

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: CORE Monthly Meeting
Date: Thursday, February 20, 2020
Time: 6 p.m. to 8 p.m.
Place: PCC Rock Creek, Room 122; 17705 NW Springville Rd, Portland, OR 97229

- 6:00pm** Welcome to the Dreamers Resource Center
Luz Maciel Villarroel Ph.D., Dreamers Resource Center Coordinator
- 6:15pm** Committee Business
Public Comment
Updates from Committee Members
- 6:30pm** Council Update
- 6:45pm** Transportation Investment Measure
Presenters:
Andy Shaw, Director of Metro Government Affairs & Policy Development
Margi Bradway, Deputy Director of Metro Planning & Development
- 7:45pm** CORE Co-chair Election Process
- 8:00pm** Adjourn



Metro

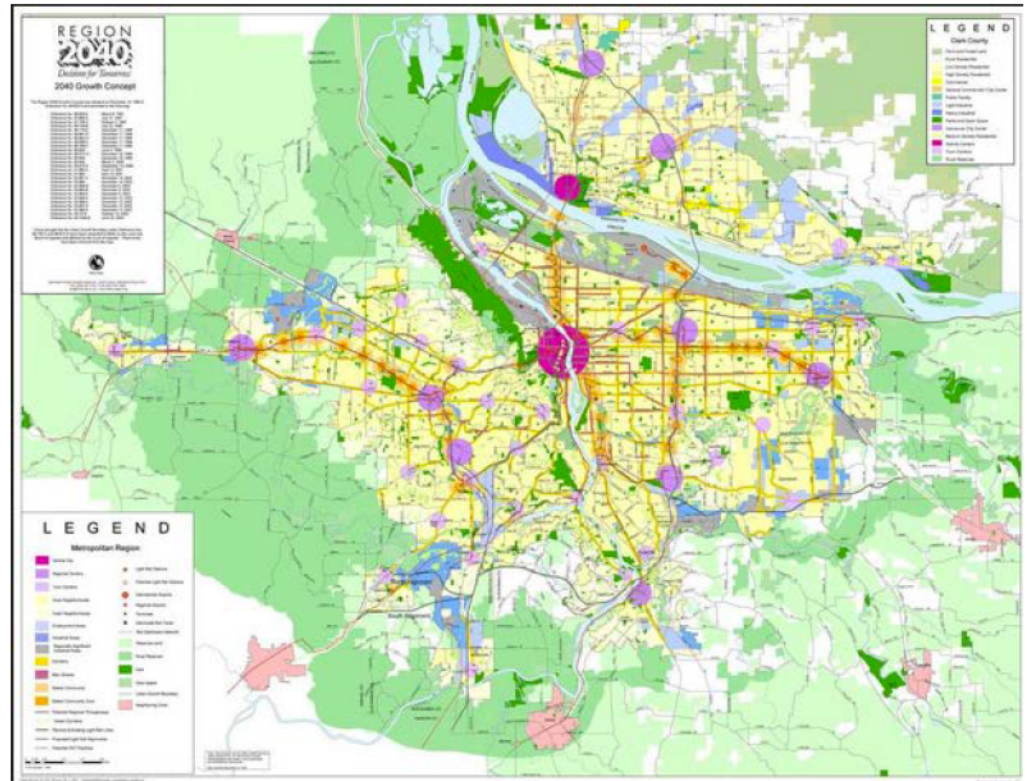


Transportation Measure: Programs

Committee on Racial Equity | Feb. 20, 2020

Background: 2040 Growth Concept

- Adopted in 1995
- 50 Year Vision T for how we grow
- Set A New Precedent For Community Involvement



Background: Regional Transportation Plan

Policy framework that sets the course for moving the region safely, equitably, reliably and affordably for decades to come

Establishes priorities for federal, state and regional funding

Last updated in 2018

Required every 5 years



Policy Framework: 2018 RTP

Regional Transportation Plan: 19,000 points of engagement

“At the end of the day, communities are on the ground and those same communities are the ones experiencing decisions being made.” - María Hernández

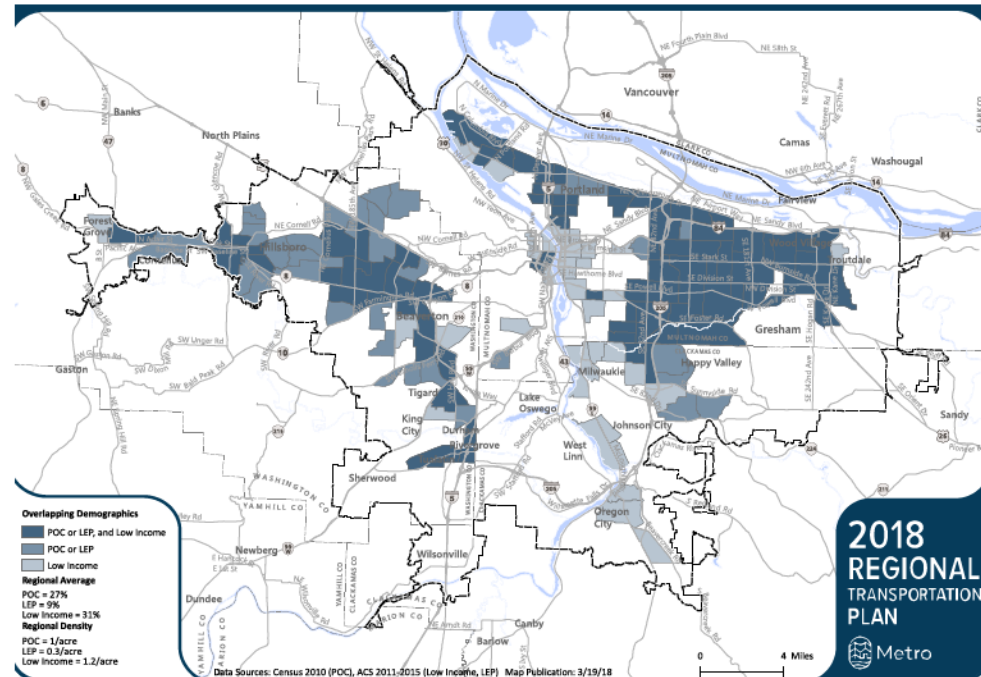


Equity policy in the RTP

Analysis of priorities and disparities experienced by historically marginalized communities

Priorities identified through public engagement and technical work group

- Safety
- Access to jobs, places and travel options
- Public health
- Affordability



Source: 2018 RTP (Chapter 3) and Appendix E (Transportation Equity Evaluation)

Planning and Development Equity Plan: Five areas of focus

Use Influence

- Intentionally direct tools, resources, processes and decisions in areas of influence to improve outcomes for people of color

Change Culture

- Become more reflective of the community we serve by hiring and advancing people of color in the department, in the region, and in the field of urban planning

Access To Power

- Empower people of color to co create and participate in advisory and decision making processes.

Keep Moving

- Establish new practices with a foundation of racial equity; retire outdated practices and approaches

Be Accountable

- Ensure that we hold ourselves and allow others to hold us accountable for accomplish our racial equity goals

P&D Equity Plan Implementation: Examples

Influence

- Regional Housing Bond
- 2018 Urban Growth Boundary Decision
- Transportation Investment Measure

Culture

- Equity In Hiring
- Internship Program
- Professional development people of color in planning

Power

- Committee Structure and Membership
- Housing Bond Stakeholder Advisory Table
- Community Partnerships

Momentum

- Emerging Technologies
- Safe Routes to School
- Jurisdictional Transfer

Accountability

- Transparent monitoring and reporting on goals
- Community representatives on TPAC
- CORE

Overview: Transportation measure

Corridor
investments

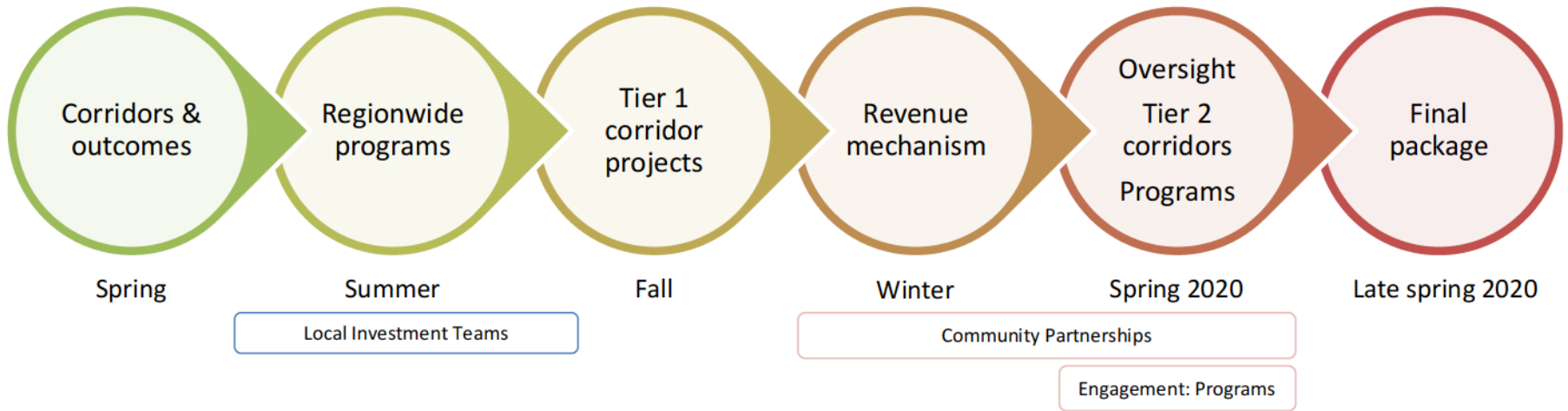
Regionwide
programs

Oversight &
accountability
structure

Advancing
regional policy:
Equity, Climate,
Safety, Mobility



Timeline overview



Equity lens: Decision-making

Task Force
membership

Recommendation &
selection of
corridors, projects,
programs



Equity lens: Engagement

2018 Regional
Transportation Plan
(19,000 people
engaged)

Forums & workshops

Online surveys

Local Investment
Teams

Community
Partnerships



Community Partner activities

APANO, PAALF, Verde, Unite Oregon

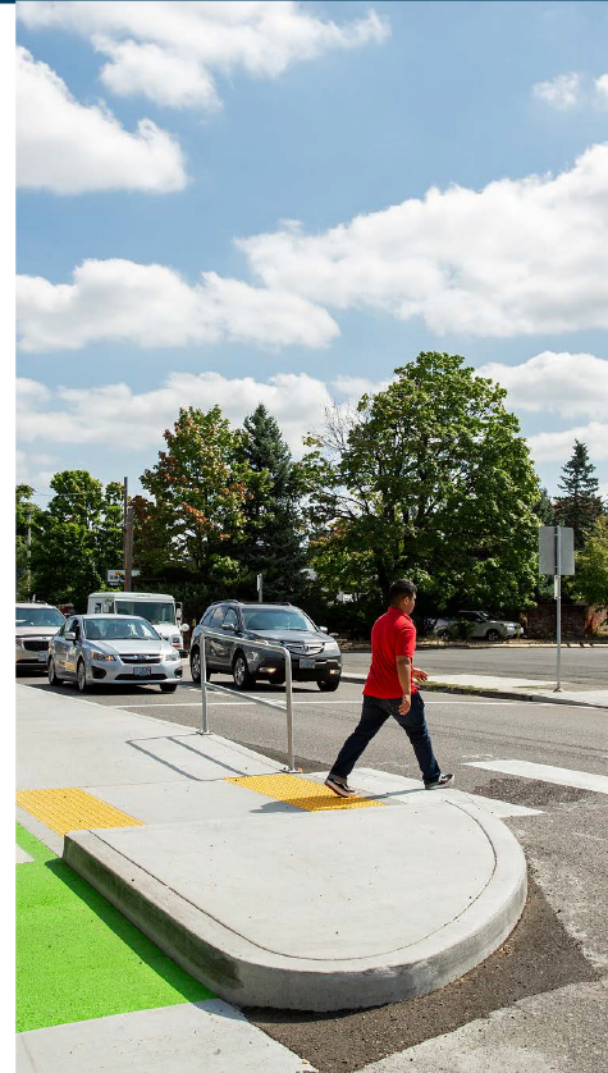
Recruiting people, providing input
on program community workshops

