

**IN CONSIDERATION OF RESOLUTION NO. 20-5122, FOR THE PURPOSE OF
ADOPTING THE GET MOVING 2020 CORRIDOR INVESTMENT PACKAGE**

Date: July 13, 2020
Department: Government Affairs & Policy Development
Meeting Date: July 16, 2020

Prepared by: Craig Beebe, GAPD;
craig.beebe@oregonmetro.gov

Presenters: Andy Shaw, Director of Government Affairs and Policy Development; Margi Bradway, Deputy Director of Planning & Development
Length: 60 min.

ISSUE STATEMENT

For more than 18 months, Metro has worked with community leaders and the public on a plan to make it safer and easier for everyone to get around as the Portland area continues to grow. The Get Moving 2020 plan includes dozens of shovel-ready projects to create tens of thousands of family wage jobs, jumpstarting economic recovery efforts and building the transportation system the greater Portland region will need in order to thrive in the decades ahead.

In short, if approved by voters, this will be the largest-ever regional investment in our region's transportation system. The proposed Get Moving 2020 plan includes more than \$5 billion in capital transportation corridor investments and regionwide programs. The measure is also currently expected to leverage an additional \$2.84 billion in additional funding from federal, state, local and other sources.

This resolution would formally adopt the Metro Council's direction to include \$4.2 billion in proposed investments in 17 of the region's busiest travel corridors as part of the Get Moving 2020 measure. The resolution includes corridor maps as well as detailed project descriptions. The resolution would also accept and acknowledge letters of commitment and memoranda of commitment from delivery agencies for these investments. Finally, the resolution accepts racial equity analyses and profiles for the corridor investments and directs staff to update these analyses as the measure moves forward.

IDENTIFIED POLICY OUTCOMES

The Metro Council identified a number of policy outcomes for the Get Moving 2020 measure in early 2019. These were further refined through work with the Transportation Funding Task Force.

These outcomes include:

- Improve safety for everyone
- Prevent displacement and benefit communities of color
- Make it easier to get around
- Address climate change and support resiliency from disasters and emergencies

- Support clean air, clean water, and healthy ecosystems
- Support economic growth
- Increase opportunity for low-income Oregonians
- Leverage regional and local investments

Metro staff has presented to Metro Council, the Task Force, advisory bodies and community organizations detailed analyses of how the proposed Get Moving 2020 measure will advance desired outcomes for racial equity, climate change, and economic activity.

ACTION REQUESTED

Approve Resolution No. 20-5122, adopting the Get Moving 2020 Corridor Investment Package and project description sheets, accepting letters of commitment and memoranda of understanding with project delivery agencies, accepting the Racial Equity Analysis Summary and Corridor Profiles, and directing staff to update this analysis upon voter approval of the measure .

PUBLIC INPUT

The Get Moving 2020 plan reflects greater Portland's priorities because it was built by the people who live here. Thousands of people played a part in shaping these investments, especially the 35-member Transportation Funding Task Force appointed by the Metro Council in early 2019 and Local Investment Teams that reviewed corridors and proposed investments in each Metro-area county in summer 2019.

Public and partner input shaping the project investments is described in the introduction to [Exhibit A](#), the staff report to Resolution No. 20-5123, For the Purpose of Referring to Metro Area Voters a Ballot Measure Authorizing a Tax to Fund Get Moving 2020 for Safety, Traffic and Transit Improvements, and engagement reports available in the Get Moving 2020 project library at www.oregonmetro.gov/transportation.

KNOWN SUPPORT & OPPOSITION

As is appropriate for a plan built on such a wide range of community and partner input, staff see broad support for referring the Get Moving 2020 measure. The Metro Council heard support from a diverse array of elected, community and business leaders throughout this process, as well as during final listening sessions held in late June and early July.

As with any proposal of this scale, there may be opposition to some proposed investments in the package.

