



DRAFT 6/11/2020

# Safety, Equity, Climate: Get Moving 2020 Regionwide Programs

**Get Moving 2020 is an opportunity to work together on safer streets, improved commutes, and strengthened communities across the Portland region.** In a time of unprecedented concern about the future, these investments can create thousands of jobs and build better communities as we rebuild our economy.

In January 2019, the Metro Council directed that Get Moving 2020 should make two primary types of investment: Comprehensive safety and commuting improvements in some of the region's busiest and most dangerous travel corridors, and additional regionwide programs to create further benefits across greater Portland.

For decades, Metro has administered many programs that invest in transportation, housing, parks and nature, and other priorities throughout the region. Metro has proven experience working with partners and community to create and implement programs to advance community priorities, support local solutions, and achieve regionally significant results.

**This document describes 10 investment programs—with a total annual investment of \$50 million—to advance community priorities and the Metro Council's direction.** Eight of these programs will invest throughout the region, working with agency and community partners. Two programs will help fund investments in community stability where major transportation investments are planned, by supporting community-led anti-displacement strategies and creating affordable housing opportunities with access to better transportation.

## Created with community: A continuing conversation

The 10 recommended programs were identified and shaped through community conversations, surveys, and Transportation Funding Task Force and Metro Council discussions from early 2019 through spring 2020. Altogether, hundreds of people shared their experiences and insights in workshops and forums in person throughout the region, with thousands more participating in online surveys. Engagement centered the experiences of communities of color. Metro partnered with community-based organizations to shape engagement and conduct focused conversations with these communities, who have historically been excluded from transportation planning decisions. Engagement reports are available at [getmoving2020.org](https://getmoving2020.org).

**Community members told us that safety, access to transit, racial equity and community stability are their highest priorities for regionwide investment programs. These priorities are clearly reflected in these programs.**

Community members also told us that they want to continue being active partners in the programs' implementation. Community partnership and engagement will continue well into

the future to further refine program work plans, and to create oversight and accountability structures that ensure community needs are served and the public's dollars are well spent.

## Driven by outcomes

The Get Moving 2020 process has been underpinned by outcomes set by the Metro Council and Transportation Funding Task Force in early 2019:

- Improve safety
- Prioritize investments that support communities of color
- Make it easier to get around
- Address climate change and 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

The 10 regional investment programs have been designed to advance these outcomes in clear, action-oriented ways.

The following criteria apply across all the programs:

- Ongoing public and stakeholder engagement, and accountability to community priorities
- Prioritizing racial equity
- Fiscal transparency and accountability
- Ability to leverage other resources
- Consideration of geographic-specific needs and differences
- Flexibility to adapt to a changing economic, transportation and housing context over a 20-year period
- Coordination with other regional investments in housing, parks and nature, and transportation

In addition, each program has unique recommended criteria and considerations for implementation, identified through engagement and experience with similar regional investment programs.

Program work plans will be further developed through community and partner engagement beginning in late 2020, should the Metro Council refer and voters approve the Get Moving 2020 measure. These work plans will include clear metrics for advancing community priorities and processes for ongoing community engagement, risk management, and transparent tracking and reporting of outcomes.

**See the full Get Moving 2020 plan:**  
[getmoving2020.org](http://getmoving2020.org)

| Get Moving 2020<br>Regionwide Programs               |                            |
|--|----------------------------|
| PROGRAM TITLE  | RECOMMENDED ANNUAL FUNDING |
| <b>Safe Routes to School</b> p. 3                    | <b>\$4.5M</b>              |
| <b>Safety Hot Spots</b> p. 4                         | <b>\$4.5M</b>              |
| <b>Community Stability</b>                           | <b>\$11.5M</b>             |
| Thriving Main Streets p. 5                           | \$2.5M                     |
| Anti-displacement Strategies p. 7                    | \$2.5M                     |
| Housing Opportunity p. 9                             | \$6.5M                     |
| <b>Regional Walking and Biking Connections</b> p. 11 | <b>\$9M</b>                |
| <b>Bus Electrification</b> p. 12                     | <b>\$9M</b>                |
| <b>Youth Transit Access</b> p. 13                    | <b>\$9M</b>                |
| <b>Better Bus</b> p. 15                              | <b>\$2M</b>                |
| <b>Future Corridor Planning</b> p. 16                | <b>\$.5M</b>               |



## Safe Routes to School

Making it easier and safer for kids and families to walk or bike to school.