Hosting discussion groups

Promoting online engagement

Making new regional connections

Presenting to Metro Council

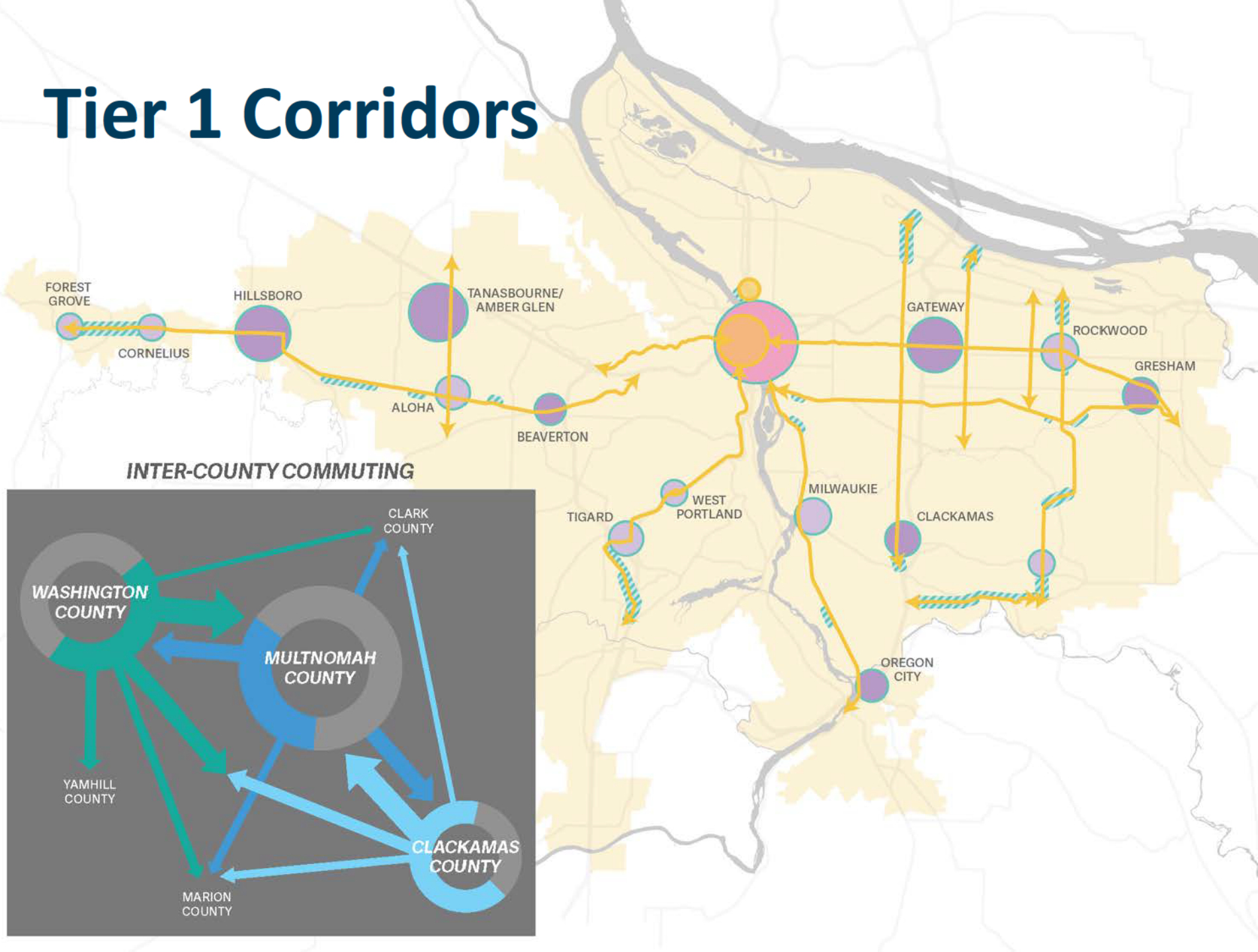


What are we trying to do?

Key Council & Task Force outcomes

- Make major streets **safer** for everyone
- Make it **easier** to get around – however you get around
- Address **climate change** and support resiliency
- Prioritize investments supporting **communities of color**
- Support **clean air and water**, and healthy ecosystems
- Drive **economic growth**
- **Leverage** regional and local investments in housing, parks

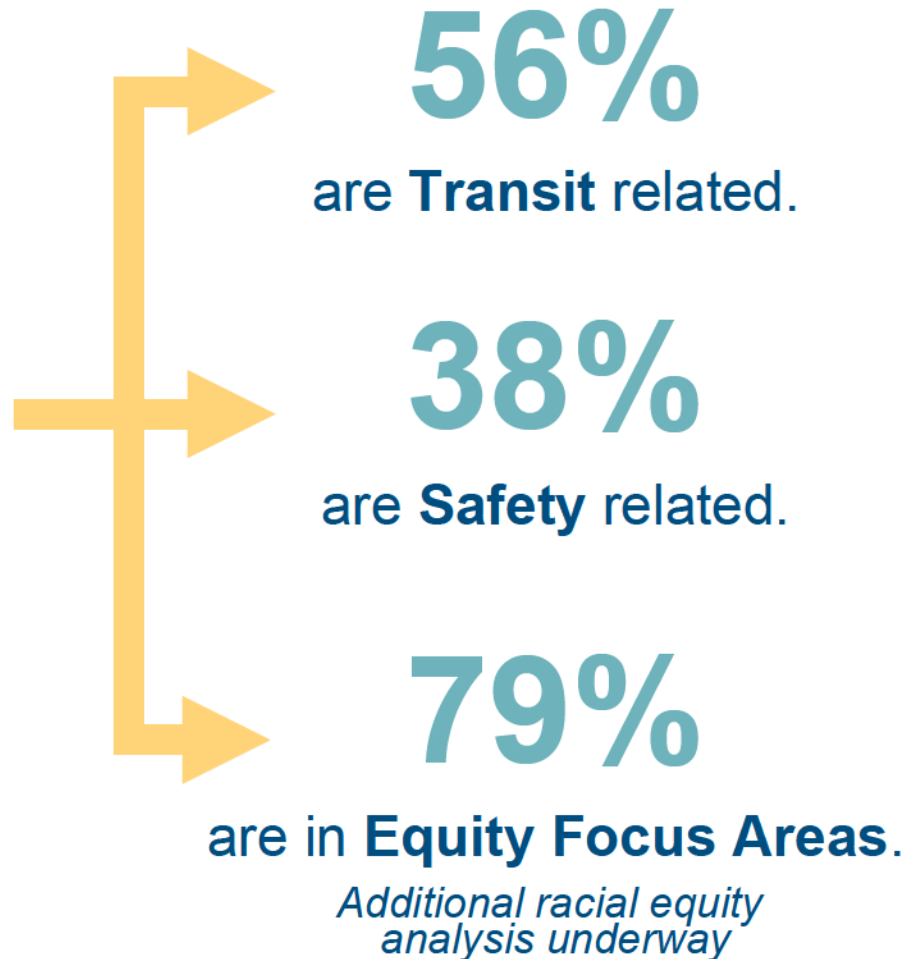
Tier 1 Corridors



What are we investing in?

Tier 1 Investments

*\$3.8 billion measure investments
Leveraging \$2.2 billion in
federal & local funds*



Regionwide Programs: \$50 million annual investment

Future of Transit



Better Bus



Bus
Electrification



Student Fare
Affordability

*Questions for
discussion:*

How can programs
best advance
Strategic Plan?

How should we
track progress?

Community stability



Preventing
displacement



Protecting/Preserving
Multifamily Housing



Future Corridor
Planning

Safe and Livable Streets



Safety
Hot Spots



Main Streets
Revitalization



Active Transportation
Regional Connections



Safe Routes
to School

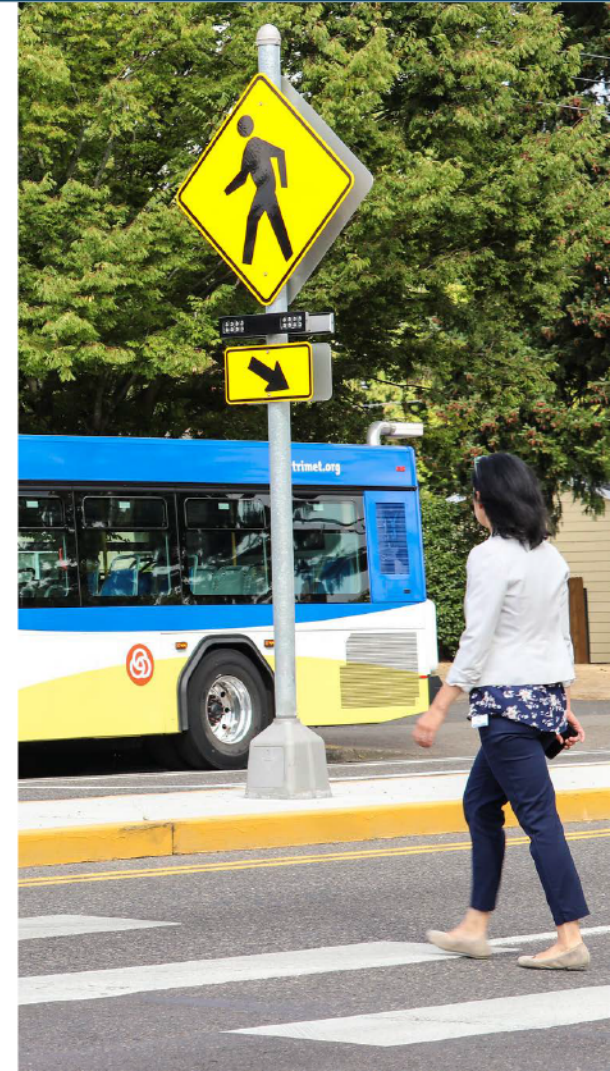
Next steps

Gather input from CORE,
community workshops, partners

Develop engagement report

Staff program recommendation,
April

**April CORE discussion:
Accountability**





Questions?



#getmoving2020

getmoving2020.org



Supporting the Strategic Plan to Advance Racial Equity, Diversity and Inclusion: 2020 Transportation Investment Measure
 DRAFT – For CORE Meeting 2/20/2020

Metro’s racial equity strategy goal	How has this goal been reflected in measure development and engagement?	How could this goal be advanced in measure implementation?	Additional notes
<p>Convene and support regional [jurisdictional] partners to advance racial equity</p>	<p>Build off Regional Transportation Plan process with deep focus on racial equity</p> <p>Regional partners engage with and listen to communities of color at Task Force, Local Investment Teams, community workshops and other discussions</p> <p>Community Partnership program to expand capacity of communities of color-led orgs to engage jurisdictions</p>	<p>Jurisdictional partners will be primary investment delivery agencies; Accountability measures under development will include guidelines regarding racial equity outcomes and community engagement</p>	<p>The Task Force and Metro Council have elevated racial equity as a core outcome of the potential measure</p> <p>Coordinating with affordable housing bond and parks and nature bond teams to inform consistent expectations for racial equity metrics and community engagement.</p> <p>Planning & Development has convened trainings and provided other support for jurisdictional partners to advance racial equity.</p>
<p>Meaningfully engage communities of color</p>	<p>Task Force has strong representation of people accountable to communities of color, directly engaging with elected officials and fellow community leaders</p> <p>Spring 2019 forums organized with a cohort of community organizations discussing housing/parks/transportation</p> <p>Deep engagement with Local Investment Teams over the summer: 20+ meetings and tours to discuss potential investments</p> <p><i>(cont.)</i></p>	<p>Implementation to include specific guidelines regarding community engagement, especially with communities of color, to further refine projects and programs funded by the measure.</p> <p>Apply a racial equity lens to oversight & accountability structure development</p>	<p>Effort builds on 2018 Regional Transportation Plan, which included extensive engagement with communities of color to define key priorities</p> <p>Metro has held multiple discussions with leaders of communities of color-based organizations to shape measure development, decision-making process and engagement goals and plans</p> <p>Public engagement includes stipends, childcare and other strategies to encourage diverse participation</p>

<p>Meaningfully engage communities of color (cont.)</p>	<p>Metro allocated \$150,000 for partnerships with communities of color-led organizations to build capacity & co-host engagement activities elevating communities of color</p> <p>Additional partnership with Getting There Together building connections in advocacy</p>		
<p>Hire, train and promote racially diverse workforce</p>	<p>Metro Planning & Development department racial equity plan includes specific actions to meet this goal which would be applicable for measure implementation, including hiring, training and promotion of staff.</p>		
<p>Create safe and welcoming services, programs and destinations</p>	<p>Work with community partners to focus engagement on welcoming and elevating experiences and voices of communities of color</p> <p>Facilitation of Task Force and Local Investment Teams to elevate marginalized voices</p>	<p>Although Metro will not own most investments built through measure, use urban design guidelines and agreements with project delivery agencies to ensure investments create safe, welcoming facilities for all.</p>	
<p>Allocate resources to advance racial equity</p>	<p>Core outcome identified by Metro Council, Task Force</p> <p>Explicit criterion in selection & development of measure corridors, projects and programs</p> <p>Metro to fund community-led anti-displacement strategies alongside corridor investments</p> <p>Metro conducting additional racial equity analysis of potential investments and revenue mechanism</p>	<p>Working with Task Force and community partners to identify measurable outcomes as part of oversight process; create mechanisms to recommend changes if needed</p> <p>Metro to work with implementation partners to develop goals and metrics for contracting with minority owned businesses and workforce development.</p>	



Memo

Date: Monday, February 10, 2020
To: Committee on Racial Equity and interested parties
From: Andy Shaw, Director of Government Affairs and Policy Development
Margi Bradway, Deputy Director of Planning & Development
Subject: Transportation Investment Measure | Background for Feb. 20 CORE meeting

On Feb. 20, we are looking forward to a discussion with CORE about how a suite of regionwide investment programs could help a potential 2020 transportation investment measure advance the region's racial equity goals.