ANTICIPATED EFFECTS

The effect of this resolution will be to adopt the corridor investment package in [Exhibit A](#) and project descriptions in [Exhibit B](#) as the basis for implementing much of the Get Moving 2020 measure to be referred by the Council in Resolution No. 20-5123, should the measure be approved by voters. It is important to note that the cost figures in these exhibits are estimates based on project scopes and projected timelines as of June 30, 2020, and are subject to change due to a number of potential factors listed in the resolution. By adopting the resolution, Council directs staff to continue working with project delivery partners,

community and stakeholders to continue refining and developing these proposed projects in accordance with Task Force and Metro Council values and direction.

By adopting the resolution, the Metro Council will also accept the letters of commitment and memoranda of understanding with project delivery partners to deliver project investments as described, in line with Metro Council and Transportation Funding Task Force desired outcomes and the procedures described in the Get Moving 2020 Expenditure Plan. These are attached to the resolution as [Exhibit C](#).

By adopting the resolution, Council will direct staff to implement the investment package in accordance with the Expenditure Plan and other administrative documents adopted as exhibits to Resolution No. 20-5117, For the Purpose of Adopting Get Moving 2020 Implementation, Oversight and Accountability Policies and Procedures, to further develop and deliver the projects and programs with partners. These include expectations for equitable community engagement, oversight and accountability.

Additionally, by adopting the resolution, Council accepts the Racial Equity Analysis Summary and Investment Corridor Profiles in [Exhibit D](#). Council would direct staff to further update these analyses and profiles and report to Council, the Committee on Racial Equity and oversight bodies.

In describing the proposed investments for the Get Moving 2020 measure, this resolution is a companion to Resolution No. 20-5118, For the Purpose of Adopting the Get Moving 2020 Regionwide Program Descriptions.

The Council can establish appropriation authority related to the successful passage of the measure once the election has been certified. If the measure passes, staff will work with Council on the development of the necessary budgetary appropriation to be approved by Ordinance at a later date.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE GET) RESOLUTION NO. 20-5122
MOVING 2020 CORRIDOR INVESTMENT)
PACKAGE) Introduced by the Metro Council

WHEREAS, everyone in the Portland region deserves safe, reliable and affordable options to travel wherever they need to go by whatever means they use to get there; and

WHEREAS, a safe and reliable transportation system is a key part of a livable, equitable and prosperous Portland region, along with affordable homes, clean air and water, and access to parks and natural areas; and

WHEREAS, since January 2019, Metro has worked with local leaders and community members throughout the greater Portland region on a plan to make the region's transportation system safer, more reliable, more accessible and more affordable for everyone; and

WHEREAS, in early 2019 the Metro Council President appointed a Transportation Funding Task Force with more than 30 community leaders and officials from across Clackamas, Multnomah and Washington counties, to advise the Metro Council on key outcomes, investments, oversight and accountability for the Get Moving 2020 regional transportation investment plan; and

WHEREAS, in the summer of 2019, three local investment teams composed of community members with experience living, working and traveling in Clackamas, Multnomah and Washington counties, closely studied potential transportation investments and provided input to staff, the Task Force and Council about investments that could advance the Metro Council's and the Task Force's desired outcomes; and

WHEREAS, the Task Force met 22 times between February 2019 and April 2020, and despite diverse experiences and perspectives found remarkable consensus and common ground, making extensive recommendations to the Metro Council regarding investments in key travel corridors and programmatic investments to benefit communities throughout the region; and

WHEREAS, thousands of residents of the region helped shape the plan through community forums and workshops across the region, providing feedback at Metro Council hearings and Task Force meetings, and online surveys and focus groups; and

WHEREAS, the plan includes comprehensive investments to make travel safer and more reliable for people driving, taking transit, walking and biking in 17 of the region's busiest travel corridors, as well as additional investment programs to improve transit, safety and options and deepen community stability throughout the region; and

WHEREAS, the investments in the plan would make it safer, easier and more affordable to get to jobs, services and other destinations, with an intentional focus on benefitting people with lower incomes and communities of color; and

