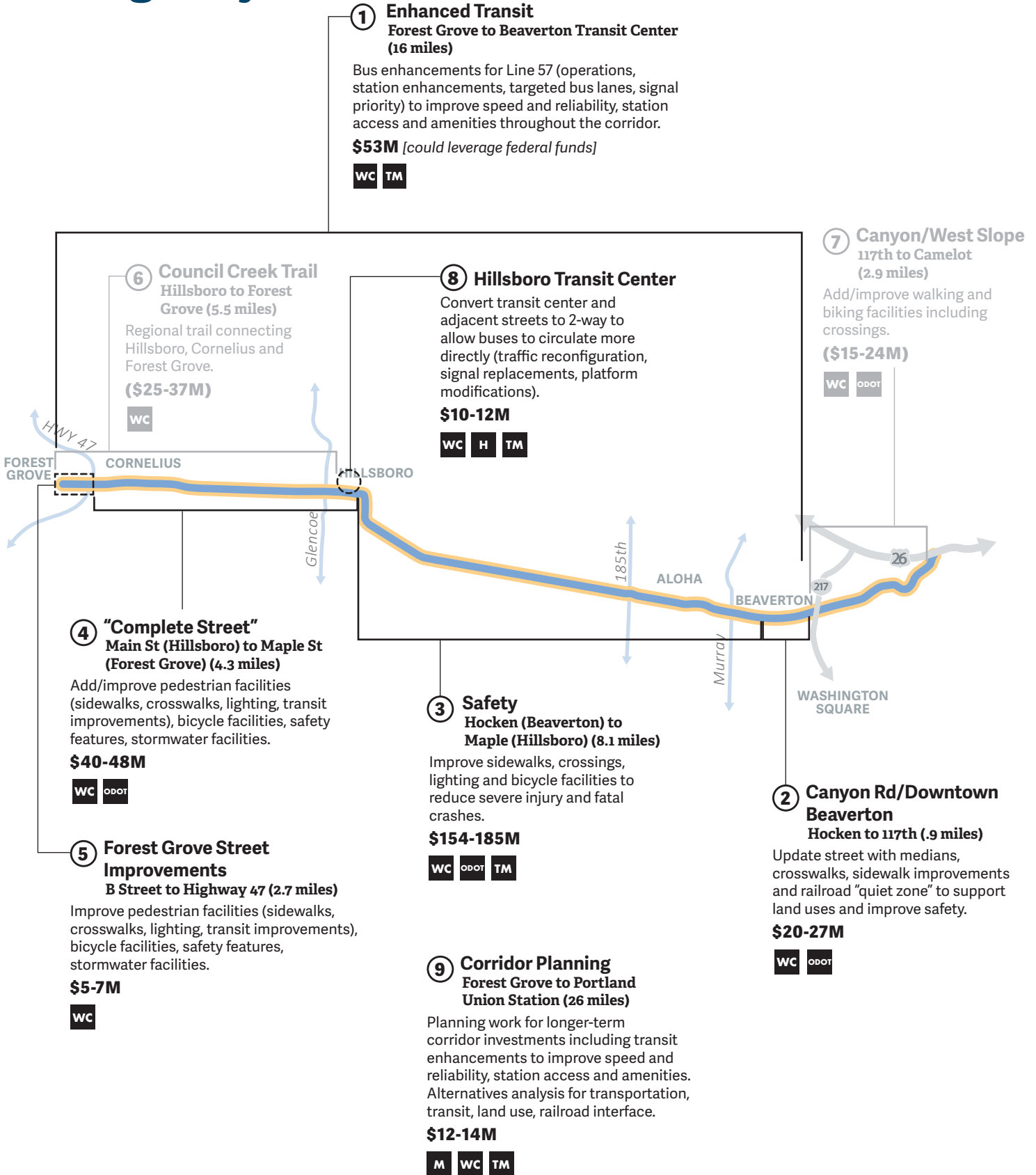


[SEE PROJECTS MAP NEXT PAGE]

2020 TRANSPORTATION FUNDING MEASURE

Staff recommendation is based on feedback from Local Investment Teams and other public engagement, the Task Force and Metro Council values and outcomes, and the feasibility of delivering projects to the public within a reasonable time frame.

# TV Highway



**1 Enhanced Transit**  
**Forest Grove to Beaverton Transit Center (16 miles)**  
 Bus enhancements for Line 57 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and amenities throughout the corridor.  
**\$53M** [could leverage federal funds]  
 WC TM

**7 Canyon/West Slope**  
**117th to Camelot (2.9 miles)**  
 Add/improve walking and biking facilities including crossings.  
**(\$15-24M)**  
 WC ODOT

**6 Council Creek Trail**  
**Hillsboro to Forest Grove (5.5 miles)**  
 Regional trail connecting Hillsboro, Cornelius and Forest Grove.  
**(\$25-37M)**  
 WC

**8 Hillsboro Transit Center**  
 Convert transit center and adjacent streets to 2-way to allow buses to circulate more directly (traffic reconfiguration, signal replacements, platform modifications).  
**\$10-12M**  
 WC H TM

**4 "Complete Street"**  
**Main St (Hillsboro) to Maple St (Forest Grove) (4.3 miles)**  
 Add/improve pedestrian facilities (sidewalks, crosswalks, lighting, transit improvements), bicycle facilities, safety features, stormwater facilities.  
**\$40-48M**  
 WC ODOT

**3 Safety**  
**Hocken (Beaverton) to Maple (Hillsboro) (8.1 miles)**  
 Improve sidewalks, crossings, lighting and bicycle facilities to reduce severe injury and fatal crashes.  
**\$154-185M**  
 WC ODOT TM

**2 Canyon Rd/Downtown Beaverton**  
**Hocken to 117th (.9 miles)**  
 Update street with medians, crosswalks, sidewalk improvements and railroad "quiet zone" to support land uses and improve safety.  
**\$20-27M**  
 WC ODOT

**5 Forest Grove Street Improvements**  
**B Street to Highway 47 (2.7 miles)**  
 Improve pedestrian facilities (sidewalks, crosswalks, lighting, transit improvements), bicycle facilities, safety features, stormwater facilities.  
**\$5-7M**  
 WC

**9 Corridor Planning**  
**Forest Grove to Portland Union Station (26 miles)**  
 Planning work for longer-term corridor investments including transit enhancements to improve speed and reliability, station access and amenities. Alternatives analysis for transportation, transit, land use, railroad interface.  
**\$12-14M**  
 M WC TM

2020 TRANSPORTATION FUNDING MEASURE

Staff recommendation is based on feedback from Local Investment Teams and other public engagement, the Task Force and Metro Council values and outcomes, and the feasibility of delivering projects to the public within a reasonable time frame.