This memo provides background on the measure's development to date, including engagement and foundational links to the Strategic Plan to Advance Racial Equity, Diversity and Inclusion, as well as other regional policies.

Overview of the measure

In January 2019, the Metro Council provided direction on the structure of a potential investment measure to help advance outcomes identified through deep community engagement in the 2018 Regional Transportation Plan process. These outcomes include racial equity, climate, safety and congestion relief. The Council also directed that the measure advance the Strategic Plan to Advance Racial Equity, Diversity and Inclusion; Climate Smart Strategy; 2018 Regional Transportation Plan; and 2040 Growth Concept.

The Council directed the measure include several elements:

- **Specific investments in some of the region's most dangerous and heavily-traveled corridors.** Currently the expected scope of these investments is approximately \$3.8 billion, leveraging about \$2.2 billion in expected federal and local investments.
- **Regionwide programs** that invest in safety, transit and community stability. Currently we expect an investment of roughly \$50 million a year for 20 years.
- **Oversight and accountability mechanisms** to ensure we are advancing key desired outcomes and fulfilling commitments

Transportation Funding Task Force

The Council appointed a large Regional Transportation Funding Task Force to advise it on the measure. Co-chaired by Commissioners Jessica Vega Pederson and Pam Treece, the Task Force will have met 18 times as of the date of this CORE meeting. Recruitment for the Task Force included a specific racial equity lens. The Task Force includes leaders of several communities of color-led organizations, including APANO, Coalition of Communities of Color, Unite Oregon, Verde and NAMC, alongside elected officials, transportation advocates and business leaders.

The Task Force has reviewed Metro Council direction and policy regarding the measure; identified additional desired outcomes; and provided input to Council on priority corridors, regionwide programs and revenue mechanisms. Throughout this process, prioritizing investments that support communities of color has been among the Metro Council's and Task Force's key desired outcomes, along with complementary outcomes such as improving safety, reducing climate pollution, and making it easier to work, school and other destinations.

Corridor investments: Identified in partnership with community

In June 2019, informed by input from the Task Force, analysis of racial equity and other outcomes, and an online survey completed by approximately 3,500 area residents, the Metro Council directed staff to move 13 “Tier 1” corridors into further project identification, development and engagement. The council also identified 17 “Tier 2” corridors that could also be considered for funding.

Local Investment Teams: Metro worked with community-based organizations and the Getting There Together coalition to convene three Local Investment Teams composed of people with lived experience in the corridors, providing stipends to support community members’ involvement. Local Investment Teams spent dozens of hours in July and August 2019 touring corridors, reviewing potential investments and providing feedback to inform staff investment recommendations as well as Task Force and Council discussions. The teams spoke directly to the Task Force in September.

After extended discussion, the Task Force finalized corridor investment recommendations to the Metro Council on Dec. 19, 2019. Most of these recommendations were unanimous. They include about \$3.8 billion in proposed investments, with the vast majority supporting enhanced transit and safety. The Task Force’s recommendations are attached with this packet.

Following a public hearing and discussion at two work sessions, the Metro Council advanced the Task Force’s unanimous corridor project recommendations in January, directing staff to answer several questions regarding possible benefits and impacts of several proposed investments.

Regionwide programs: Serving needs throughout our communities

Metro worked with a cohort of community organizations to conduct several forums in spring 2019 to explore potential priorities for transportation investment throughout the region; these forums also included discussion of the regional affordable housing bond and the Parks and Nature bond renewal then under development. Metro and the Coalition of Communities of Color co-hosted a community leaders forum on these topics in April 2019.

In September 2019, informed by these forums and Task Force discussions over the summer, the Metro Council advanced nine regionwide programs to for potential inclusion in the measure, at an expected investment of \$50 million annually. Staff are now developing these programs further with community and jurisdictional partners. The programs fall into three broad categories: Safe and Livable Streets, including Safe Routes to School and Active Transportation Regional Connections; Future Transit, including youth transit affordability and transit vehicle electrification; and Community Stability, including investments in housing and anti-displacement strategies. Draft descriptions of these programs are attached.

Metro is currently undertaking an intensive community engagement process to help refine these programs and inform a staff recommendation. This engagement includes three community workshops co-hosted with Metro-funded community partners (see below) and additional partner-led discussions, as well as an online engagement opportunity, discussions with key stakeholders and practitioners, and a Task Force discussion on March 4.

Community Partnerships

In late 2019, after a recruitment and application process, Metro contracted with four community-based organizations – APANO, PAALF, Unite Oregon and Verde – to conduct additional engagement with communities of color regarding potential programs, oversight and accountability. Metro has allocated \$150,000 for these partnerships, which seek to help build the partners’ capacity to engage with communities of color throughout the region. The partners have co-created scopes of work

with Metro. Among other activities, they will co-host and recruit attendees for three community program workshops, and host their own discussion groups and activities with community. Metro is working to ensure the partners have meaningful opportunities to speak directly with the Metro Council and see their engagement reflected in decision-making about the measure and its implementation.

Racial Equity Analysis

Metro is conducting an analysis of the racial equity impacts of the investment measure's potential projects, programs and revenue mechanisms. Led by the Diversity, Equity and Inclusion team with support from Metro's Research Center, Planning & Development and Communications teams, and informed by engagement with community partners, this analysis will be presented to the Metro Council and Task Force in the coming months to help inform decision-making about a final investment package as well as oversight and accountability through the measure's implementation.

We plan to return to CORE for a discussion of oversight and accountability mechanisms at your April meeting.

Attachments:

- Task Force Corridor Investment Recommendations, December 2019
- Draft Regionwide Program descriptions, January 2020
- Table: Supporting the Strategic Plan to Advance Racial Equity, Diversity and Inclusion



2020 TRANSPORTATION FUNDING MEASURE

Task Force Recommendations for Tier 1 Corridor Investments

In early 2019 the Task Force identified several key values and desired outcomes for the measure. These provided a key guide for the staff recommendation. These values include the following. More details can be found at 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: January 3, 2020
To: Metro Council
From: Commissioner Jessica Vega Pederson and Commissioner Pam Treece, Task Force Co-Chairs
Subject: Tier 1 Corridor Investment Recommendations

Early in 2019, the Metro Council assembled a diverse group of community leaders from throughout greater Portland. You asked us to provide you with advice and recommendations on a potential 2020 transportation funding measure that could make much-needed regional investments in helping people go places reliably and safely in a growing, increasingly congested region. In your charge, you directed us to apply “honest, solutions-focused dialogue” in representing the needs of our constituencies and communities.

It has been an honor for us to serve as the co-chairs of this Task Force. Through sixteen meetings to date, this unique group has articulated shared values, considered community needs, and explored potential priorities for investment. We have thought big, sought consensus as much as possible, and respected the remarkably few places where our views diverge.

Developing our recommendations

In June, with input from the Task Force, the Metro Council prioritized 13 of the region’s busiest and most dangerous travel routes as Tier 1 Corridors for the potential measure; an additional 16 corridors were identified as Tier 2.

Following a summer of engagement with community and jurisdictional partners, Metro staff submitted Tier 1 corridor investment recommendations to the Task Force in October. These recommendations were informed by Council and Task Force outcomes; input from Local Investment Teams and partner jurisdictions; and assessments of readiness, risk and benefits of potential investments. They proposed approximately \$3.11 billion in investments from the measure, leveraging an expected \$2.13 billion in expected federal and local funds.

On Nov. 6 and 20, the Task Force discussed the staff recommendations and amendments proposed by several Task Force members. At our Dec. 18 meeting in Clackamas, we took votes on several motions to formalize our own Tier 1 project recommendations to the Metro Council. We sought to achieve a 75% share of present members in order to advance formal Task Force recommendations. Additionally, as co-chairs we pledged to share the full discussion directly with you to inform your ongoing discussion and direction regarding the potential measure.

The attached packet summarize our Tier 1 project recommendations and key themes of discussion. In addition, staff will send to you the Dec. 18 meeting notes as soon as they are available.

Key themes of Task Force recommendations and discussions

There are several key points we would like to highlight in these recommendations and the Task Force discussions that shaped them.

Remarkable consensus on almost all recommended projects in the Tier 1 corridors. These recommendations increase the total proposed for Tier 1 corridor investments by approximately \$700 million beyond the Metro staff recommendations. Including potential leveraged funds of \$2.2 billion, this increases the total to approximately \$6 billion. Task Force members voting at the December 18 meeting were in unanimous consent about the overwhelming majority of these investments—approximately 99 percent of the total investment. This consensus is testament to both the scale of need and the considerable common ground the Task Force has found in our work together.

One proposed investment, the 82nd Avenue and Airport Way intersection project, reached the 75% support threshold to be an official Task Force recommendation, but did not achieve unanimous consensus. Finally, just one proposed investment—the new connector road from SE 172nd to SE 190th Avenue in the Clackamas-to-Columbia corridor—failed to reach the 75% support threshold to be an official Task Force recommendation, though a majority on Dec. 18 did support this investment.

Prioritizing safer streets and better transit for everyone. The Task Force agreed unanimously on recommending approximately \$650 million dollars in safety and transit investments beyond those included in the initial Tier 1 staff recommendation. These additional recommendations are a clear declaration of the Task Force's priorities to make key arterials safer for people walking, bicycling, and getting to transit, and to make transit a more reliable, competitive and comfortable option for people throughout the region.

Thinking of a greater regional system. Hundreds of thousands of people in the greater Portland region travel across city and county lines on a daily basis—whether we're commuting to work or school, running errands or going to appointments, our travel patterns stitch us together as one region with common interests and needs. So it's no surprise that the Task Force recommendations reflect a truly regional funding measure, with investments across the metropolitan area will help create a more reliable, safer regional transportation system no matter where we live, work or travel—and no matter how we reach the places we need to go.

Contributing to the region's racial equity, climate and safety goals. The Task Force wants to ensure a transportation investment measure helps advance the region's ambitious goals for advancing racial equity, reducing carbon emissions, and reducing deaths and serious injuries from crashes. Staff have provided preliminary data on how the Task Force's Tier 1 recommendations support these goals. Task Force members are eager for more information and contextualization of this data alongside other strategies and policies the region has undertaken in pursuit of its climate, racial equity and safety goals. The Task Force also wants to ensure the measure includes clear commitments and enough funding to implement effective, community-based anti-displacement strategies alongside transportation investments.

Maintaining and aligning with funding for regionwide programs. While these Task Force recommendations focus on Tier 1 corridor investments, Task Force members have voiced their desire to keep funding for the proposed regionwide programs at the scale previously discussed—at least \$50 million per year. These programs would make vital investments in safety, reliability, racial equity and community beyond the identified corridors, extending the proposed measure's benefits even further across the region.

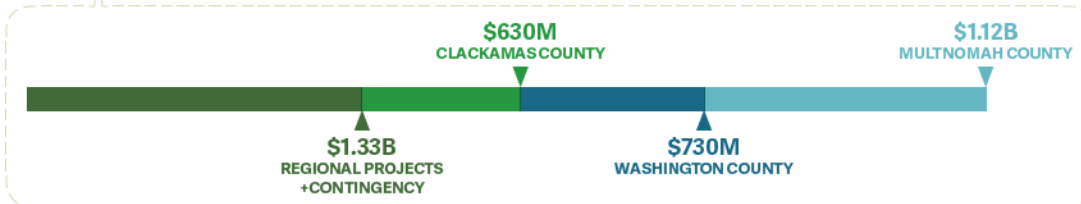
Conclusion

The Task Force has made these recommendations recognizing there is more work ahead to align Tier 1 investments with viable revenue mechanisms, potential Tier 2 corridor investments, and overall measure scale. The Task Force looks forward to supporting the Metro Council in this process of alignment. We are pleased to submit these recommendations and feedback on behalf of the Transportation Funding Task Force. We thank you for the opportunity to serve as co-chairs and look forward to continuing to support and advise the Metro Council in the months ahead.

Let's get moving.