WHEREAS, Metro has partnered with community-based organizations to ensure that the experiences and priorities of people of color are integral to proposed transportation investments in this plan, including proposed investments that will help reduce serious crashes, connect people to opportunity

via more reliable transit, deepen community stability and improve access to affordable housing near improved transportation; and

WHEREAS, the investments in the plan have the potential to create tens of thousands of direct and indirect jobs, just as transportation investments have been critical to every economic recovery since the Great Depression because they bring jobs in the short term and build the infrastructure needed for future prosperity; and

WHEREAS, the investments in the plan will reduce the pollution that causes climate change by investing billions of dollars in bus efficiency improvements and electrification, new and updated MAX light rail service, and investments that make it easier to walk and bike; and

WHEREAS, the transportation investments in this plan will upgrade aging roads and bridges, improving safety for travelers and access to transit, and creating tens of thousands of jobs to help to rebuild our economy at the same time as we rebuild our transportation system; and

WHEREAS, the investments in the plan leverage and support investments by local, regional, state, federal, nonprofit and private partners in transportation, affordable housing, parks and nature, and other key community priorities; and

WHEREAS, throughout the implementation of the plan Metro commits to ongoing community and stakeholder engagement, independent and transparent community oversight, and tracking of key outcomes identified by the Metro Council, Task Force and communities of color; and

WHEREAS, this plan advances the policies and visions identified in the 2018 Regional Transportation Plan, the 2040 Growth Concept, the Climate Smart Strategy, and the Metro Council's Strategic Plan to Advance Racial Equity, Diversity and Inclusion; and

WHEREAS, it's time to get the Portland region moving; and

WHEREAS, Metro staff have completed and presented analyses of how the proposed corridor investments would serve communities of color, people with low incomes and other marginalized communities at both a regional scale and within each corridor; and

WHEREAS, the Get Moving 2020 Corridor Investment Package attached as Exhibit A includes \$4.2 billion in investment in 17 travel corridors and is expected to bring an additional \$2.84 billion in federal, state and local contributions to complete the investments identified; and

WHEREAS, the project concepts and the cost estimates in the Get Moving 2020 Corridor Investment Package in Exhibit A are subject to change based a number of factors including, but not limited, to further project development and refinement, unknown risk factors in construction of projects, rate of collection of revenue, actual available annual revenue, bond financing schedule and other factors that may influence costs and revenue, and all future refinements to the investment package shall be done in accordance with the outcomes adopted by the Task Force and Metro Council; and

WHEREAS, the governing bodies of project delivery agencies for proposed investments in the Get Moving 2020 corridors have publicly signed letters of commitment and/or memoranda of understanding indicating their commitment to delivering these investments as described in the project descriptions and the Get Moving 2020 Expenditure Plan; and

WHEREAS, on July 16, 2020 the Metro Council adopted Resolution No. 20-5118, For the Purpose of Adopting the Get Moving 2020 Regionwide Program Descriptions; and

WHEREAS, the corridor investment package attached as Exhibit A would complement and leverage \$50 million in proposed annual funding for the Get Moving 2020 regionwide programs to improve safety, increase access to transit and deepen community stability across the region; and

WHEREAS, on July 16, 2020, the Metro Council adopted Resolution No. 20-5117, For the Purpose of Adopting Get Moving 2020 Implementation, Oversight and Accountability Policies and Procedures, including the Get Moving 2020 Expenditure Plan and related documents describing Council policies, programs and practices for advancing racial equity, workforce and contracting equity and air quality monitoring through the implementation of the Get Moving 2020 measure; and

WHEREAS, on July 16, 2020, the Metro Council adopted Ordinance No. 20-1448, For the Purpose of Imposing a Tax for Transportation Improvements and Programs for Voter Approval; and

WHEREAS, on July 16, 2020, the Metro Council will consider Resolution No. 20-5123, For the Purpose of Referring to Metro Area Voters a Ballot Measure Authorizing a Tax to Fund Get Moving 2020 for Safety, Traffic and Transit Improvements;