### Purpose

Many children and families in the Portland area don't feel safe walking or biking to school. This program will fund sidewalks and crosswalks in communities that have long needed them, as well as educational programs to encourage kids to get around safely. In addition to helping kids get the exercise they need to be healthy and ready to learn, Safe Routes to School investments improve air quality and reduce congestion.

### Proposed investments

- Sidewalks and crosswalk enhancements like lighting, pavement markers and signs to make crossings more visible.
- Technical assistance to schools and jurisdictions to assess community needs and plan for investment.
- Outreach and education activities that teach kids how to walk and bike safely and encourage families to explore active transportation.

### Key outcomes

*Each program has been developed to advance outcomes set by the Metro Council through engagement with stakeholders and community members. These desired outcomes help to inform priorities in program implementation, and will become the basis of evaluating the impact of each program. Further development of each program will include identifying metrics that help ensure accountability for meeting these outcomes.*

- **Safer access to schools.** Make it safer and easier for children and families to walk, bike, and reach school buses and transit to get to school, by investing in projects like crosswalks and sidewalks.
- **Make it easier to get to school.** Increase walking, biking, bus and transit use by working with schools and community-based organizations to educate families and children. Use student and community feedback to prioritize children's routes to school for bus stops and other improvements.
- **Prioritize students of color, low-income students and students with disabilities.** Use a community-led engagement process to identify transportation investments and opportunities at or near schools that reduce barriers faced by students of color, as well as prioritizing low-income students and students with disabilities.
- **Improve air quality and reduce greenhouse gas pollution.** Improve air quality near schools by promoting safe and healthy alternatives to driving such as walking, biking and transit.

Two thirds of school districts in the region report funding as the primary challenge to implementing Safe Routes to School improvements. **83% of districts named traffic safety as the primary concern for students walking and biking.** Schools with more than 50% of students on free or reduced lunch see a 30% higher rate of collisions within one mile of the school.

### Considerations for Implementation

- Align grantmaking for capital projects with state and federal funding cycles.
- Dedicate a portion of funding for capital resources to help communities make small, strategic improvements, like rapid flashing beacons and lane restriping.
- Coordinate safety improvements with education and outreach, so families and schools are aware, engaged, and ready to reap the benefits of investments.
- By partnering with school districts, parent associations, youth-led groups and community-based organizations to administer this program, Metro will build community connections and maximize the benefit of investments.



## Safety Hot Spots

Fixing streets, saving lives.

### Purpose

Crashes harm people and hurt communities. People of color, people with low incomes, and people walking and bicycling are disproportionately likely to be seriously injured or killed in crashes on greater Portland's streets and roads.

These tragedies are more likely to occur along certain busy roads and at particular intersections, locations sometimes known as "hot spots." This program will invest in hot spots across the region beyond the Get Moving 2020 measure corridors. This data-driven program is intended to reduce deaths and serious injuries by directing resources to where they are needed most.

### Proposed investments

- Use crash site data to target safety improvements where crashes are known to happen. Examples of potential improvements listed at right.
- Provide technical assistance and/or outreach support to local jurisdictions, if needed.

### Key outcomes

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- **Make streets safer for everyone.** Save lives and prevent life-altering injuries. Address safety problems where they frequently occur around greater Portland. Design streets for safety by using proven interventions that reduce unsafe driving and address specific safety challenges.
- **Make significant investments to improve safety for communities of color and low-income communities.** Data shows that people of color are more likely to get killed or hurt by traffic crashes. By addressing safety in known high-injury locations, this program will advance racial equity and aim to save lives in communities of color and other marginalized communities that are disproportionately impacted by traffic crashes.
- **Act quickly.** Employ low-cost, proven designs that can be deployed rapidly.

### Considerations for implementation

- Coordinate grant-making cycles with other state and federal funding sources. Look for opportunities to combine projects to achieve economies of scale.
- Funding to be allocated for planning and design, but require that projects result in construction.
- Make safety audits and before-and-after safety assessments part of project implementation.
- Provide technical assistance to local jurisdictions to track progress on safety goals.