Corridor Scenario Investment Summary

PROPOSED CORRIDOR FUNDING **\$3.81B** + POTENTIAL LEVERAGED FUNDS **\$2.22B** = TOTAL CORRIDOR INVESTMENT **\$6.03B**



CORRIDOR	PROPOSED REGIONAL MEASURE FUNDING	EXPECTED LEVERAGED FUNDS	IDENTIFIED CORRIDOR NEED
Southwest Corridor	\$975M	\$1.4B	\$2.4B
McLoughlin	\$280M	\$20M*	\$350M
Clackamas to Columbia/181st	\$50M / \$100M		\$280M
Sunrise/Hwy 212	\$180M		\$570M
Tualatin Valley Highway	\$520M	\$50M	\$630M
185th Ave	\$200M	\$20M*	\$250M
82nd Ave	\$35M / \$80M / \$395M	\$160M	\$840M
Burnside	\$150M / \$??M / \$120M	\$540M	\$890M
Central City	\$50M / \$170M	\$50M	\$390M
122nd Ave	\$90M		\$160M
162nd Ave	\$90M	\$10M	\$170M
Albina Vision	\$55M		\$75M
Powell	\$140M		\$230M

* TO BE CONFIRMED

REGIONAL PROJECTS | CLACKAMAS COUNTY | WASHINGTON COUNTY | MULTNOMAH COUNTY

DELIVERY AGENCIES

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

Projects in black have been recommended by the Task Force.

Projects in gray are a future need.

9 **Portland Ave Streetscape Abernethy to Arlington (.5 miles)**
 Redesign Gladstone main street to improve walking, biking, and downtown revitalization.
\$5-8M

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)

MW **ODOT**

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
- Ⓟ 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

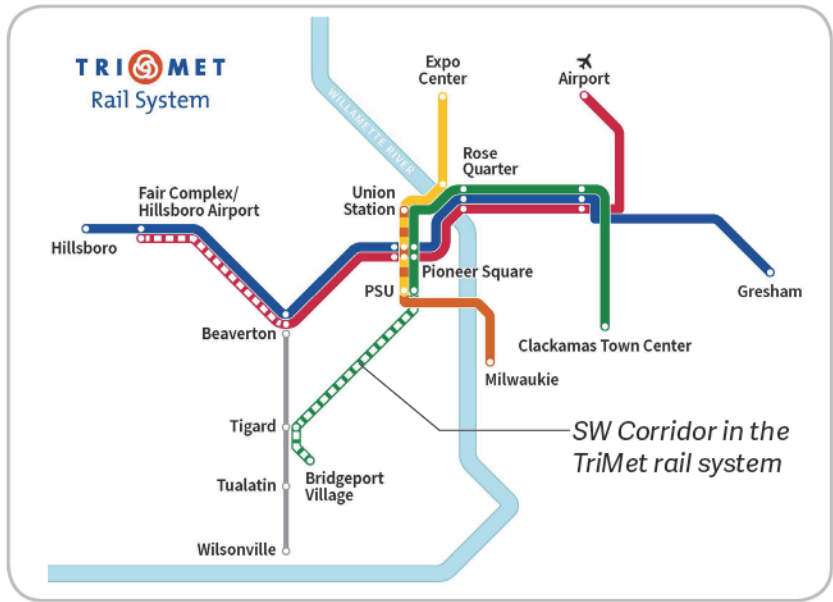
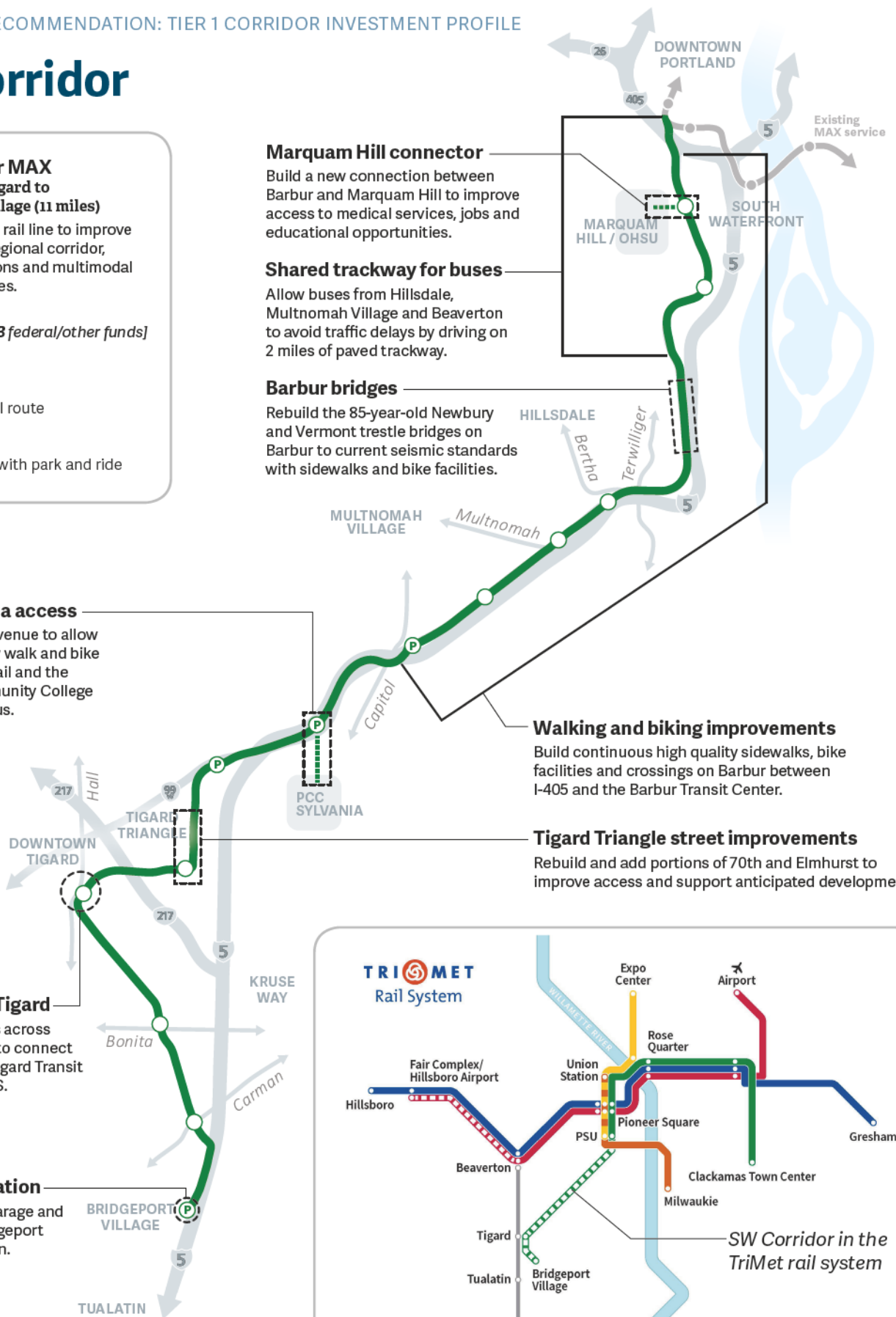
Rebuild and add portions of 70th and Elmhurst to improve access and support anticipated development.

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.



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]

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.

\$110-132M



2 Safety Milwaukie to Oregon City (6.5 miles)

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

\$50-75M



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.

\$12-18M



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.

\$5-8M



5 Trolley Trail

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

\$10-14M



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.