# 185th Ave

**SW 185th Avenue** carries up to 65,000 vehicles and over 3,900 people on transit a day. It serves a concentration of communities of color, lower-income communities and provides access to education centers and medical clinics. It has high transit ridership potential, a high safety need, and a concentration (90% of corridor) of equity focus areas. There were 45 serious injuries and fatalities on this corridor between 2007-2017.

PROJECT Recommended / Future Need	LOCAL INVESTMENT TEAM KEY THEMES				
	TRANSIT	ACCESS/ EASE	EQUITY	SAFETY	LEVERAGE
① Enhanced Transit	●	●	●	○	●
② MAX Overcrossing	○	●			
③ Mid-block Crossings	○		●	●	●
④ Intersection Improvements	○		○	●	●
⑤ "Complete Street"		○	●	●	

SCENARIO INVESTMENT

**\$200M** **\$20M (LEVERAGED)**

\$270M CORRIDOR NEED

**① Enhanced Transit**  
Rock Creek Blvd to Farmington  
(entire corridor, 5 miles)

Bus enhancements for Line 52 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and rider experience throughout corridor.

**\$50-60M**  
WC TM

**② MAX Overcrossing**  
185th/Baseline

Build bridge for MAX Blue Line over 185th to reduce traffic, and bus and train delays.

**\$70-87M**  
TM

**④ Intersection Improvements**  
Alexander to Blanton (.25 miles)

Fix intersections to improve safety and efficiency for all users (intersection alignment at Blanton, crossing signal at Alexander).

**\$10-14M**  
WC

**③ Mid-block Crossings**  
Cascade to West Union  
(4 miles)

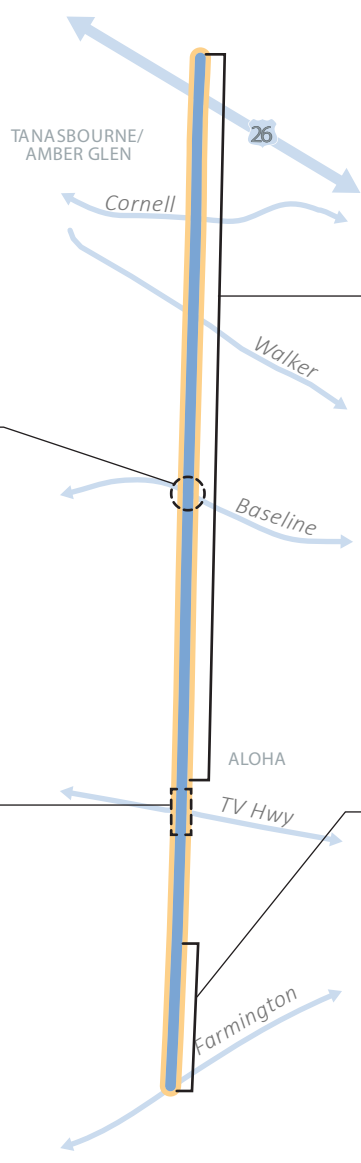
Add actuated pedestrian crossings at four locations to improve access for people walking.

**\$8-11M**  
WC

**⑤ "Complete Street"**  
Kinnaman to Farmington  
(.7 miles)

Widen to 3 lanes, add curbs, sidewalks, crossings, lighting, bike facilities, stormwater facilities.

**\$24-32M**  
WC



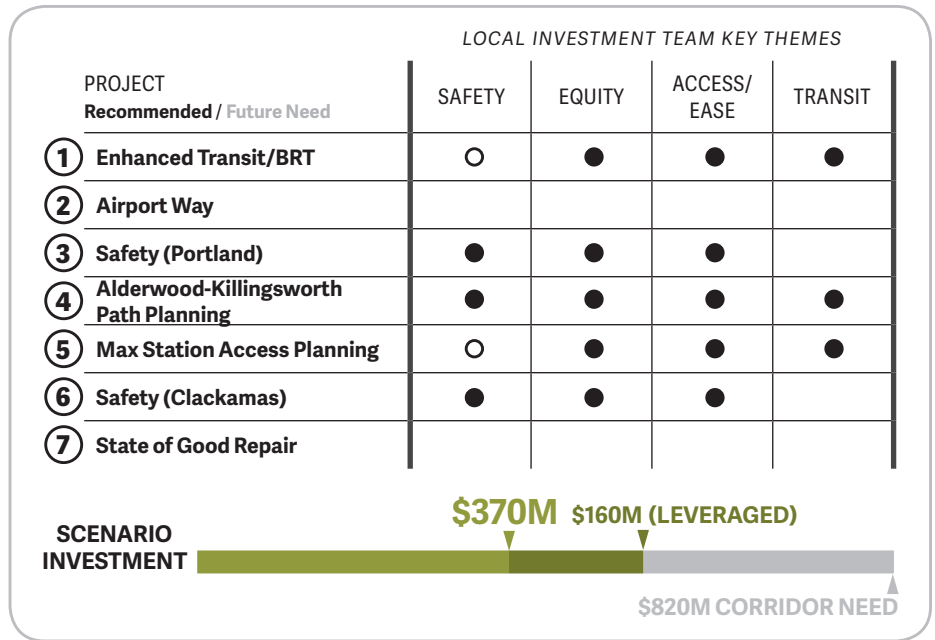
2020 TRANSPORTATION FUNDING MEASURE

Staff recommendation is based on feedback from Local Investment Teams and other public engagement, the Task Force and Metro Council values and outcomes, and the feasibility of delivering projects to the public within a reasonable time frame.



# 82nd Ave

**82nd Avenue** connects Clackamas Town Center, the Jade District, Montavilla and Roseway neighborhoods, and the Portland International Airport. It is an alternative route to I-205 and serves one of the most diverse populations in the region. 82nd Avenue also has the highest bus line ridership in the region and provides access to the Blue, Red, and Green MAX lines. It serves as a main street for various communities, provides local access and circulation, and is a Civic Corridor within the City of Portland. There were **196** serious injuries and fatalities on this corridor between 2007-2017. **74%** of this corridor is in an equity focus area.



## ④ Alderwood-Killingsworth Path Planning

(1 mile)

Design multi-use path to address complete lack of safe walking/biking facility.

**\$5-.6M**



## ③ Safety (Portland) Killingsworth to Clatsop (7 miles)

Add/improve sidewalks, crossings, lighting to reduce severe injury and fatal crashes.

**\$120-144M**



## ⑦ State of Good Repair Killingsworth to Clatsop (7 miles)

Address maintenance issues (rebuild street and signals, address ADA needs) to facilitate jurisdictional transfer from ODOT to PBOT.