Now therefore

BE IT RESOLVED:

1. The Metro Council adopts the maps and descriptions in the Get Moving 2020 Metro Council Corridor Investment Package attached as Exhibit A; and

2. The Metro Council adopts the project description sheets for the Get Moving 2020 corridors attached as Exhibit B; and

3. The Metro Council accepts the letters of commitment and memoranda of understanding with the Get Moving 2020 project delivery agencies attached as Exhibit C; and

4. The Metro Council directs staff to continue to refine and develop the projects in Exhibit A and Exhibit B with the Get Moving 2020 project delivery agencies that best aligns the projects available resources from year to year, and to manage risk of fluctuating revenues and on-going project development in a way that best prepares Metro and the region for implementation and construction of these projects; and

5. The Metro Council accepts Metro staff's racial equity analyses and corridor profiles of Get Moving 2020 corridor investments attached as Exhibit D, and directs staff to update these analyses as investments are refined and implemented, with regular reports to the Metro Council, Committee on Racial Equity and oversight bodies; and

6. The Metro Council directs staff, upon voter approval of the Get Moving 2020 Transportation Measure, to work with community, partners and stakeholders to refine, develop and deliver the Get Moving 2020 corridor investments in accordance with the policies, procedures and oversight and accountability mechanisms described in the Expenditure Plan and other administrative documents adopted under Resolution No. 20-5117.

ADOPTED by the Metro Council this 16th day of July 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