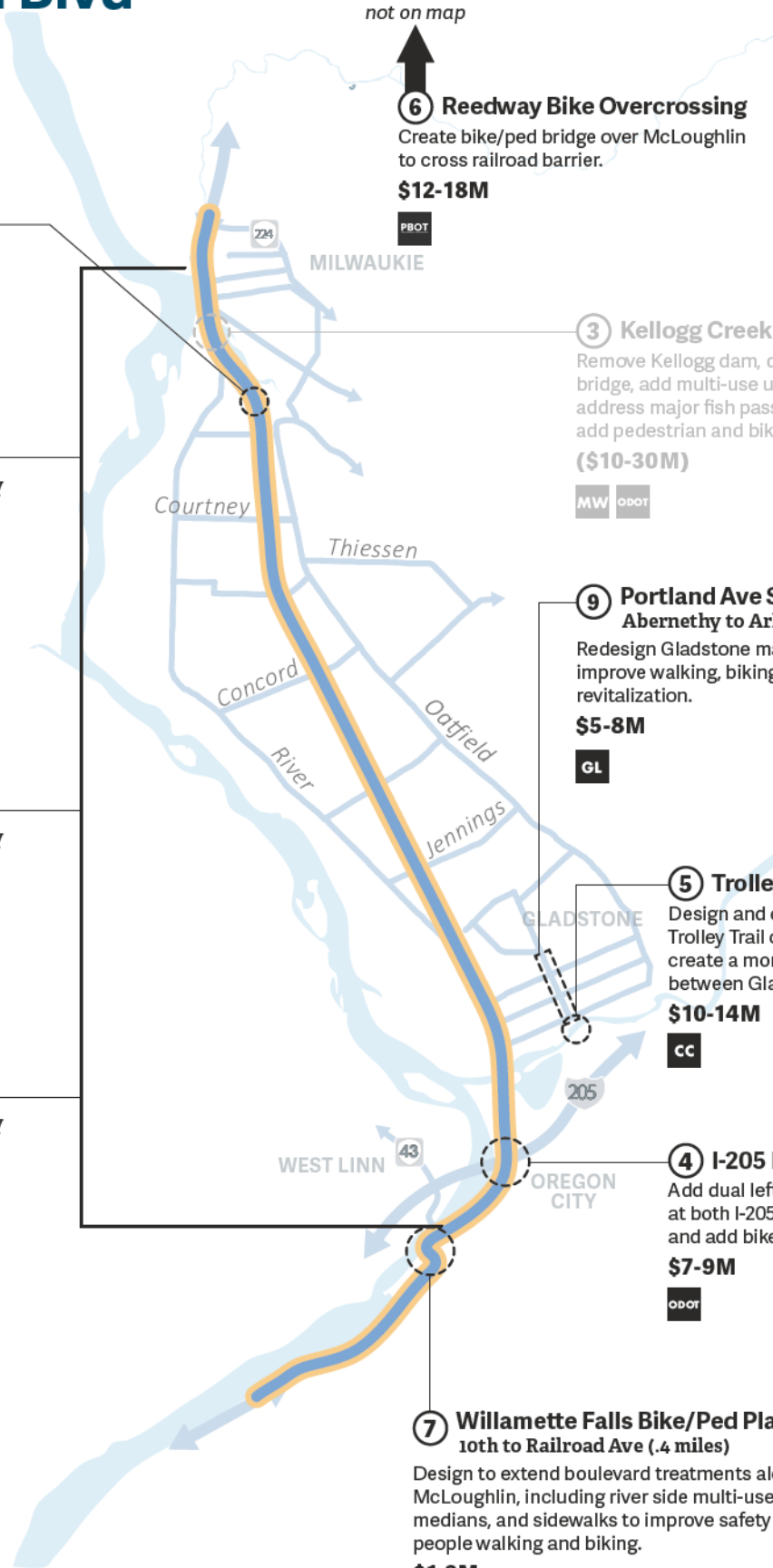
\$7-9M



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

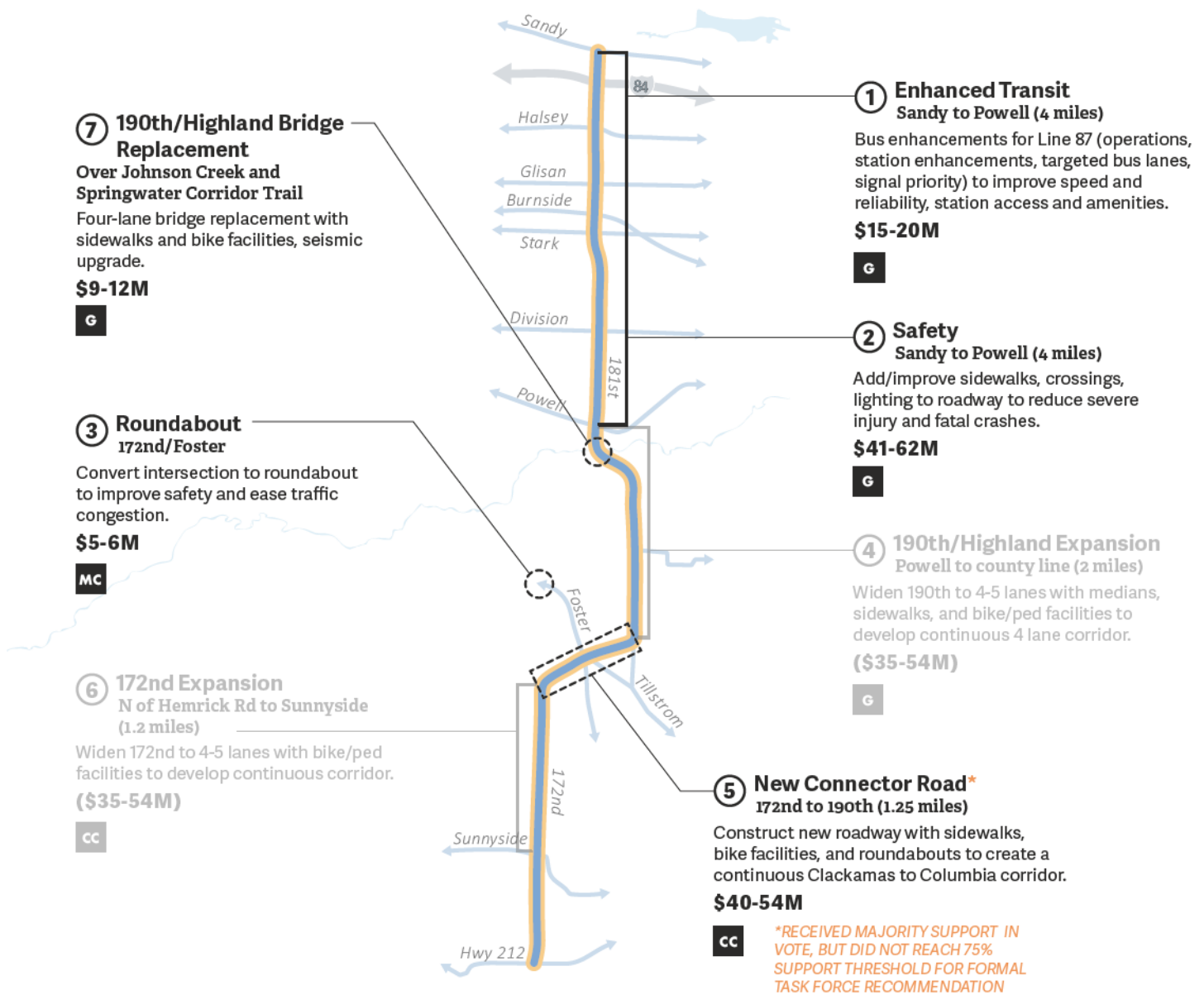
Design to extend boulevard treatments along McLoughlin, including river side multi-use path, medians, and sidewalks to improve safety for people walking and biking.

\$1-2M



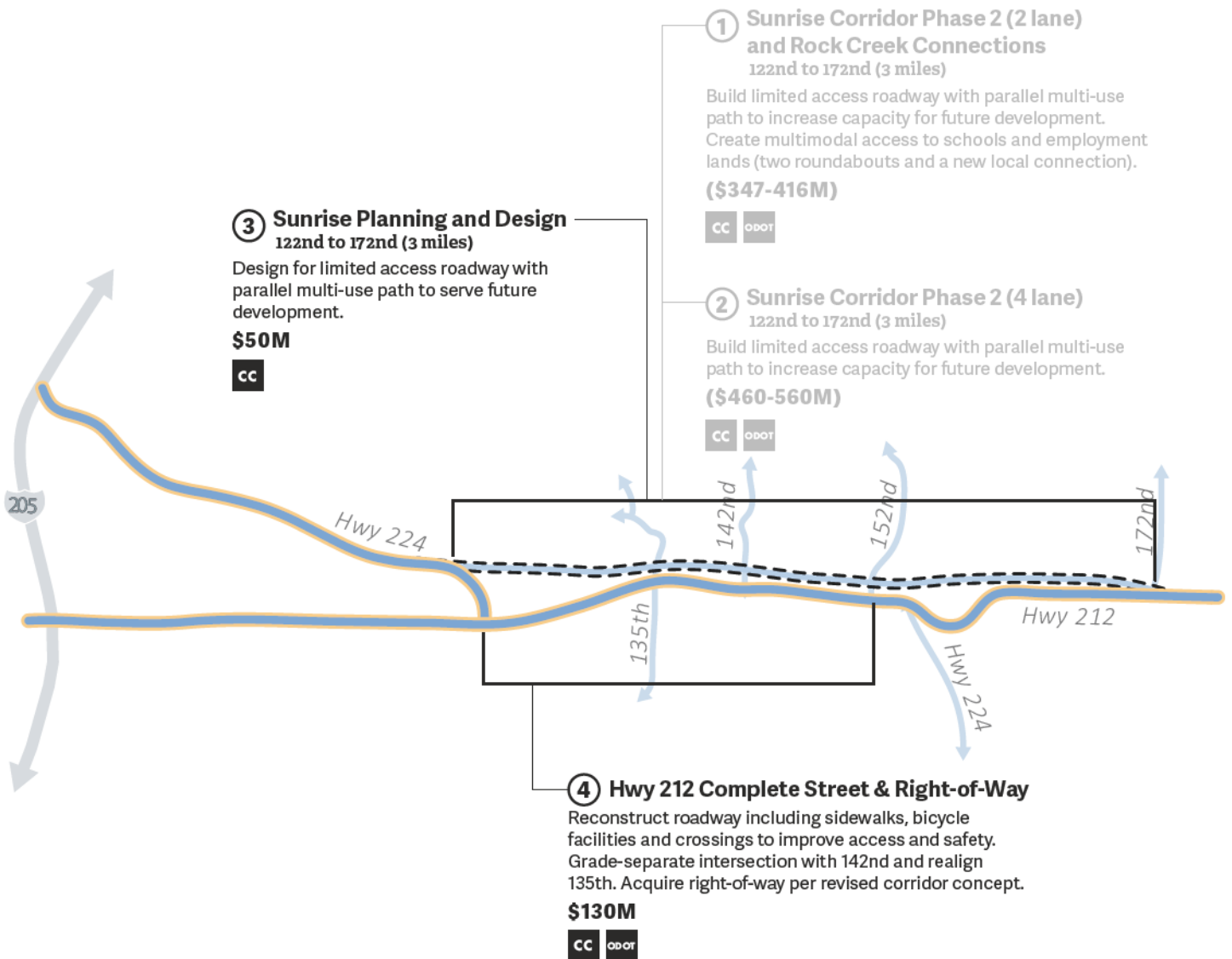
C2C/181st Ave

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.



Hwy 212/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.



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]

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.

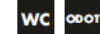
\$83M [could leverage federal funds]



7 Canyon/West Slope
117th to Camelot (2.9 miles)

Add/improve walking and biking facilities including crossings.

\$20-24M



6 Council Creek Trail
Hillsboro to Forest Grove (5.5 miles)

Regional trail connecting Hillsboro, Cornelius and Forest Grove.

\$25-38M



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



2 3 4 5 Safety and Multimodal Improvements
Forest Grove to 117th in Beaverton

Comprehensive street upgrades to include: pedestrian facilities (sidewalks, lighting, transit improvements, railroad "quiet zone"), bicycle facilities, safety features (medians, crosswalks), stormwater facilities.

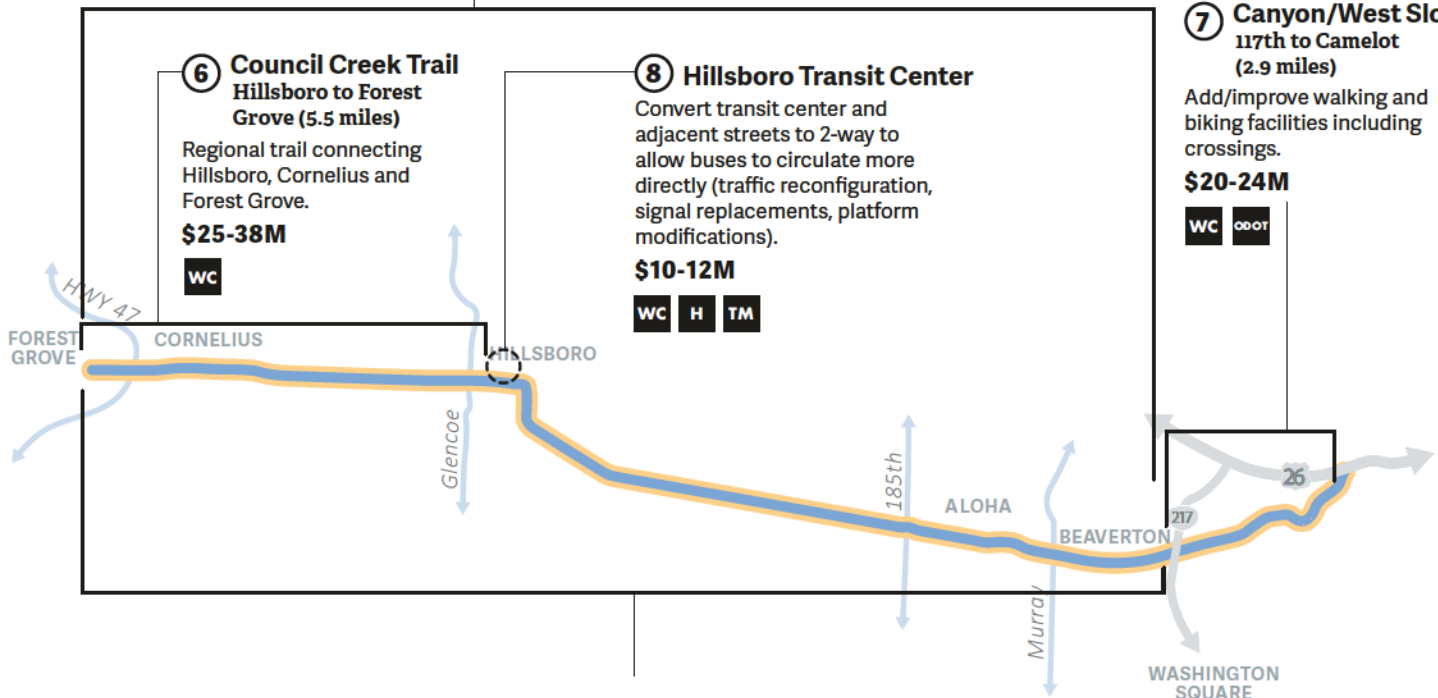
\$289-350M



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



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.



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



2 MAX Overcrossing
185th/Baseline

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

\$70-87M



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



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

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

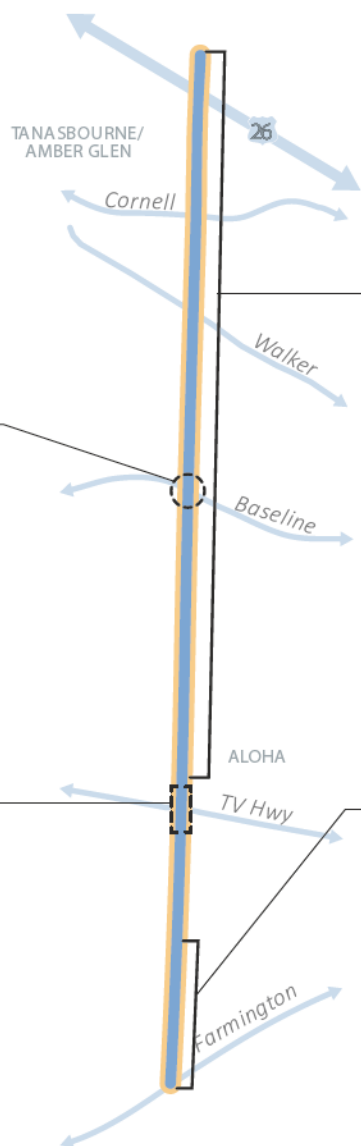
\$8-11M



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

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

\$24-32M



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.

\$140-168M



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.

\$50-83M



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.