**\$30M** [additional investments needed]



## ⑥ Safety (Clackamas) Clatsop to Sunnybrook (2 miles)

Add/improve sidewalks, crossings, lighting to reduce severe injury and fatal crashes.

**\$30-45M**



## ② Airport Way Intersection with 82nd Ave

Partial grade separation to reduce auto congestion and accommodate airport growth.

**\$35M** [leverages Port of Portland funds]



## ⑤ MAX Station Access Planning 82nd Ave Station

Design to improve station access to the west side of 82nd to reduce the need for dangerous pedestrian crossings.

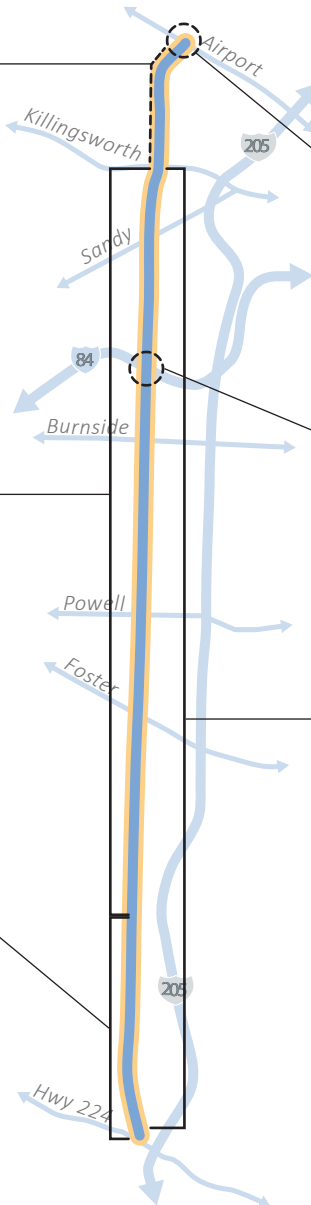
**\$.5M**



## ① Enhanced Transit/ Bus Rapid Transit Killingsworth to Clackamas Transit Center (9 miles)

Bus enhancements for Line 72 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and amenities.

**\$113M** [could leverage federal funds]



### 2020 TRANSPORTATION FUNDING MEASURE

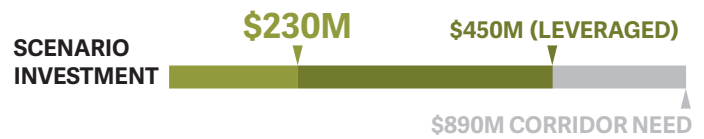
Staff recommendation is based on feedback from Local Investment Teams and other public engagement, the Task Force and Metro Council values and outcomes, and the feasibility of delivering projects to the public within a reasonable time frame.

# Burnside

**Burnside Street** connects Washington County (where it's known as Barnes Rd) and East Multnomah County through downtown Portland. It is a designated "emergency lifeline" route and aids emergency vehicles during disaster recovery efforts. It is a critical Willamette River crossing for all users and a Main Street for numerous commercial centers. It also provides connections to MAX and Gresham Transit facilities. There were **141** serious injuries and fatalities on this corridor between 2007-2017. **71%** of this corridor is in an equity focus area.

LOCAL INVESTMENT TEAM KEY THEMES

PROJECT Recommended / Future Need	SAFETY	EQUITY	ACCESS/ EASE
① <b>Enhanced Transit</b>	○	●	●
② <b>EQRB Bridge</b>	●		
③ <b>Safety (Portland)</b>	●	○	○
④ <b>Safety (Gresham)</b>	●	●	○
⑤ <b>Transit Center Planning</b>	○	●	○
⑥ <b>W 95th Ave Trail</b>	●		○
⑦ <b>"Complete streets"</b>	○		○



⑥ **W 95th Ave Trail**  
Morrison to Sunset  
Transit Center

Multimodal trail along W 95th.

(\$10-13M)



⑦ **"Complete Streets"**  
89th to Portland city  
limit

Widen to 3-5 lanes and build to urban standard (curbs, sidewalks, lighting, bike and stormwater facilities).

(\$32-54M)



② **Earthquake Ready  
Burnside Bridge**  
W 3rd to MLK

Replacement or seismic upgrade of Burnside Bridge to improve safety and lifeline route.

\$150M [leverages state/  
county/federal funds]



③ **Safety (Portland)**  
E 12th to Gresham city  
limit (8 miles)

Add sidewalks, crossings, lighting to reduce severe injury and fatal crashes.

\$10-15M



④ **Safety (Gresham)**  
Gresham city limit to  
Powell (5 miles)

Add sidewalks, crossings, lighting to reduce severe injury and fatal crashes.

\$10-15M



⑤ **Transit Center Planning**  
Sunset and Gresham  
Transit Centers

Design multimodal access improvements (e.g., sidewalks, crossings, bike facilities, plaza).