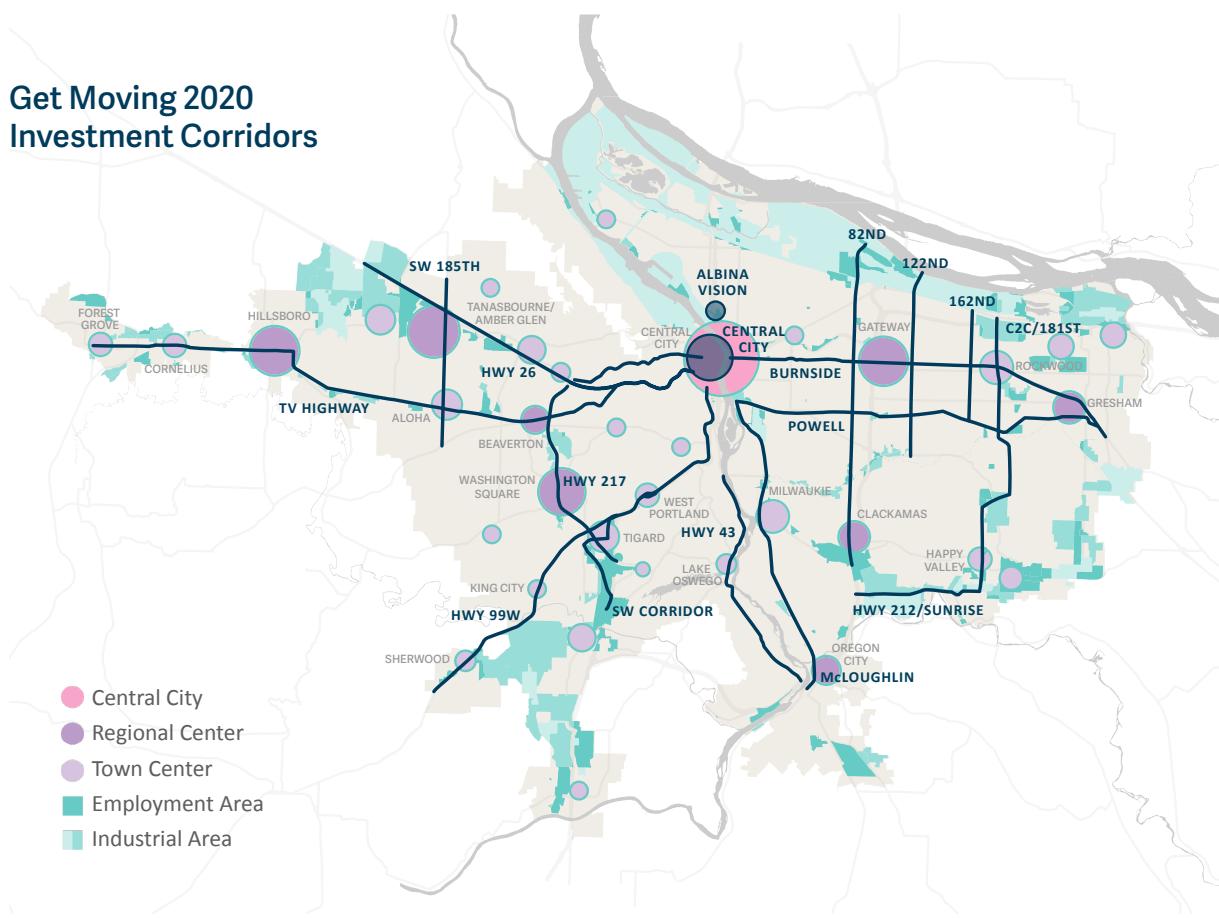
GET MOVING 2020

Metro Council Corridor Investment Package

In early 2019 the Metro Council and Transportation Funding Task Force identified several key values and desired outcomes for the measure. These provided a key guide for the identification of corridors and development of investments. 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
- 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

Get Moving 2020 Investment Corridors



Memo

Date: July 10, 2020
To: Metro Council
From: Andy Shaw, Director of Government Affairs & Policy Development
Margi Bradway, Deputy Director of Planning & Development
Subject: Final Get Moving 2020 Corridor Investment Package

We are pleased to submit this final summary of proposed Get Moving 2020 investments in 17 of greater Portland's busiest travel corridors.

Community members and leaders have told us it is time for bold action. We agree.

In short, these recommendations represent greater Portland's biggest-ever investment in a safer, more reliable and more accessible regional transportation system. We are confident these investments will significantly advance the Metro Council's desired outcomes and the priorities of local communities, residents and businesses across the region.

The \$4.2 billion recommended for regional investment in these corridors is currently expected to attract at least \$2.8 billion in additional federal, state and local funds. These investments will also leverage and support a proposed \$1 billion in Get Moving 2020 regionwide program investments over 20 years, as well as voter-approved regional investments in affordable housing, housing services, and access to nature.

Advancing community input

Thousands of community members helped shape the Get Moving plan in the last 18 months, through community workshops, comments to the Transportation Funding Task Force and Metro Council, and online surveys.

The community has helped shape transportation priorities for much longer than these 18 months, however. For example, more than 19,000 individual points of community input helped define the 2018 Regional Transportation Plan's goals to improve safety, reduce traffic congestion, address climate change and advance racial equity through transportation investments. Community partnership and engagement were also essential to developing the 2014 Climate Smart Strategy and 2016 Strategic Plan to Advance Racial Equity, Diversity and Inclusion – both foundational policies for this effort.

This recommendation would not be possible without the tireless work of the Transportation Funding Task Force appointed by the Metro Council in early 2019. Co-chaired by Commissioners Jessica Vega Pederson and Pam Treece, the Task Force met 22 times to discuss and provide input on the outcomes these investments should advance, as well as potential corridors and specific projects to recommend for inclusion. The Task Force found remarkable consensus about what this measure should seek to achieve, and where it should invest. We are immensely grateful for the contributions and commitment of these elected officials, community leaders and business representatives from all across the region.

These projects benefited from the community-based knowledge and expertise of the several dozen community members who participated in Local Investment Teams in Clackamas, Multnomah and Washington counties in summer 2019 to further refine the projects. Each of these community members had deep experience living, traveling and working in the corridors they studied. They toured corridors, closely reviewed potential investments, asked hard questions, and provided invaluable input to shape staff and Task Force recommendations for investments in the corridors.