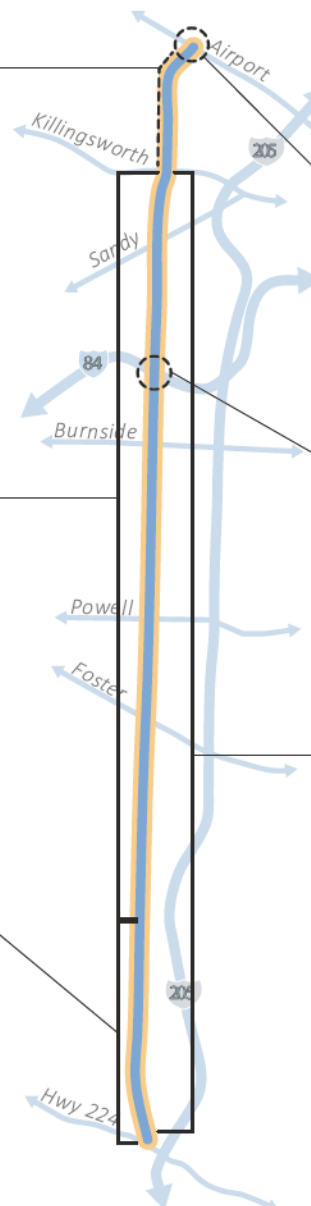
\$1-1.5M



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

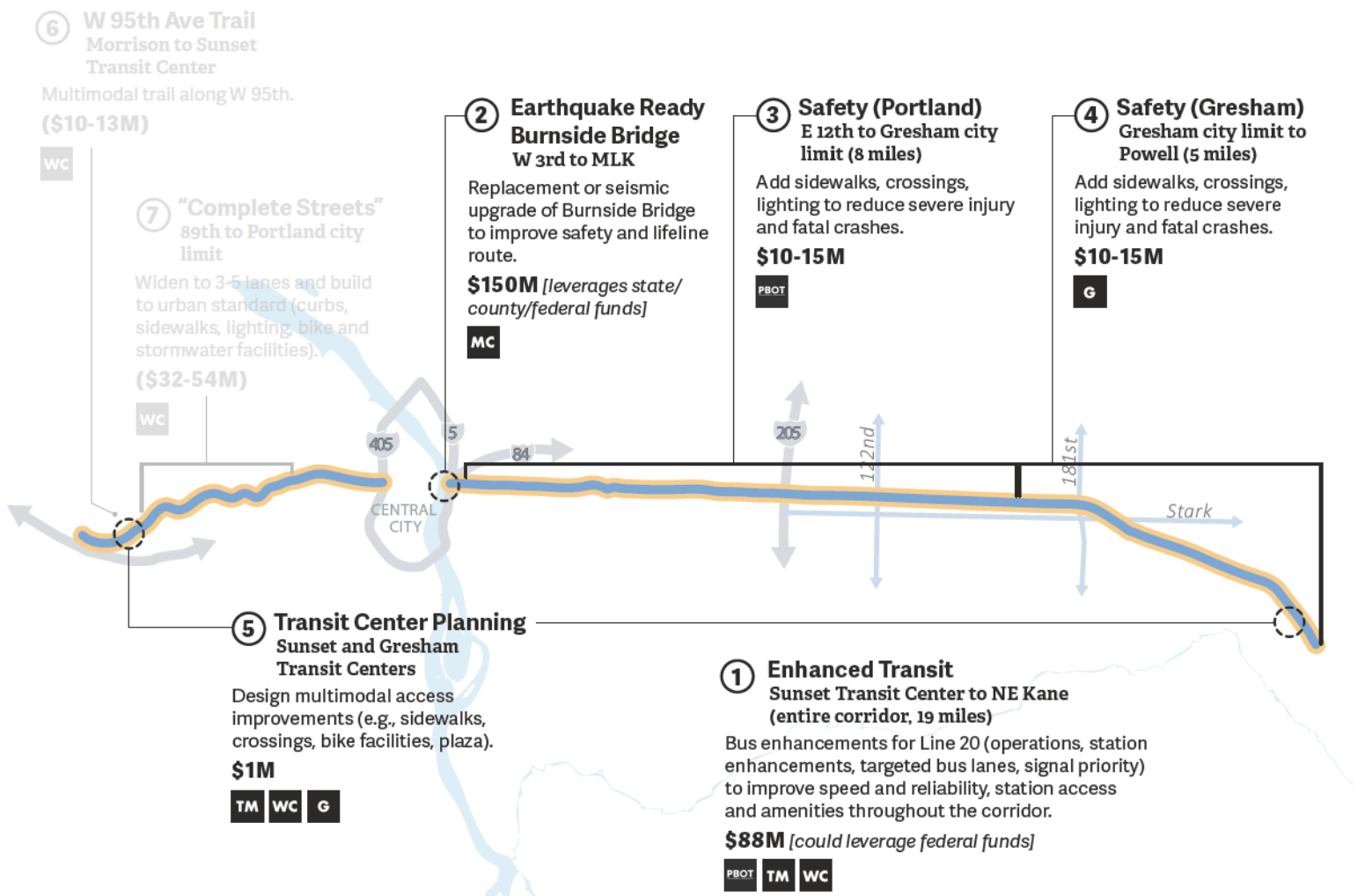
Bus enhancements for Line 72 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and amenities.

\$200M [could leverage fed. funds]



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.



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 multimodal 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.



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



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



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.

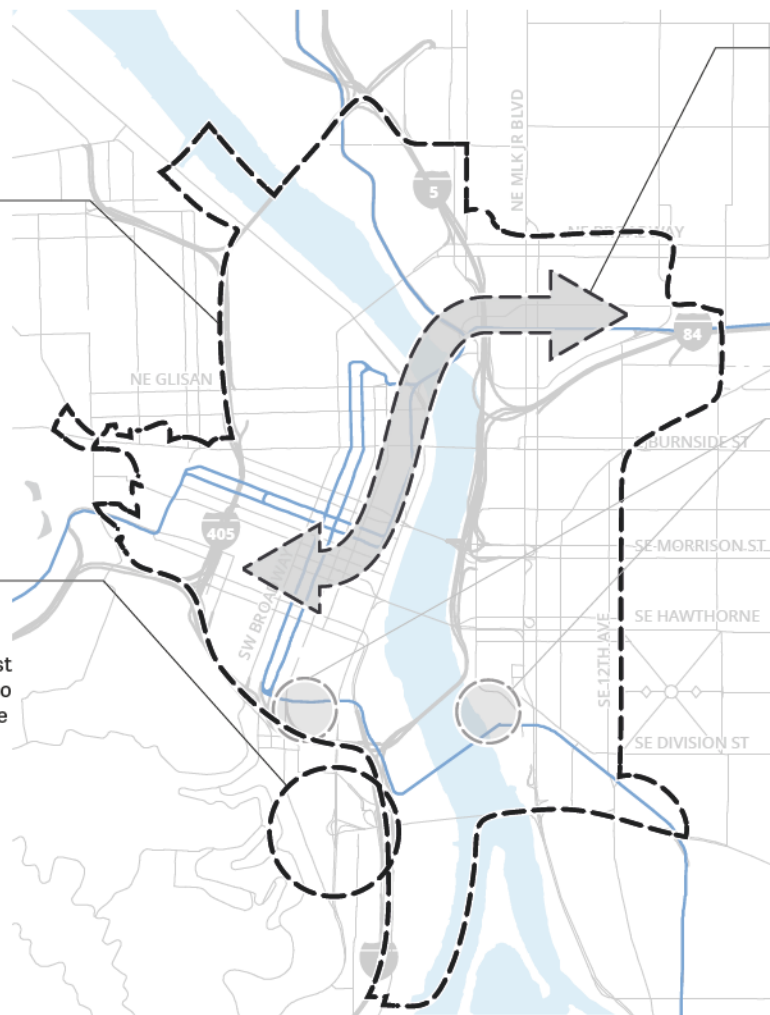
\$50M



2 Green Loop Key Connections
SE and SW quadrants

Create bike/ped connections across key barriers for future Green Loop.

(\$10-40M)



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.

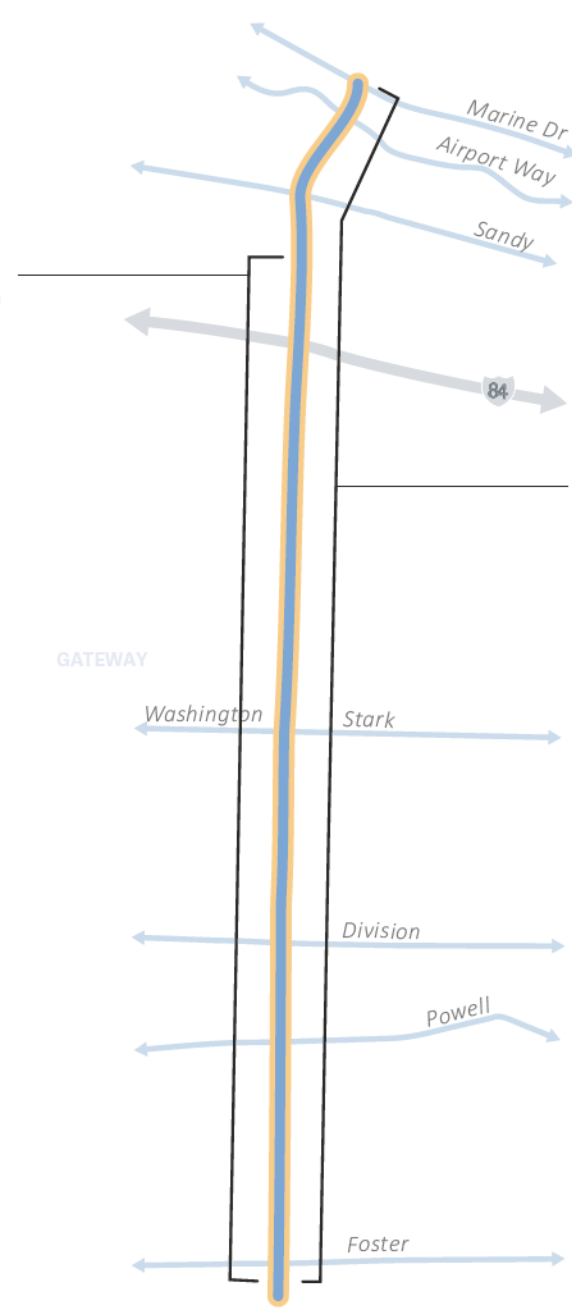


1 Enhanced Transit
Skidmore to Foster (5.5 miles)
 Bus enhancements for Line 73 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and rider experience.

\$15-18M

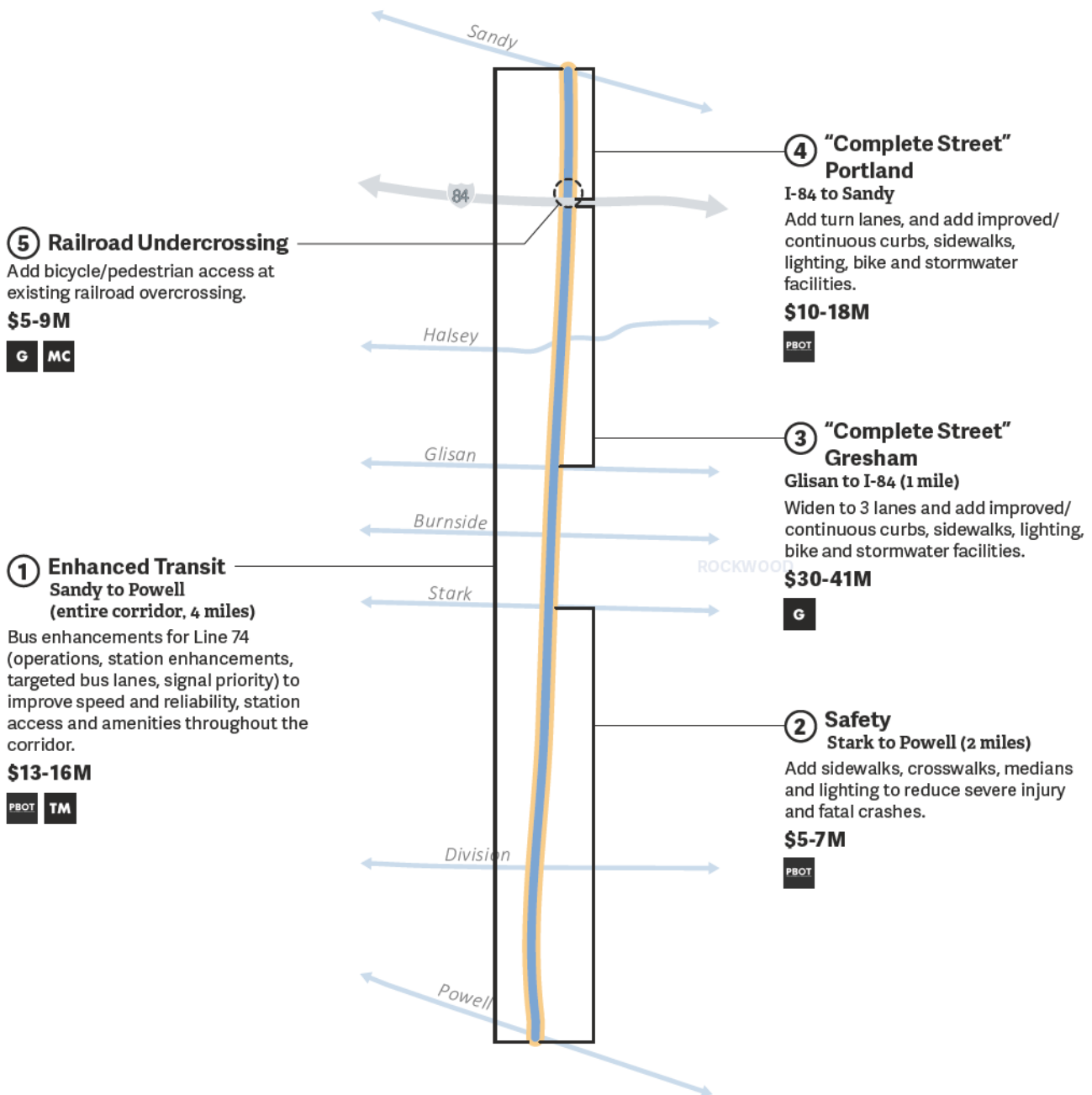
2 Safety
Marine Dr to Foster Rd
 Add proven safety countermeasures (sidewalks, crossings, lighting) to roadway to reduce severe injury and fatal crashes. May include **I-84 trail connection** (add two-way buffered or curb-protected bikeway to extend I-84 trail toward I-205 path), and **Sandy intersection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