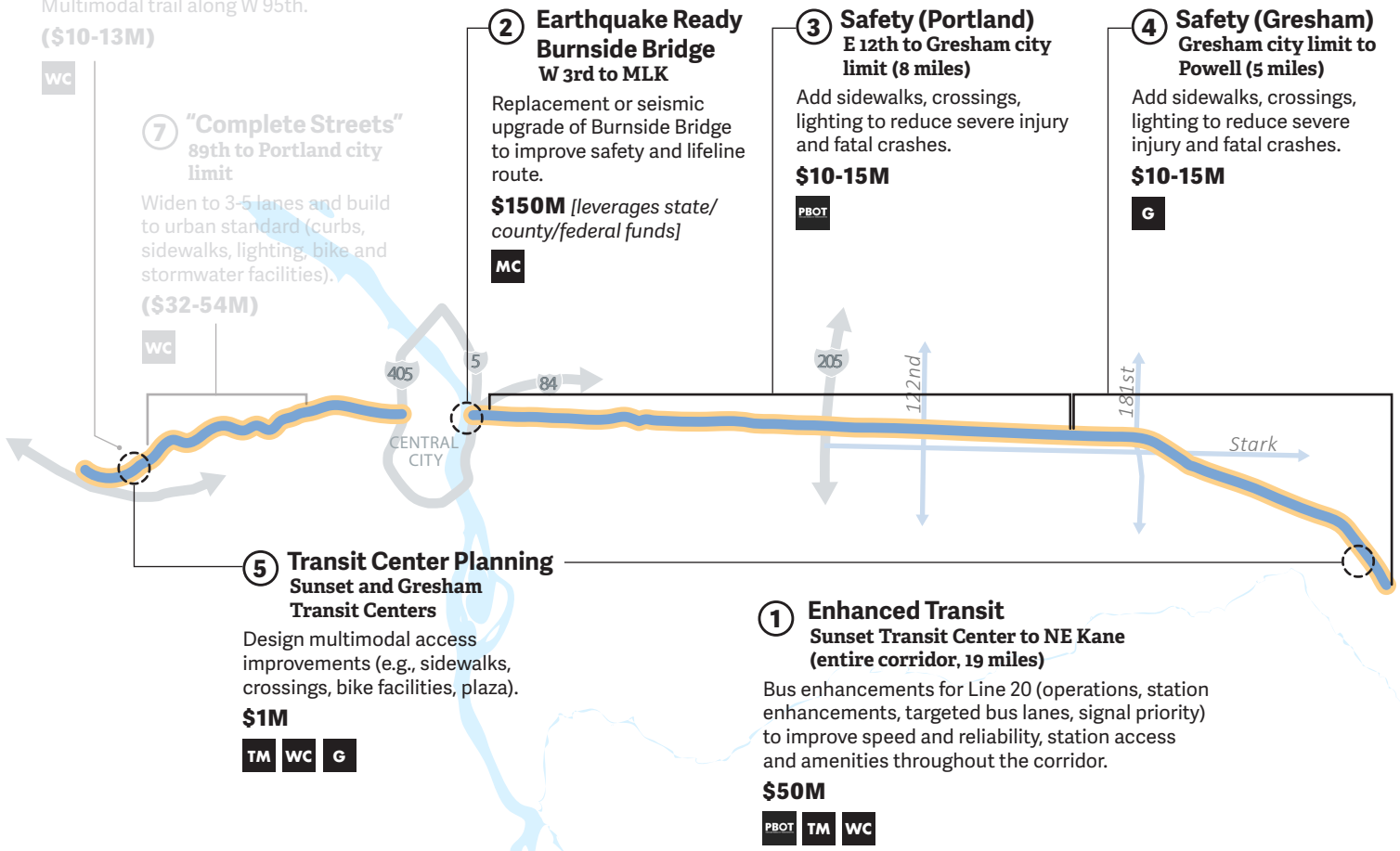
\$1M



① **Enhanced Transit**  
Sunset Transit Center to NE Kane  
(entire corridor, 19 miles)

Bus enhancements for Line 20 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and amenities throughout the corridor.

\$50M



2020 TRANSPORTATION FUNDING MEASURE

Staff recommendation is based on feedback from Local Investment Teams and other public engagement, the Task Force and Metro Council values and outcomes, and the feasibility of delivering projects to the public within a reasonable time frame.

# Central City

The **Central City** is the center of the Metro region and a key engine of the state's economy. It has the largest concentration of jobs and affordable housing in the state and is expected to receive over 30% of the city's projected future growth. The corridor also has a multi-modal transportation network with a wide variety of demands on the streets- walking, biking, MAX, streetcar, buses, scooters, freight delivery vehicles, cars and more. All MAX lines and 75% of the region's frequent bus lines serve and pass through the Central City. There were **101** serious injuries and fatalities on this corridor between 2007-2017. **97%** of this corridor is in an equity focus area.

PROJECT Recommended / Future Need	LOCAL INVESTMENT TEAM KEY THEMES	
	ACCESS/ TRANSIT	EQUITY
① <b>Central City in Motion</b>	●	●
② <b>Green Loop Connections</b>	●	
③ <b>MAX Tunnel Planning</b>	●	●
④ <b>Ross Island Bridgehead</b>	●	

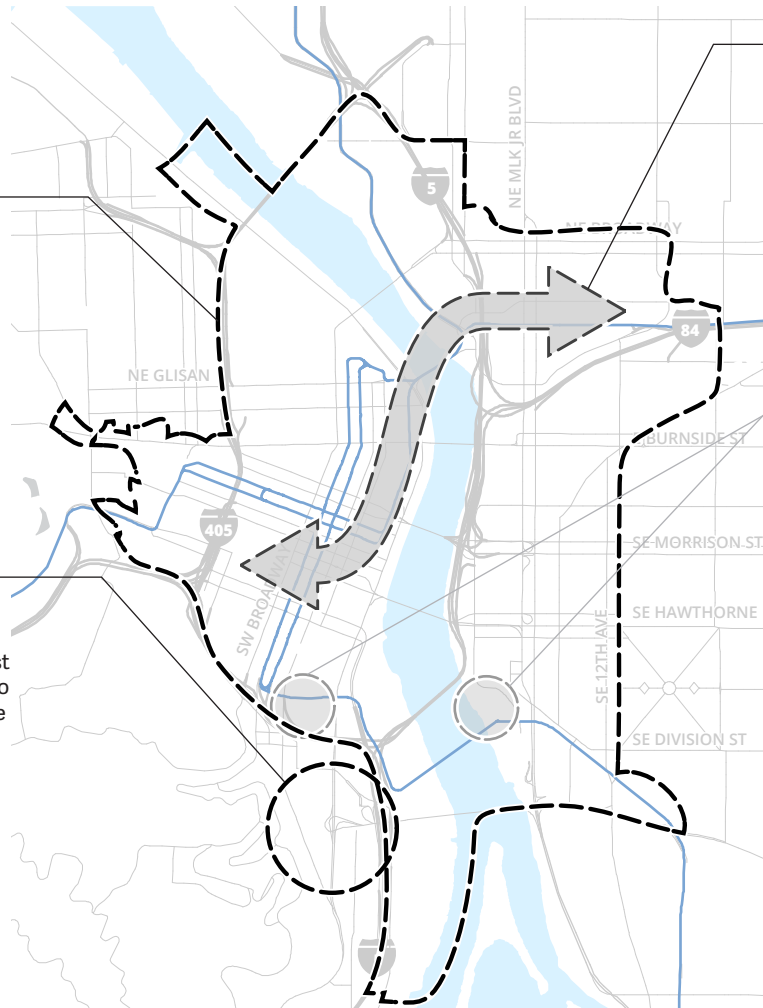
SCENARIO INVESTMENT

**\$220M** **\$50M LEVERAGED**

**\$390M CORRIDOR NEED**

① **Central City in Motion**  
**Across Central City**  
 Treatments to improve walking, biking and transit to make it easier and safer to take transit, walk and bike in the Central City.  
**\$80-96M**  
 PBOT TM

④ **Ross Island Bridgehead**  
**Harrison to Barbur/Naito (1 mile)**  
 Reconstruct streets at west end of Ross Island Bridge to improve access and reduce neighborhood barriers.  
**\$50-75M**  
 PBOT



③ **MAX Tunnel Planning**  
**Goose Hollow to Lloyd Center (3 miles)**  
 Plan and design downtown tunnel to improve speed and reliability of MAX service, and address the region's most significant transit bottleneck.  
**\$50M**  
 M TM

② **Green Loop Key Connections**  
**SE and SW quadrants**  
 Create bike/ped connections across key barriers for future Green Loop.  
**(\$10-40M)**  
 PBOT

2020 TRANSPORTATION FUNDING MEASURE

Staff recommendation is based on feedback from Local Investment Teams and other public engagement, the Task Force and Metro Council values and outcomes, and the feasibility of delivering projects to the public within a reasonable time frame.