This program could fund a variety of proven measures to improve street safety as fits local street and community needs. These could include:

- Roundabouts
- Corridor access management
- Enhanced delineation for horizontal curves
- Medians and pedestrian crossing islands
- Pedestrian hybrid beacons
- Reconfiguring travel lanes
- Buffered or protected bike lanes
- Improving or limiting vehicle turning movements at intersections



COMMUNITY STABILITY

## Thriving Main Streets

Great communities need great main streets.

RECOMMENDED  
GET MOVING 2020  
ANNUAL FUNDING

**\$2.5M**

### Purpose

Local main streets are cultural, economic, and social mainstays supporting the fabric of communities throughout the region. It is important that they continue to serve community members amidst times of economic change. Helping these main streets continue to be thriving places where people gather to shop, socialize, and support local businesses is part of an equitable recovery from the COVID-19 health and economic crisis.

This program will invest to help local main streets be places that reflect the pride of their communities: Increasing circulation and foot traffic, improving safety and accessibility, and helping local businesses withstand economic cycles. As part of this work, the program will include business support funds to help small businesses on these main streets weather economic challenges, neighborhood changes and street construction. This funding will focus on historically and culturally significant businesses.

### Proposed investments

This program will:

- Invest in transportation projects that improve safety, increase accessibility, or improve access to transit on a local main street.
- Support local businesses through lease subsidies, grants or loans to support operations, and small-scale improvement projects that align with local transportation plans. These investments will be identified through engagement with neighborhood business associations, community groups, and culturally-specific community organizations that support residents living nearby.

### Key outcomes

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- **Support a healthy economic recovery.** Particularly for smaller communities or urban neighborhoods, main streets are vital commercial and community centers essential to economic recovery.
- **Make streets safer.** Invest in lighting, sidewalks, signing and other accommodations that improve that ensure that people of all abilities and ages can access main streets safely and comfortably.
- **Protect culturally-significant businesses.** Culturally significant businesses are critical to helping people feel welcomed and safe and supported in their community. These businesses may need additional support during economic recessions, or as neighborhoods change due to public and private investment. Advance racial equity by investing in their long-term stability, supporting the economic and cultural needs of communities of color.

## Considerations for implementation

- Invest in streets identified in the 2040 Growth Concept as a key corridor or main street, or that are within a central city, regional center or town center; or that are near a planned high frequency transit station.
- For capital investments, there must be demonstrated support from community groups and business groups along the corridor.
- Coordinate with local jurisdictions and support local plans or local policies.
- Small business support investments should include commitments from local governments to administer the grant and build any associated capital projects.



## COMMUNITY STABILITY

# Anti-displacement Strategies

Supporting stable, thriving communities.

## Purpose

Transportation improvements can make life better for community members of all incomes, abilities and backgrounds. However, investments have sometimes resulted in the displacement of nearby families and businesses due to construction or rising property values. In the Portland area, the negative economic, social and psychological impacts of displacement have been borne disproportionately by communities of color and people with lower incomes.

This program builds on the approach that Metro, local partners and community members pioneered to prevent displacement along the planned Southwest Corridor MAX light rail project. The program will bring neighbors and business owners together to identify strategies to prevent displacement and encourage equitable development in corridors where Get Moving 2020 will invest.

This program will support community-driven, local actions that advance regionwide goals and outcomes. Metro will work collaboratively with local jurisdictions and community members to identify strategies that are specific to the unique needs and conditions in each corridor. Community members in one area may focus on economic development, while in another corridor the primary focus may be affordable housing. In some places, anti-displacement strategies may have already been identified by communities, while in other places, strategies have yet to be developed.

The program will also establish a regional coalition of community leaders to provide expertise, facilitate shared learning among communities, and allocate funds to implement local strategies. This regional coalition will help to make the most of valuable community capacity and available financial resources. Community members who live and work in each corridor will advise Metro and its partners through corridor implementation committees or focus groups.