\$50-68M



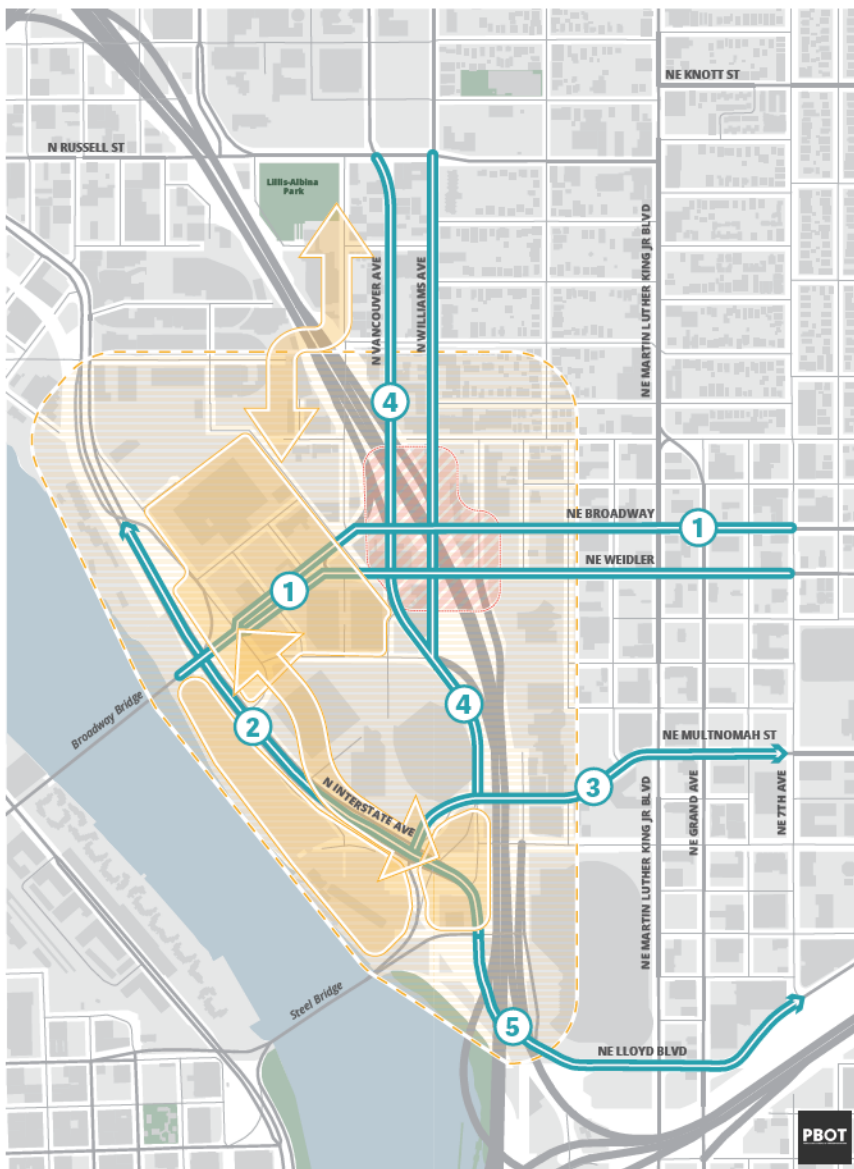
162nd Ave

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.



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.

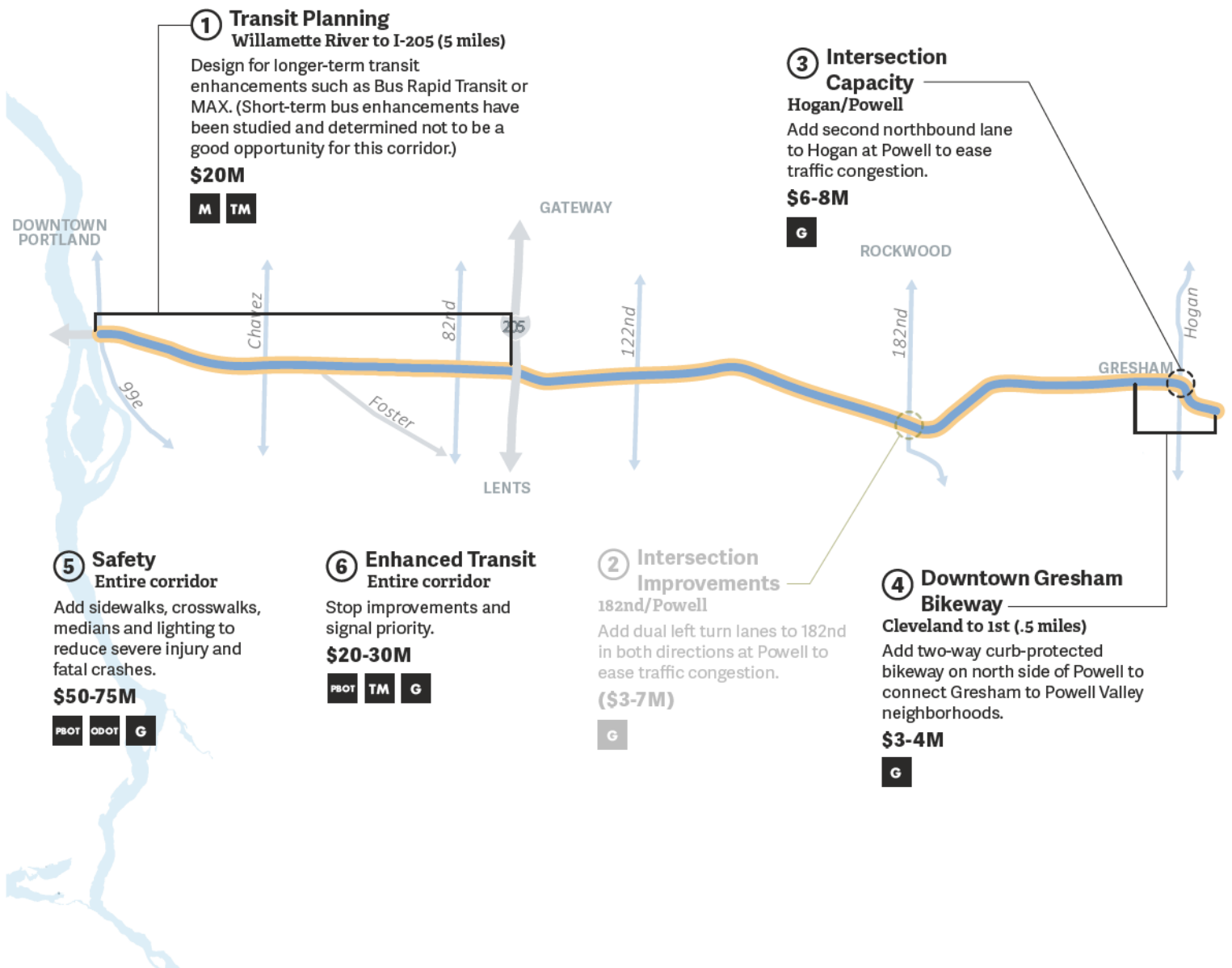
\$3-4M
- 6 Albina Urban Design Strategy**
Areawide

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

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.





2020 TRANSPORTATION FUNDING MEASURE

Preliminary Regionwide Programs Descriptions for Community Engagement

Benefits beyond corridors: Regionwide programs

The Metro Council is working with partners and the community to develop a transportation investment measure that could make it safer, easier and more affordable to get around greater Portland. The potential 2020 Transportation funding measure includes projects in 13 travel corridors and 10 regionwide programs. The programs would provide benefit and meet community needs beyond transportation projects in corridors.

Based on community engagement and input from the Transportation funding measure task force (task force), the Metro Council directed staff to proceed with further developing the regionwide programs. Metro staff drafted concepts for these programs and will work with community members and practitioners to ensure that the programs respond to the community needs and priorities they aim to address.

The task force identified values and outcomes for the measure including:

- 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

Get Moving 2020 Regionwide Programs - Preliminary Draft

The proposed funding measure includes regionwide programs that would make investments throughout the greater Portland area. There are 10 proposed programs within three focus areas: 1) Safe and Livable streets, 2) Community Stability and 3) Future Transit.

1. Safe and Livable Streets

Making targeted safety and livability improvements in non-Tier 1 corridor areas

Programs :

- a. Safe Routes to School
- b. Safety Hot Spots
- c. Active Transportation Regional Connections
- d. Main Street Revitalization

Types of projects funded:

- Capital transportation improvements
- Technical assistance
- Outreach

Funding: \$20 million per year, across the four programs. Funding would be allocated as needed in a three-year grant cycle for a total of \$60 million every three years. The allocation would be distinct from the federal Regional Flexible Funds allocation, but timing would be coordinated as needed.

2. Community Stability

Preventing displacement and stabilizing communities by leveraging investments along corridors and in regional centers

Programs:

- a. Anti-displacement Strategies
- b. Multi-family and Missing Middle Housing
- c. Future Corridor Planning

Types of projects funded:

- Local strategies to prevent displacement
- More affordable housing in areas at risk of displacement
- Rezoning efforts
- Housing strategies and economic development before transportation investments are made

Funding: \$10 million per year for Multi-family and Missing Middle Housing and Future Corridor Planning, in addition to separate funding for Anti-displacement Strategies in the corridors.

3. Future Transit

Making transit more clean, affordable and reliable

Programs:

- a. Better Bus
- b. Bus Electrification
- c. Student Fare Affordability

Types of projects funded:

- New and converted clean transit vehicles
- Student transit passes
- Planning, design and capital projects to improve transit speed, capacity and reliability

Bus electrification and Student Fare Affordability would be administered by the transit agencies with oversight from Metro. The capital portion of Better Bus could be combined with the programs in the Safe and Livable Streets program to simplify administration and reduce redundant applications.

Funding: \$15 million per year across the three programs.

How would the programs work?

The proposed programs build from Metro's many years of work with community members, partners and stakeholders to improve the transportation system. Metro has a long history of managing grants for planning, capital and operations funds in a fair and transparent manner. Across all programs, Metro (or a contracted region-wide agency) would administer the programs based on:

- **Outcome-based criteria.** Evaluation of each program would rely on performance criteria developed through community input and informed by related plans and policies to assess a project's impact and effectiveness in addressing the problem (e.g., traffic safety).
- **Equity analysis.** Each program would consider Metro's equity goals as defined by the Regional Transportation Plan (RTP) as a lens through which to allocate funds and prioritize projects. The collective impact of the programs in addressing social inequities would also be considered.
- **Geographic needs.** Metro would take into account the unique and various needs of people traveling throughout the region, as well as the overall geographic distribution of funding.

DRAFT



SAFE AND LIVABLE STREETS

1a. Safe Routes to School (SRTS)

Purpose

The Safe Routes to School (SRTS) program would expand the reach of Metro's existing SRTS program to support investments that make it possible for all students to get to school and travel around their communities safely, affordably, and efficiently by walking, biking and taking transit.

Need

Two thirds of school districts report funding as the primary challenge to implementing Safe Routes to Schools infrastructure improvements, and 83 percent of districts named traffic safety as the primary concern for students walking and biking. In addition, schools with more than 50 percent of students on free or reduced lunch see a 30 percent higher rate of collisions within one mile of the school. The need for Safe Routes to School investments across the region is hundreds of millions of dollars.

Impact

Targeted education activities at historically underserved schools and increased funding for safety improvements across the region could significantly improve conditions for students to walk and bike to school safely. Safe Routes to School investments reduce congestion by reducing car pickups and drop-offs at schools. Nationally, school travel accounts for as much as 14% of car trips during morning rush hour. Safe Routes investments also help students get their daily physical activity and support improved classroom learning.

Types and scale of projects

- Capital improvements such as sidewalks, crosswalks and safe places for children to access school. (Typical project cost range: \$5,000 to \$5 million)
- Outreach and education (expansion of Metro's existing program). (Typical project cost: \$20,000 to \$300,000)
- Technical assistance to support jurisdictions in developing project lists and identifying program needs for Safe Routes to School in their community.