# 122nd Avenue

**122nd Avenue** connects Foster Road to Marine Drive. The corridor serves TriMet Line 73 and connects to various East-West transit lines, including the MAX Blue line. It is identified as a Civic Corridor by the City of Portland from NE Sandy to Foster, and provides access to trails, including the Marine Drive trail, I-84 trail, and Springwater Corridor. There were **75** serious injuries and fatalities on this corridor between 2007-2017. **88%** of this corridor is in an equity focus area.

PROJECT Recommended / Future Need	LOCAL INVESTMENT TEAM KEY THEMES			
	SAFETY	ECONOMIC	EQUITY	TRANSIT
① Enhanced Transit	○	○	●	●
② Safety	●	○	●	

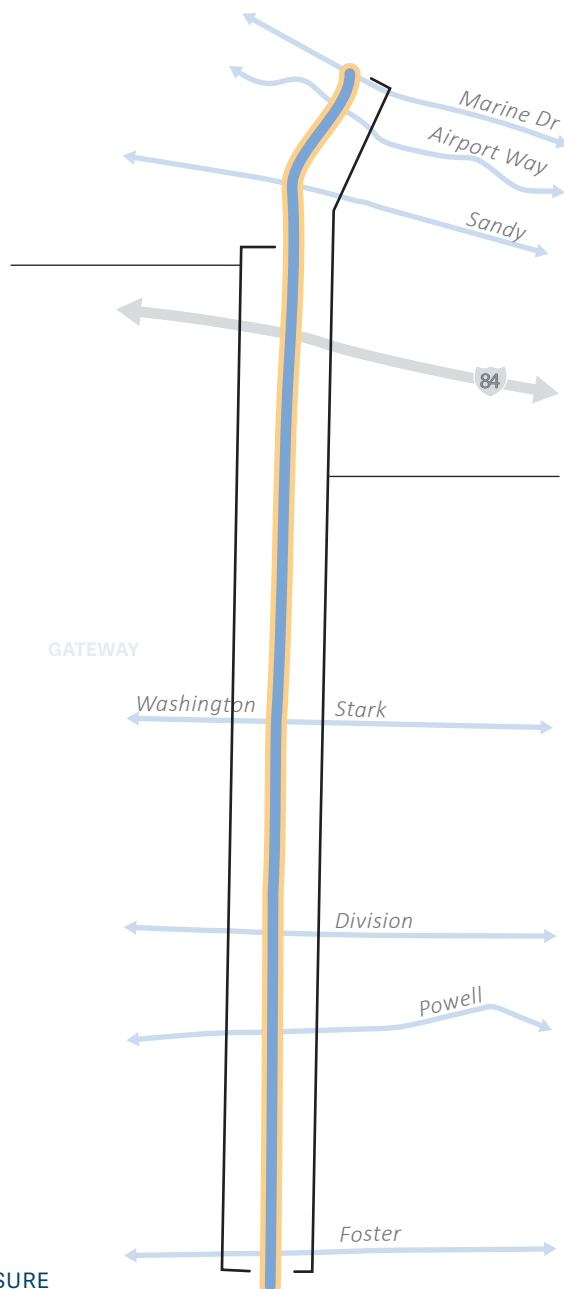
  

**SCENARIO INVESTMENT**

**\$90M**

**\$160M CORRIDOR NEED**

**① Enhanced Transit**  
**Skidmore to Foster (5.5 miles)**  
 Bus enhancements for Line 73 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and rider experience.  
**\$15-18M**



**② Safety**  
**Marine Dr to Foster Rd**  
 Add proven safety countermeasures (sidewalks, crossings, lighting) to roadway to reduce severe injury and fatal crashes. May include **I-84 trail connection** (add two-way buffered or curb-protected bikeway to extend I-84 trail toward I-205 path), and **Sandy intersection reconfiguration** (convert highway-style ramps at 122nd/ Sandy into an urban intersection with signals and crosswalks to improve access and safety).  
**\$50-68M**



# 162nd Ave

**162nd Avenue** connects NE Sandy Blvd and SE Powell Blvd on the border between Portland and Gresham. This corridor serves historically marginalized communities in the Rockwood neighborhood and provides access to schools, residential neighborhoods and commercial areas. It serves as a North-South bus connection to various East-West transit lines and provides access to Powell Butte trails and I-84 trail. There were **34** serious injuries and fatalities on this corridor between 2007-2017. **92%** of this corridor is in an equity focus area.

LOCAL INVESTMENT TEAM KEY THEMES

PROJECT Recommended / Future Need	SAFETY	TRANSIT	EASE	EQUITY
① Enhanced Transit	○	●		●
② Safety	●	○	○	●
③ "Complete Streets" Gresham	●	○	●	●
④ "Complete Streets" Portland	●	○	●	●
⑤ Railroad Undercrossing	●		●	●