## Proposed investments

In each corridor, the scope of this program's investments will be identified by local communities with consideration for needs, proposed Get Moving 2020 investments and previous anti-displacement and community organizing work. Program resources will be directed to these action areas through community-based decision-making:

- **Housing advocacy** (tenant engagement, anti-displacement services)
- **Equitable housing investments** (to support development of affordable housing, such as community planning and site identification, to prepare for leveraging other affordable housing resources including the Transportation Corridor Affordable Housing Opportunity Fund, and other public/private resources)
- **Business stabilization** (business support services, lending and capital access)

RECOMMENDED  
GET MOVING 2020  
ANNUAL FUNDING

**\$2.5M**

## GET MOVING 2020 INVESTMENT CORRIDORS

- TV Highway
- SW 185th Ave
- Burnside
- Southwest Corridor
- Pacific Highway 99W
- Highway 217
- Central City
- Albina Vision
- 82nd Ave
- 122nd Ave
- 162nd Ave
- Powell Blvd
- Clackamas-to-Columbia/181st
- Sunrise/Highway 212
- McLoughlin Blvd
- Highway 43

- **Workforce stabilization** (job training, career coaching for local residents)
- **Capacity building/leadership training** (cohort-based, intergenerational leadership training led by community-based organizations, in partnership with Metro and other agencies)
- **Community investment and placemaking** (sub-grants to invest in neighborhoods and placemaking)

## Key outcomes

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- **Advance racial equity.** Engagement and community-led strategic planning will be focused on communities of color, facilitated by community-based organizations known to and trusted by these communities.
- **Invest in long-term community stability.** Prevent displacement and expand access to affordable home ownership.
- **Leverage investments in affordable housing.** Increase access to affordable housing near transit. Expand access to housing information, particularly for those with limited English proficiency.
- **Drive an equitable economic recovery.** Stabilize businesses and support workers.

## Considerations for implementation/practice

- Work with local agencies, non-profit and business partners to ensure that the program outcomes, partnerships, and delivery models meet and respond to the specific needs of communities in each corridor.
- Focus on community-led implementation of programs and practices.
- Consider contracting equity standards during program implementation.
- Where possible, engage in Participatory Budgeting with communities prior to corridor-level implementation.
- Develop commitments with partners that ensure accountability to community goals.
- Continue to improve quantitative and qualitative data tracking impacts on marginalized and affected communities.
- Engage a broad range of organizations including but not limited to those serving indigenous communities, refugees with disabilities, youth of color, and identity centers on college campuses.
- Support community leaders and organizations in sustained engagement and allow for flexibility in response to changes within communities.



COMMUNITY STABILITY

# Transportation Corridor Affordable Housing Opportunity Fund

**Affordable homes, better transportation.**

## Purpose

All people, regardless of income or background, need safe, reliable and affordable housing and transportation. People who live near areas where major transportation investments are planned should be able to keep living there and enjoy the benefits of improved transportation.

This program will create a responsive regional financing tool and funding to quickly secure available land and build, preserve and rehabilitate affordable homes in coordination with the regional affordable housing bond and other resources. Funds through this program will also help support people who are in housing that is currently affordable and need it to stabilize and remain affordable.

## Proposed investments

- **Regional Revolving Bridge Loan Fund.** This fund will allow Metro's housing partners to acquire land and build affordable housing quickly, so they don't miss opportunities due to financing red tape. Affordable housing developers would borrow from the fund to purchase land and buildings while they pursue financing for the construction of new affordable housing or the rehabilitation and conversion of existing housing into permanently affordable homes. Developers borrowing money would commit to affordability terms and applicable outcomes-based criteria at the time of program enrollment. Funds would be repaid when the project receives construction financing. The Regional Revolving Bridge Loan Fund would grow over time as developers repay their loans, creating a permanent regional endowment for securing land and buildings for affordable housing. The fund will invest along major transportation corridors throughout the region, with a focus on the corridors in the Get Moving 2020 measure.
- **Capital Grant Program.** This program will fund types of affordable homes that are critical to community stability but currently difficult to finance. These include home ownership, rehabilitation of multifamily housing for conversion to affordable housing, and the creation of affordable housing developments with ground floor space reserved for amenities like child care centers and community spaces. Like the Revolving Bridge Loan Fund, the Capital Grant Program will invest along major transportation corridors throughout the region, with a focus on the corridors in the Get Moving 2020 measure.