SAFE AND LIVABLE STREETS

1b. Safety Hot Spots

Purpose

Metro's safety program aims to reduce death and serious injuries from traffic safety, while addressing the disproportionate impacts of serious crashes on people of color and low income people. Safety Hot Spots would be a data-driven program that provides funding for capital improvements at high injury locations ("hotspots") across the greater Portland area.

Need

A majority of high injury corridors go through areas with higher concentrations of people of color, people with low incomes and English language learners. Funding is needed for small, localized and strategic capital improvements that can reduce crashes and injuries. Using crash data, Metro has identified both high crash corridors and high crash intersections in the region in order to prioritize needs. While there is a federally-funded program administered by ODOT to address hot spots (called HSIP/ARTS), there is not enough funding to meet the need.

Impact

This program would create safer roadway conditions, especially for the region's most vulnerable community members. In addition to improving safety outcomes for communities, safety hot spot investments typically improve walkability and livability in the surrounding neighborhood.

Types and scale of projects:

- Capital improvements such as signalized cross-walk or re-striping of an intersection to improve turning movements. Investment in multiple hotspots on one roadway can be combined into one project for cost efficiency. (Typical project costs: \$2 to \$5 million)
- Outreach and education regarding active transportation.
- Technical assistance to transportation agencies.



SAFE AND LIVABLE STREETS

1c. Active Transportation Regional Connections

Purpose

This program would fund investments that increase equitable access to regional pedestrian and bicycle networks that provide safe, direct and comfortable access to transit, town centers, employment, education and daily needs.

Need

Many gaps and barriers remain across the region that prevent people from being able to walk and bike. The construction of large, meaningful projects like bridges and trails are difficult to fund through existing funding sources (such as small federal and state grants). Without investment in significant regional connections, there will continue to be major gaps in the active transportation network.

Impact

Active transportation regional connection projects would help to reduce vehicle congestion by providing safe active transportation routes over long distances. The program would fund projects based on outcome-based criteria, which may include but aren't limited to: equity, regional connectivity, and safety and congestion relief.

Types of projects and scale

- Capital improvements such as pedestrian and bicycle bridges, missing segments of multi-use paths, and separated bikeways on high crash corridors. (Typical project cost: \$1 million - \$15 million depending on complexity and phasing)
- Technical assistance to transportation agencies.
- Outreach and education regarding active transportation.



SAFE AND LIVABLE STREETS

1d. Main Streets Revitalization

Purpose

This program would provide grants to cities and counties to improve safety and mobility, and to support economic growth across the greater Portland area by investing in main streets and city and town centers. Projects funded through this program could either improve existing downtowns or help develop a new downtown main street where one doesn't currently exist.

Need

As the region's downtown centers grow and change, they need investments that provide transportation options, support local businesses, and promote vibrant and healthy public spaces. Every city and county in the Metro area has one or more center or main street, but many struggle with deferred maintenance, safety concerns, and limited capacity for transit. When main streets are inadequate to support planned land uses, businesses, housing, and other development may stagnate. Successful main streets have good alternative transportation infrastructure focusing on walkability as a key component.

Impact

Main streets can provide neighborhood gathering places that nearby residents can walk and bike to, reducing dependence on automobiles, greenhouse gas emissions and traffic pollution. These investments would support local entrepreneurship, make communities safer, strengthen existing community, and reduce driving by allowing people to meet basic needs closer to home. Plans for investments made under this program would consider anti-displacement strategies and equitable development outcomes.

Types of projects and scale

- Seating and other amenities at transit stops
- Enhanced pedestrian crossings
- Bikeways
- Pedestrian-scale lighting
- Street trees and vegetation
- Street seating, art and other placemaking elements.



COMMUNITY STABILITY

2a. Anti-displacement Strategies

Purpose

This program would fund the development strategies and projects that aim to prevent displacement and encourage equitable development investments in Tier 1 corridors (TV Highway, 185th Ave, 82nd Ave, Burnside, Powell, 122nd Ave, 162nd Ave, McLoughlin Blvd, 181st/Clackamas-to-Columbia, Highway 212/Sunrise, Central City, Albina Vision). This program would establish a Regional Equity Coalition of partner organizations that would allocate resources and provide direction for strategies in each corridor. Community members who live and work in the corridors would advise Metro and its partners through corridor-based implementation committees.

Need

Transportation investments can support and improve the quality of life for the people that live in a community, but those same investments can also have unintended negative consequences on the people they are trying to serve. The increase in land value spurred by public infrastructure investments can result in people getting priced out of their neighborhoods, forcing them to move to other areas that are more affordable due in part to their relative lack of access to transportation options and community amenities.

Impact

The scale at which this effort is funded would determine the level of impact. Outcome-based criteria would be needed to guide grant-making activities that support equitable development initiatives for each corridor. It is critical that these efforts are guided by community, so the existing level of community infrastructure would determine the pace at which this work can be done.

Potential project types and scale

The scope of each strategy would be proportional to the investment in each area. Resource allocations could be organized into the following action areas:

- Equity + Social Justice (tenant engagement, anti-displacement services,)
- Equitable Housing (pre-development and other affordable housing investments)
- Business Stabilization (business support services, lending and capital access)
- Workforce Stabilization (job training, career coaching)
- Community Empowerment/Leadership Training (cohort-based intergenerational leadership training)
- Community Investment + Placemaking (sub-grants to invest in neighborhoods and placemaking)



COMMUNITY STABILITY

2b. Multi-family and Missing Middle Housing

Purpose

This program would advance racial equity by mitigating potential displacement pressures and creating housing stability for households in changing neighborhoods.

Need

For the past decade, population growth has far outpaced new housing construction in the region. This has resulted in rising housing costs and increased the risk of displacement for households with low and middle incomes in rapidly changing neighborhoods. In some cases, neighborhood gentrification and housing instability has been accelerated by public investments such as new transit lines and infrastructure improvements.

Households with low or fixed incomes have been forced out of apartments with nowhere to turn for more affordable rents. Households with stable incomes can't save enough for homeownership, which is also increasingly out of reach. Stabilizing rents and creating pathways to homeownership for first-time homebuyers are two important anti-displacement strategies.

Impact

The region is planning for major investments in transportation. It is necessary to concurrently plan for housing stability so that families who live in these changing neighborhoods today can continue to afford to have stable housing. Supporting current residents to become homeowners in these neighborhoods in the future would build family and community equity for generations to come.

Types of projects and scale

Staff recommends that this program fund two types of anti-displacement strategies: A regional revolving bridge loan fund and a capital grant fund.

ELIGIBLE INVESTMENTS	REVOLVING BRIDGE LOAN FUND	CAPITAL GRANT PROGRAM	SCALE
Purchase land near a corridor to develop affordable housing	●		A \$1 million bridge loan would fund approximately one site acquisition at a time
Purchase a building in a changing neighborhood to prevent the displacement of low income tenants	●	●	A \$3 million bridge loan would fund acquisition of approximately one 50 unit building at a time.
Develop permanent affordable homeownership opportunities in a changing neighborhood	●	●	A \$1 million capital grant would provide gap financing for approximately 10 affordable homes for first time home buyers
Develop affordable housing with community activated ground floor commercial space along a corridor	●	●	A \$3 million capital grant would cover the increased costs in an affordable rental building.



COMMUNITY STABILITY

2c. Future Corridor Planning

Purpose

This program would connect the planning for major transportation projects with community priorities while coordinating investments across agencies for the smart stewardship of public funds. Corridor plans guide investments and policy decisions, including those related to local planning and zoning. It is critical that such plans are developed with a robust community engagement process to ensure that the experiences and values of current residents are well represented.

Need

To meet our regionwide goals, there is a need to coordinate local, regional and state investments to get the most out of public and private resources. Corridor planning provides a process that brings together government, community, and business partners to create a shared plan of action for important transit and roadway projects.

Impact

The program could support transit oriented development (TOD) in mixed use areas, high capacity transit and other transportation improvements, and the integration of freight and active transportation into multimodal corridors. This program would allow Metro to support more communities to advancing projects identified in the Regional Transportation Plan (RTP).

Types of projects and scale

Future Corridor Planning would support Metro's ongoing involvement in local and regional transit and roadway project conception, funding, and design. Without this program, Metro's work in an investment area would typically be funded by local resources. Funding amounts would vary by corridor, but for reference: Corridor planning for the Southwest Corridor Plan is approximately \$1M per year; corridor planning in Powell Division ranges from \$500-750K per year.



FUTURE TRANSIT

3a. Better Bus

Purpose

This program would fund relatively low-cost and quickly implementable capital projects that would improve transit travel time, reliability and capacity.

Need

Buses are getting stuck in traffic causing increasingly slow and unreliable transit trips. Better Bus will help to improve transit service for existing riders, and also help attract new riders.

Impact

Better Bus improvements would increase reliability and decrease travel time for bus riders. In 2018, a 2-year, \$5 million pilot program successfully made improvements in several locations in the Portland Central City, including SW Madison Street, NW Everett Street, NE Grand Avenue, NE MLK Boulevard and on the Burnside Bridge. These projects increased the speed of the outbound trips from downtown Portland for over 4,300 riders every weekday evening. The Madison and Everett projects together save over 37 hours of total rider travel time daily, or about 8,300 hours annually. The Better Bus program would provide similar benefits to other routes across the region.

Types of projects and scale

Better Bus would focus investments in rapidly growing mixed-use centers, corridors, and employment areas that demand a higher level of transit service but are not current candidates for high capacity transit projects. Investments would include:

- Capital improvements such as dedicated bus lanes, bus priority signals, curb extensions at bus stops, and level boarding. (Typical project cost: \$100,000 - \$1 million)
- Technical assistance in planning for and implementing the improvements. (Costs vary depending on project complexity.)



FUTURE TRANSIT

3b. Bus Electrification

Purpose

The program would support transit agencies in replacing diesel buses with new electric or low-carbon buses.

Need

Traditional buses emit large amounts of Green House Gases (GHG) including carbon dioxide (CO₂), nitrogen oxide, and harmful diesel particulates. The impact of this pollution is felt more acutely by communities along bus routes, which are primarily in denser neighborhoods with a higher concentration of residents. For this reason, TriMet has set a goal of phasing out their diesel fleet over the next twenty years. SMART (South Metro Area Regional Transit in Wilsonville) also has goals of converting its fleet into low-carbon vehicles.

Impact

Electric buses and other low-carbon transit vehicles greatly reduce emissions and improve air quality. Assuming a battery electric bus is operating 120 daily miles per day (current industry standard), the annual impact of replacing a diesel bus with an electric bus includes a total GHG reduction of 405 metric tons per year.

Other benefits include less vibration, less noise, zero exhaust, and lower operations and maintenance costs.

Types of projects and scale

For \$5 million dollars, TriMet and SMART could replace five diesel buses with five new electric or low-carbon buses a year. This funding would ensure that TriMet meets its goal of replacing its current fleet in 20 years. The exact types of buses and charging models have not been finalized, but multiple options exist and battery technology is continually improving.

Metro would transfer funds to the transit agencies to purchase the buses.



FUTURE TRANSIT

3c. Student Fare Affordability

Purpose

This program would allow for free or discounted students in the Portland region.

Need

Students make their way to and from school by various modes: walking, biking, in a car, a yellow school bus or on public transportation. For some families, buying a transit pass can be a financial burden or out of reach altogether. TriMet currently has reduced fares for youth ages 7-17 and students in grades 9-12 or pursuing a GED.

One school district in the region, Portland Public Schools (PPS), is exempt from state requirements to provide regular yellow bus service for high school students. Instead, PPS currently offers all high school students a free transit pass during the school year. That transit pass program is paid for through a joint effort by TriMet and PPS (PPS is partially reimbursed by the Oregon Department of Education). Currently, all other school districts in the region run a yellow school bus program for their high schools and consequently are not financially able to offer a transit pass to their students. Because transit service does not provide sufficient coverage in all districts, removing the yellow school bus program is not a viable option.

Research suggests that helping young people access and become familiar with using public transit at an early age makes them more likely to be regular transit users later in life. For students who are unable to drive, access to transit can also help expand job opportunities and make it more possible to participate in extra-curricular activities that might otherwise be inaccessible.

This program would be administered in partnership with transit agencies and local school districts. As staff work to better understand how this program might be administered, we will likely need to come back to Council for further direction.

Impact

This program would provide a transportation options to youth. The program would fund transit fare passes.

Types of projects and scale

- The size and scale of the program is unknown.
- The funding raised by the Measure for Student Transit Fare would be additive and not replace existing funding for student fare programs, such as the funds allocated for Student Youth Pass.

Considerations for future discussion

- Existing funding for school transportation
- Transportation needs of high school students in contrast to middle school students and/or elementary school children (7 and over)
- Needs of students that go to public school compared to private school
- Needs of low-income students