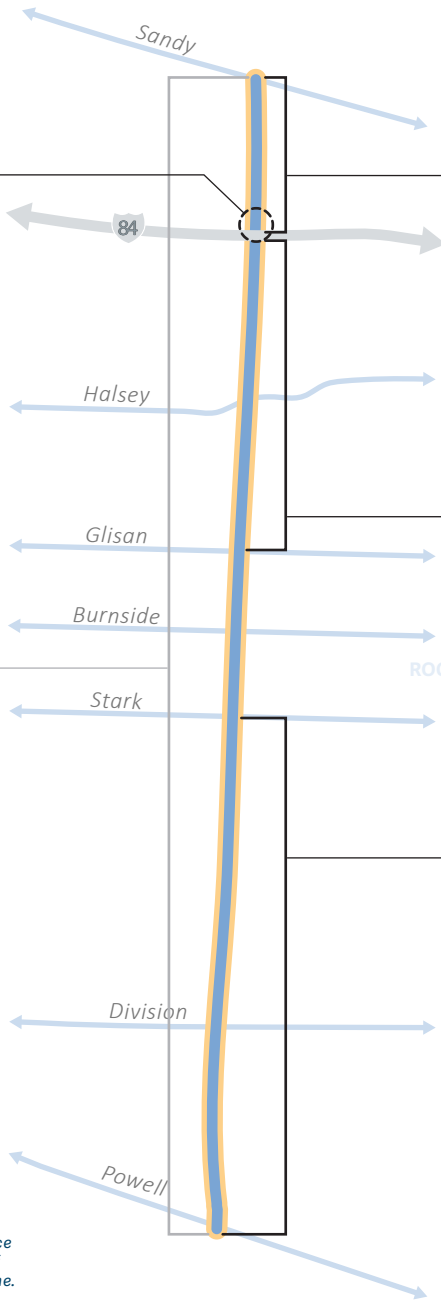
SCENARIO INVESTMENT

**\$70M**    **\$10M LEVERAGED**

**\$170M CORRIDOR NEED**

**⑤ Railroad Undercrossing**  
Add bicycle/pedestrian access at existing railroad overcrossing.  
**\$5-9M**  
**G MC**

**① Enhanced Transit**  
Sandy to Powell  
(entire corridor, 4 miles)  
Bus enhancements for Line 74 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and amenities throughout the corridor.  
**(\$12-16M)**  
**PBOT**



**④ "Complete Streets" Portland**  
I-84 to Sandy  
Add turn lanes, and add improved/continuous curbs, sidewalks, lighting, bike and stormwater facilities.  
**\$10-18M**  
**PBOT**

**③ "Complete Streets" Gresham**  
Glisan to I-84 (1 mile)  
Widen to 3 lanes and add improved/continuous curbs, sidewalks, lighting, bike and stormwater facilities.  
**\$30-41M**  
**G**

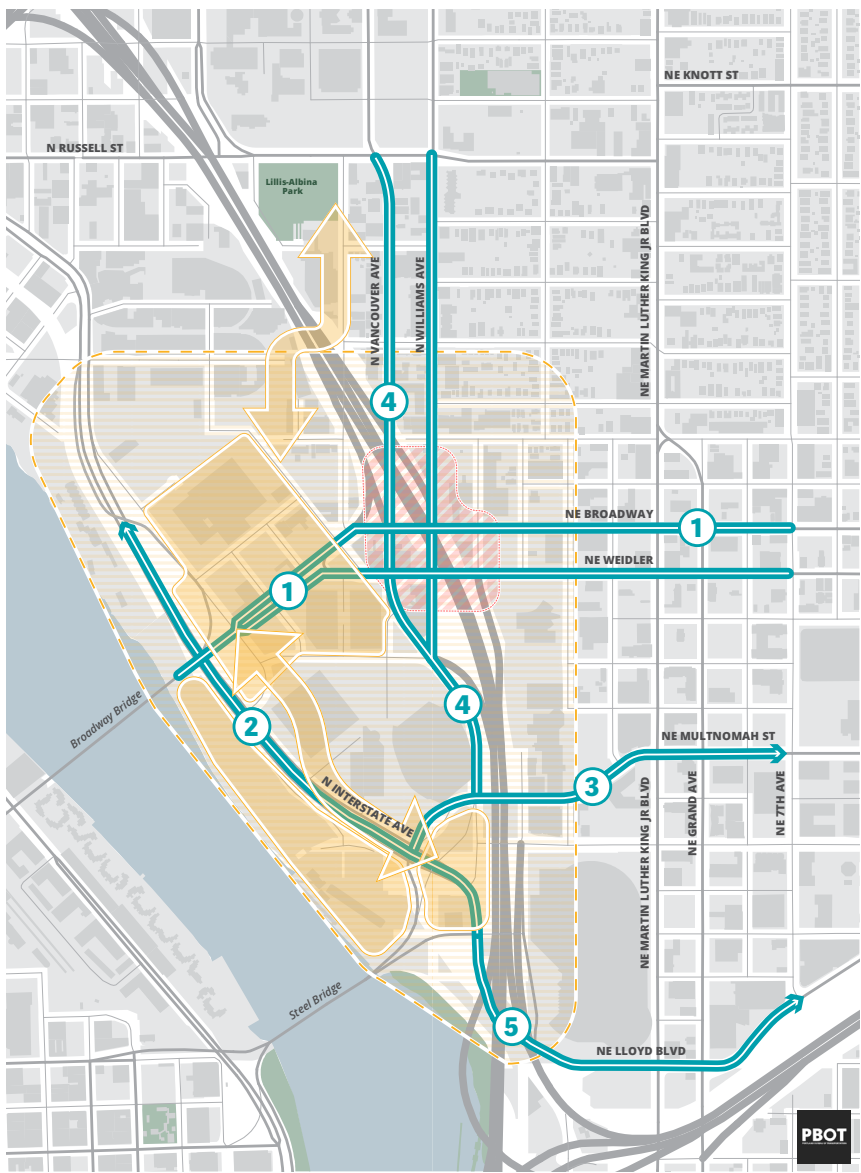
**② Safety**  
Stark to Powell (2 miles)  
Add sidewalks, crosswalks, medians and lighting to reduce severe injury and fatal crashes.  
**\$5-7M**  
**PBOT**





# Albina Vision

The **Albina Vision** concept offers a bold image of a new neighborhood in the historic Lower Albina area of N/NE Portland. The concept includes a reconfigured street grid, large open spaces, and direct access to the Willamette River for all people, especially children. Achieving this long-term vision will require thorough study, extensive public engagement, coordination with existing land-owners, and major public investments. Plans and strategies would synthesize the Portland City Council-adopted Central City 2035 Plan with the Albina Vision concept to establish a groundwork for future investment and expand upon Metro-funded work around public engagement and early design concepts. These projects are intended to provide short-term improvements to the neighborhood as a larger restorative vision is developed. There were **38** serious injuries and fatalities on this corridor between 2007-2017. **100%** of this corridor is in an equity focus area.