## Key outcomes

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- **Leverage investments.** Increase affordable housing near transportation investments.
- **Advance racial equity.** In our region and across the country, people of color are the most likely to suffer from housing insecurity. Addressing the significant gap in housing availability, and increasing the tools that our region has to help build more affordable housing, will have particularly strong benefits for people of color. In addition, the Capital Grant Program could be used to support home ownership opportunities for lower income households, including communities of color, through grants to support affordable home ownership developments.

- **Support a healthy economic recovery.** Both the Revolving Bridge Loan Fund and the Capital Grant Program will put people to work building and rehabilitating affordable housing.
- **Stabilize housing.** This program will help keep families in existing housing as well as providing opportunities for new housing by supporting housing affordability throughout the region. The programs will strengthen communities by investing in community amenities like early childhood learning centers, after-school program space, and community event space.

## Considerations for implementation

- Develop eligibility criteria that prioritize racial equity, serve priority populations, and focus investments in areas with the greatest need and opportunity through a stakeholder process created in collaboration with Metro's Diversity, Equity and Inclusion team and informed by consultation with the regional coalition advising the anti-displacement program.
- Projects will apply to Metro for project funding through a clearly defined and transparent application process. Recommendations for grant awards would be vetted by a community stakeholder committee developed in consultation with Metro's Diversity, Equity and Inclusion Team.
- The revolving loan fund will be managed by one or more federally certified CDFI eligible institution(s) selected through a competitive solicitation process. Modest interest rates or loan fees will sustain the financial management and implementation of the program. Affordability could be secured by a deed restriction or other forms of security at the time of issuance of the revolving loan.
- Staff recommends a balance between annual funding for the Regional Revolving Bridge Loan Fund and the Capital Grant Program. Based on experience, staff anticipates that sites acquired through the Regional Revolving Bridge Loan Fund will have a minimum development capacity of 50 units and a cost of roughly \$40,000 per unit of development capacity. To ensure meaningful impact on funded projects, staff anticipates that grants from the Capital Grant Program would be in the range of approximately \$500,000 or more, depending on project need and benefit to underserved communities.



# Regional Walking and Biking Connections

Filling gaps, linking communities.

## Purpose

This program will invest in safe, comfortable and accessible walking and biking routes that link to transit, jobs, schools and other daily destinations.

Right now, many people across the greater Portland area do not have safe and easy ways to walk and bike for daily needs. Our regional walking and biking networks have numerous gaps, such as difficult crossings over a river or busy highway. This program will increase affordable transportation options and provide alternatives to driving, by filling in gaps in the region's safe walking and biking networks.

## Proposed investments

- Pedestrian and bicycle bridges over major roads, waterways and other barriers
- Paved trails
- Bikeways protected from vehicle traffic

## Key outcomes

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- **Address climate change.** Prioritize projects with serious potential to increase walking and biking and provide an alternative to driving.
- **Complete the regional network.** Prioritize projects that fill gaps or make important connections in the existing walking and biking work, such as bridges or crossing busy streets.
- **Prioritize investments in low-income and communities of color,** Advance racial equity and create affordable, safe transportation options in areas where many people of color and/or people with lower incomes live.
- **Make it easier to get around.** Prioritize projects that connect transit, jobs, schools, town centers, housing, parks, services and other destinations.
- **Increase safety.** Prioritize projects that protect people by separating walking and bicycling routes from traffic.

## Considerations for implementation

- Coordinate grant-making cycles with other state and federal funding sources, and look for opportunities to combine projects to achieve economies of scale.
- Allow funding to be used for project development or construction to support a pipeline of projects.
- Prioritize large projects that make a significant contribution to the regional biking and walking system.
- Coordinate with Metro's Parks and Nature department and other agencies to leverage resources and expertise.



## Bus Electrification

Cleaner buses, cleaner air.

### Purpose

Getting our transit system off diesel is good for community health, air quality and climate change, building on the climate benefits that come from more people riding transit. It can also improve poor air quality along many major transportation routes around greater Portland, currently disproportionately borne by people of color and people with lower incomes.