- 1 Broadway/Weidler Streetscape**  
**Broadway Bridge to NE 7th (.6 miles)**  
 Develop an Albina “main street” with street lighting, public art, and enhanced transit stations to improve access and safety for all.  
**\$8-10M**
- 2 Interstate/N. Portland Greenway**  
**Steel Bridge to NE Tillamook (.8 miles)**  
 Enhanced crossings and a multi-use path to connect the Rose Quarter Transit Center to employment and housing areas further north.  
**\$13-16M**
- 3 Multnomah Blvd Streetscape**  
**NE Interstate to 7th Ave (.5 miles)**  
 Green street features, lighting and upgraded transit stations to provide safe connections between Lower Albina, Convention Center and Lloyd neighborhoods.  
**\$5-6M**
- 4 Vancouver/Williams**  
**NE Russell to Multnomah (.8 miles)**  
 Street lighting, better transit stops, and improvements to existing bikeway.  
**\$7-8M**
- 5 Lloyd Blvd**  
**Steel Bridge to NE 7th Ave (.5 miles)**  
 Multi-use path to strengthen multimodal connection between Albina, Lloyd and SE Portland.  
**\$3-4M**
- 6 Albina Urban Design Strategy**  
**Areawide**  
 Develop plans and strategies to guide Albina Vision implementation. Key elements include: urban design strategy, Rose Quarter TC, bridgehead and river connections, multimodal connections.  
**\$12M**

**2020 TRANSPORTATION FUNDING MEASURE**


Staff recommendation is based on feedback from Local Investment Teams and other public engagement, the Task Force and Metro Council values and outcomes, and the feasibility of delivering projects to the public within a reasonable time frame.

# Powell Blvd

**Powell Boulevard** links Portland's west side to East Multnomah County for all modes, including freight, and connects historically underserved communities. TriMet identifies Powell as a key corridor to increase ridership. This corridor serves as main street for numerous commercial centers. There were **159** serious injuries and fatalities on this corridor between 2007-2017. **84%** of this corridor is in an equity focus area.

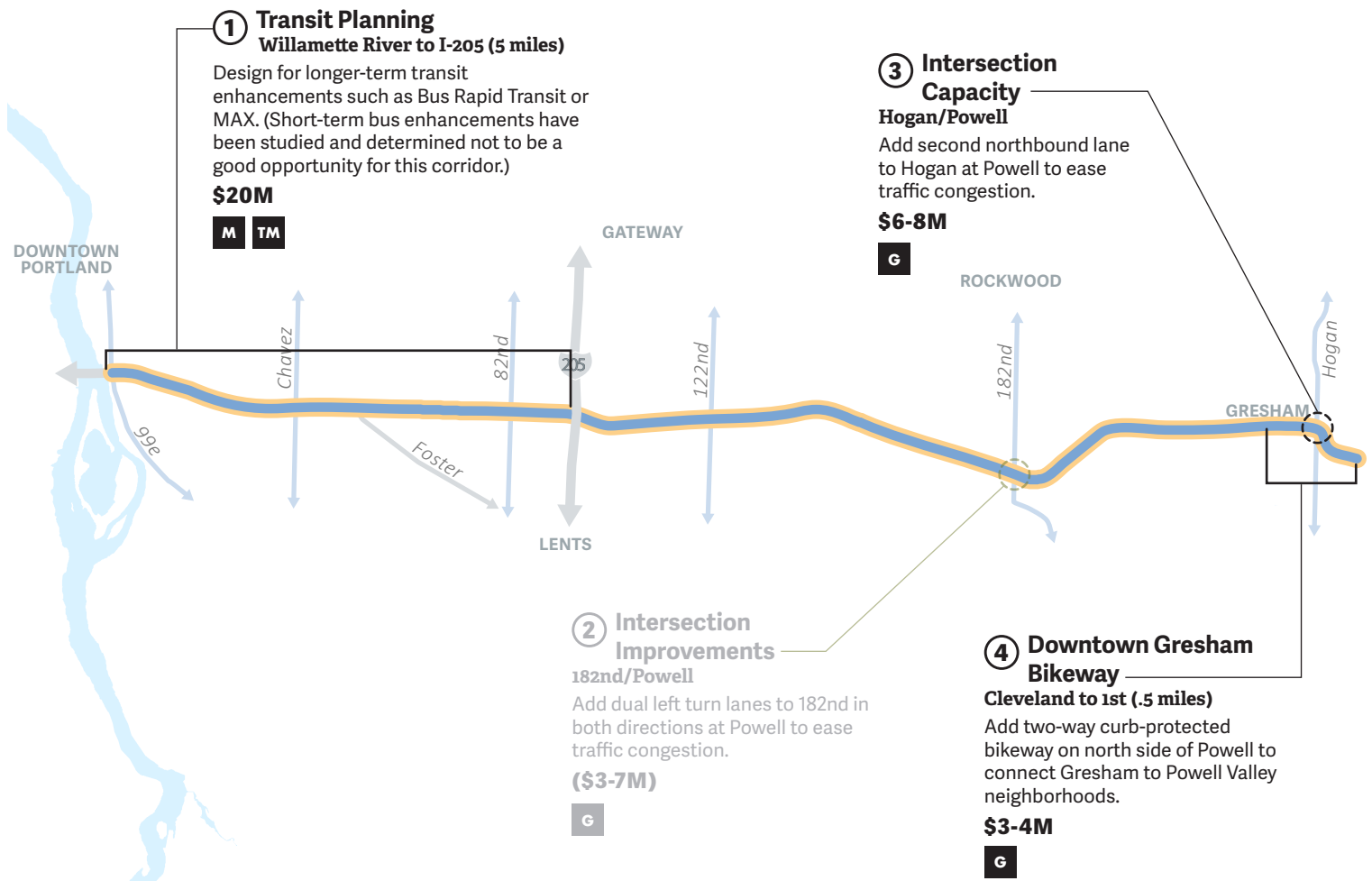
PROJECT Recommended / Future Need	LOCAL INVESTMENT TEAM KEY THEMES				
	SAFETY	TRANSIT	ECONOMIC	EQUITY	RESILIENCY
1 Transit Planning	○	●	●	○	
2 Intersection Improvements			○		
3 Intersection Capacity			○		
4 Downtown Gresham Bikeway	●		●	●	

SCENARIO INVESTMENT 

**\$30M**

**\$40M CORRIDOR NEED**  
[ADDITIONAL NEED PENDING ODOT "STATE OF GOOD REPAIR" ANALYSIS]



2020 TRANSPORTATION FUNDING MEASURE

Staff recommendation is based on feedback from Local Investment Teams and other public engagement, the Task Force and Metro Council values and outcomes, and the feasibility of delivering projects to the public within a reasonable time frame.



# Regionwide Program Investment Summary

## Preventing displacement in investment corridors

The Metro Council and Transportation Funding Task Force want to make sure that transportation investments support the people that live along the corridor. To that end, they are proposing that 2% of each corridor's funding be set aside to bring individuals and organizations together to identify policy and funding needs to strengthen the community, reduce the risk of displacement, and support existing businesses and residents ahead of possible transportation investments. A portion of these funds will also be available to enact the needs and strategies identified through this equitable development strategy process, and many of the programs discussed below will also likely be beneficial in supporting identified needs.