### Proposed investments

This program will help TriMet and SMART more quickly meet goals to replace all diesel buses with electric or low-carbon buses. TriMet's commitment is to replace their diesel buses with electric buses; SMART intends to replace diesel buses with buses that run on compressed natural gas. These funds will enable the region to meet its stated goals of not buying any more diesel buses after 2024.

TriMet replaces about sixty buses a year. Every electric bus that replaces a diesel bus reduces greenhouse gas emissions by about 94 metric tons; that is the equivalent of reducing our regional oil consumption by 13,000 barrels a year.

Transit partners will need to commit to community engagement to determine priorities for investment and locations for key infrastructure. Metro will work with partners to assess how these investments have advanced key outcomes.

### Key outcomes

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- **Improve climate change.** Reduce air pollution and greenhouse gases by transitioning greater Portland's transit fleets to run on cleaner fuels.
- **Improve community health.** Investing in electric buses will improve the health of people who live near or adjacent to busy roadways and highways – who are disproportionately people of color and people with low incomes.
- **Advance racial equity.** Prioritize converting buses on bus lines in the region that serve people of color and people with lower incomes, taking into account feasibility of siting charging stations and other technology needs.

### Considerations for implementation

- Technology in the area of alternative energy is rapidly changing and improving. As the technology changes, so do capital costs of purchasing buses and charging equipment.
- When identifying locations for charging stations, transit partners will engage communities and consider community impacts.
- Investments will be administered by TriMet and SMART through an agreement with Metro.
- Partners will complete annual reports on buses purchased and diesel buses replaced to track progress on key outcomes, including climate goals.



RECOMMENDED  
GET MOVING 2020  
ANNUAL FUNDING  
**\$9M**

## Youth Transit Access

Opening opportunities for the next generation.

### Purpose and proposed investments

This program will provide free bus and MAX passes to all high school-aged youth in the greater Portland area, with the long-term goal of extending free transit passes to all youth aged 18 and under in the region. In the first phase, all high school-aged youth, approximately 85,000 people, will be able to use transit fare-free year-round.

Particularly for youth from lower income households, affordable transit can be a vital link to opportunity. This program will make it easier for youth to get to school, jobs, extracurricular activities and destinations that help meet family needs.

After the first year, Metro will assess usage rates and, if funds allow, move into a second phase of providing transit passes to middle school-aged youth, using an equity lens informed by engagement with community. Metro will continue to monitor costs and budget, with the ultimate goal of providing transit passes to all youth in the region.

To ensure the program reaches all youth, Metro will work with our transit partner to coordinate with and fund community-based organizations who serve youth of color and other marginalized youth who may not be enrolled in school.

### Key outcomes

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- **Provide options for youth.** Provide year-round access and opportunity to transit for youth, particularly those from families with lower incomes, who need an affordable way to get to school, work and other destinations.
- **Increase transit ridership.** Build interest and familiarity with transit at a young age to create lifelong transit riders, and reduce car traffic related to schools and other youth travel.
- **Improve climate change.** Make it easier for youth to get around without a car, reducing reliance on parents and other family members to drive for school, work or extracurricular activities.
- **Advance racial equity.** Work with community to develop and apply an equity lens when expanding the program beyond the first phase. Ensure equitable access to the program by working with, and providing funding to, community-based organizations that serve youth of color and other marginalized youth.

**Over 80% of all high schools are within a quarter-mile of a transit line. TriMet bus lines that run within a half-mile of high schools see the highest increase of youth ridership during the school year, and the bus lines with the highest current youth ridership year-round span all three counties.**

## Considerations for implementation

- Funding for this program will be in addition to, rather than replacing, existing funding for student transportation programs, such as funds allocated for Portland Public Schools' YouthPass or state school transportation funding.
- Metro will engage community partners, with a focus on communities of color and youth-serving organizations, in a discussion of appropriate data to inform the prioritization of youth served in phases 2 and 3 of the program.
- The program will be administered by TriMet, schools and community-based organizations in accordance to an agreement with Metro.
- Annual and quarterly reporting on usage rates and costs will be required to track progress on youth ridership goals. These reports will be the basis of assessing whether there are enough funds to proceed to the next phase.
- The funds for this program will be placed in a third-party escrow account. Metro will reimburse TriMet based on costs incurred.



## Better Bus

Faster buses, better commutes.

### Purpose

This program will advance nimble, low-cost improvements to make buses more reliable and convenient for more people throughout greater Portland.

Growing traffic can make buses unreliable, particularly in some of the region's fastest-growing communities. Even a small investment can make a big improvement to speed up bus service in these areas.

In 2018, a \$5 million pilot program that funded small fixes along congested blocks, intersections and bridges made rush-hour trips more reliable for more than 4,300 riders leaving Portland's central city every evening. Bus-only lanes on SW Madison and NW Everett streets reduce travel times, giving back about 8,300 hours of time to bus riders every year. The Better Bus program will focus on similar investments that speed up buses in other places where they often get caught up in traffic.

### Proposed investments

Better Bus improvements could include:

- Bus-only lanes
- Bus priority signals
- Curb extensions at bus stops
- Making it easier to board buses quickly

### Key outcomes

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- **Make it easier to get around.** Improve system-wide bus reliability and increase transit ridership.
- **Improve travel times.** Reduce travel times and improve bus rider experience.
- **Invest in communities of color.** Advance racial equity by making investments to improve bus lines that serve high numbers of people of color, people with lower incomes, and English-language learners.
- **Improve climate change.** Increase transit ridership by making it a more reliable and attractive option for more commuters as greater Portland continues to grow.
- **Drive an equitable economic recovery economy.** Increase the ability to get to jobs by bus, particularly from areas with a high concentration of people with lower incomes.
- **Act quickly.** Deploy proven traffic designs that can be deployed quickly.

### Considerations for implementation

- Provide funding for technical assistance, outreach, design and potential construction of Better Bus projects, depending on local needs.
- Leverage local funding or combine improvements with local projects that are planned or underway.



# Future Corridor Planning

Looking forward, together.

## Purpose

This program will bring together local governments, community members and businesses to create shared plans of action for major transportation investments in downtowns, main streets and travel corridors.

Corridor plans guide investments and policy decisions and align local, regional and state investments. It is critical that plans are developed with robust community engagement to ensure that the experiences and values of community members are heard and reflected, particularly communities of color and marginalized communities. Coordination between local jurisdictions, transportation agencies and community members is essential for collaborative, transparent, and efficient projects. This program will allow Metro to assist communities with technical support, community engagement, and coordination.

## Proposed investments

Investments could include planning for high capacity transit and other transportation improvements, housing and commercial development near transit, and integrating freight with walking, biking and personal vehicles in safe multimodal corridors. Projects will help implement the 2040 Growth Concept and the Regional Transportation Plan.

## Key outcomes

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- **Make it easier to get around.** Plan for communities where people can live, work, shop and recreate in neighborhoods whether they walk, bike, drive or take transit.
- **Reflect community priorities.** Community-led engagement processes will help to ensure community priorities are reflected in the plans, with particular emphasis on engaging communities of color, people with low incomes and other marginalized communities.
- **Support clean air, clean water, and healthy ecosystems.** Communities with opportunities to get to work, school and other daily destinations by transit, walking and biking can reduce air pollution and allow for more green space that supports a healthy environment and healthy people.
- **Increase access to opportunity for low-income Oregonians.** Plan for communities that include a diversity of jobs, housing opportunities and services that ensure community members with low incomes benefit from the planned investments.
- **Leverage regional and local investments.** Corridor planning allows for coordination between cities, counties and transportation agencies so public and private investments go further, more efficiently.

## Considerations for implementation

- Corridor plans will leverage local resources, further demonstrating readiness and commitment.
- The selection of investment areas starts with the foundation of the 2040 Growth Concept and the Regional Transportation Plan. Five filters will be applied to prioritize selection of future corridor investment areas, considering equity, regional economic significance and the readiness of local jurisdictions to define and implement a shared investment strategy.
- The cost of an effort like the Southwest Corridor project is approximately \$1 million per year, and the cost for planning improvements along the Powell-Division Corridor from \$500,000-750,000 per year.
- Jurisdictional partners should help refine the filters for prioritizing future investment areas in corridors. Consult with the Metro Technical Advisory Committee and Transportation Policy Advisory Committee.