## Benefits beyond corridors: Regionwide programs

The Metro Council has directed that the potential transportation funding measure include regionwide programs to provide benefit and meet community needs beyond specifically identified transportation projects like those in these recommendations.

Based on community engagement and input from the Transportation Funding Task Force, the Metro Council directed staff to proceed with further development of the following potential programs on September 24, 2019.

Proposed program criteria, processes and funding commitments will be further developed through engagement with community and partners in the coming months.

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## Likely programs

### **Safe Routes to School**

Projects and programs that help students get to school safely, affordably, and efficiently by walking, biking and taking transit.

### **Safety Hot Spots**

Reducing crashes where they happen most through grants to improve safety at key high-crash corridors and intersections throughout the region.

### **Better Bus**

Strategic investments to make transit better by improving capacity and reliability and reducing delays along major bus lines.

### **Active Transportation Regional Connections**

Grants and technical assistance to fill critical gaps in the regional pedestrian and bicycle networks, such as off-street trails, bridges and paths.

### **Transit Vehicle Electrification**

Funding for TriMet and SMART to achieve their goals of phasing out diesel bus fleets.

### **Main Streets Revitalization**

Creating welcoming business districts by investing in sidewalks, crosswalks, bikeways, lighting, street trees and vegetation, seating and art.

### **Fare Affordability: Students**

Free transit passes for lower-income high school students throughout the region.

### **Protecting and Preserving Multi-Family Housing**

Acquire and rehabilitate multifamily housing to protect affordability amid transportation investments.

### **Future Corridor Planning**

Preparing for what's next by funding planning for future transit investments and other major improvements.

***5.3 Housing Bond Implementation  
and Communications Update***  
*Information and Discussion Items*

Metro Policy Advisory Committee  
Wednesday, November 13, 2019  
Metro Regional Center, Council Chamber

# MPAC Worksheet

**Agenda Item Title:** Metro Housing Bond Implementation and Communications Update

**Presenter:** Emily Lieb, Jes Larson

**Contact for this worksheet/presentation:** Emily Lieb, [emily.lieb@oregonmetro.gov](mailto:emily.lieb@oregonmetro.gov), 503-797-1921

## **Purpose/Objective**

The purpose of this item is to provide an update on implementation of the Affordable Housing Bond including:

- Local Implementation Strategies
- Advancing racial equity in implementation
- Phase 1 project progress
- Next steps

Additionally, this item will include a brief summary of recent public opinion research in the region asking voters about affordable housing “in my neighborhood”.

## **Action Requested/Outcome**

This item is intended to ensure that MPAC members are informed about implementation planning efforts underway for the Affordable Housing Bond, and strategic communications for discussing new affordable housing projects. No action is requested.

## **What has changed since MPAC last considered this issue/item?**

Metro staff last presented an update on Housing Bond Planning on February 13, 2019. Since then, the following implementation progress has been made:

- Between March and July, Metro Council provided early commitments to four ‘Phase 1’ Housing Bond Projects, as summarized in the attached materials.
- Since the spring, eligible implementation jurisdictions have conducted extensive community engagement to inform the creation of Local Implementation Strategies (LISs). Each LIS includes a development plan to achieve the local share of unit production targets and strategies for advancing racial equity and ensuring inclusive community engagement throughout implementation.
- Since July, the following jurisdictions have submitted LISs to Metro for consideration. The Affordable Housing Bond Community Oversight Committee has recommended each jurisdiction’s LIS to Metro Council for approval, with considerations for ongoing monitoring of outcomes:
  - City of Beaverton
  - Washington County
  - Clackamas County
  - City of Hillsboro
  - Metro (Regional Site Acquisition Program)
- The following jurisdictions are scheduled to submit LISs to Metro for review by the Community Oversight Committee in November-December:
  - City of Gresham
  - Home Forward
  - City of Portland
- Following recommendation by the Community Oversight Committee, LISs will be submitted to Metro Council for approval as part of intergovernmental agreements describing the terms and conditions under which Metro will disburse Housing Bond Funding to local partners for eligible projects and program activities. These Council actions are anticipated to begin in October 2019.

Additionally, Metro staff worked with DHM research to engage 430 greater Portland voters to understand their support and concerns regarding new affordable housing projects in their communities. The public opinion survey conducted in May 2019 provides new data about resident support for affordable housing and guidance for engaging productive discussion in advance of construction and program operations.

**What packet material do you plan to include?**

- Phase 1 Project Dashboard
- “Yes, In my neighborhood” message guide



# “Yes, in my neighborhood!”

## Greater Portland supports affordable housing

*New data provides guidance and messaging tools for discussing new affordable housing projects with leaders, developers and local communities.*

**Voters demonstrate a high level of agreement with these sentiments (greater than 60% support):**

- More housing options provide shelter for those in need and keep our neighborhoods safe and enjoyable for everyone.
- It’s more important to invest in long-terms solutions like affordable housing, than short term fixes like shelter.
- It feels good to know my neighborhood includes residents of all incomes.
- Our region is growing and we need to make room in our neighborhoods for more people moving to greater Portland.
- All neighborhoods share a responsibility for providing affordable housing and all neighborhoods should offer some affordable options



When asked, 61% of voters said they would support more affordable housing in their neighborhood.



Only 1 in 4 voters believe that their neighborhood already has enough affordable housing.

*Talking to the community about new affordable housing is critical to building public support and it's important to remember that public support is already strong for affordable homes – 59% of voters supported the regional housing bond! Strategic messaging (page one) and community engagement tactics will increase public support for siting affordable housing in neighborhoods.*



### **Tactics for successful neighborhood engagement**

Some voters think affordable housing will lower property values and cause safety concerns and a vast majority of voters want to be involved in decisions about affordable housing in their neighborhood.

#### **Communicate to build trust**

- Introduce neighbors to the development team and key partners. Provide contact information for concerns and housing referrals
- Provide clear and complete information about partner referral and service agencies, management practices and accountability, and construction impacts to the neighborhood

#### **Include to build shared responsibility**

- Remind neighbors that their opinions and support are valued and important to the success of new affordable housing
- Focus on safety features and added amenities that can be enjoyed by, or will benefit all neighbors

#### **Tactics that build community**

- Engage neighbors in meaningful and honest opportunities for feedback
- Provide periodic project updates and invite neighborhood to participate in milestones
- Use small breakout groups and feedback cards to encourage feedback from all participants rather than microphones

### **Report back and help us keep this work evolving.**

Fostering broad public and sustained support for affordable homes takes practice and refinement. We want to learn from your experiences and identify new opportunities to research this issue.

**Email [housing@oregonmetro.gov](mailto:housing@oregonmetro.gov)**