Project selection and refinement

The projects in this package reflect a combination of deep community input and technical work. The Task Force and Metro Council prioritized the 17 corridors in this package based on a set of values and desired outcomes described on page 1. After the corridors were prioritized, Metro worked collaboratively with the local jurisdictions to identify proposed projects based on the needs of the 17 corridors. Metro was able to leverage the recent regional effort to update the 2018 Regional Transportation Plan in which Metro and its partners identified hundreds projects in the region that, collectively, will meet the region's climate, equity and safety goals.

Starting with a draft project list, Metro held a series of technical workshops and meetings to identify gaps between projects or other needs on the corridors. After projects were recommended by the Task Force and selected by Metro Council for investment, Metro staff continued to verify cost estimates, conduct a risk assessment and value planning process, assess potential delivery timelines to take into account inflation, and develop final project descriptions and final cost estimates for each project.

The project cost and corridor investment summaries included throughout this document are a point-in-time estimate based on project scopes, available information and potential delivery timelines as of June 30, 2020. They are subject to change.

In the months and years ahead, Metro will continue work with partners and community to further develop these projects and refine delivery timelines. Through the refinement process, we will continue to engage stakeholders and partners, contain costs and prioritize key Council and Task Force outcomes. We will also work to ensure that Get Moving 2020 investments continue to leverage as much additional federal, state and local funding as possible. These and other unforeseen factors could contribute to changes in project costs and Get Moving 2020 corridor investments over time.

What happens next

The Metro Council will be asked to adopt this corridor investment recommendation prior to your decision regarding referral of the Get Moving 2020 measure to the region's voters.

Project delivery agencies have signed Letters of Commitment and Memoranda of Understanding to demonstrate their solid commitment to completing each investment in this recommendation, in alignment with the Metro Council's expectations for design, community engagement, racial equity, risk management and other outcomes.

If the Council refers the Get Moving 2020 measure and it is approved by voters, investments will be further developed and delivered through close collaboration with these agencies, meaningful community engagement and partnership, and transparent oversight and accountability. Additionally, to deepen community stability alongside major transportation investments, Metro will fund community-led creation of anti-displacement strategies in each of these corridors.

All of these activities will be subject to independent, transparent oversight and accountability practices. The process for project development and delivery, and our expectations of partner agencies and Metro, are described in the Expenditure Plan and other materials the Metro Council will also consider for adoption.

Conclusion

Now more than ever, it's time to invest in the transportation system the greater Portland region deserves. It's time to make it easier and safer for people to get where they need to go, however they need to get there, as the region continues to grow. It's time to address decades of systemic racism and inequality, and to act boldly to protect our climate.

Thank you for your leadership throughout this critical work. We are ready to work with you, the community and our partners to deliver on this vision. Let's get moving.

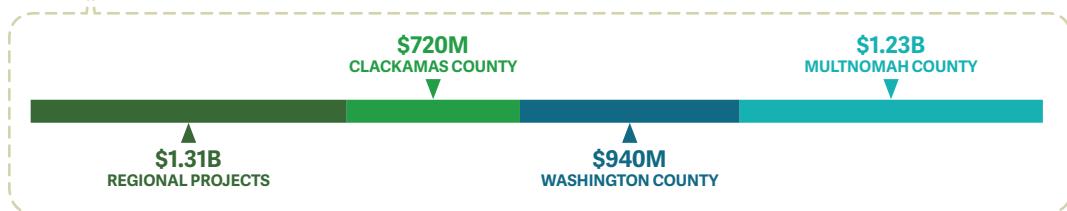
Corridor Investment Summary

CORRIDOR FUNDING
(year of expenditure \$) + **POTENTIAL LEVERAGED FUNDS** = **TOTAL CORRIDOR INVESTMENT**

\$4.2B

\$2.84B

\$7.04B



CORRIDOR	MEASURE FUNDING	EXPECTED LEVERAGED FUNDS	PROJECT DETAILS
Southwest Corridor	\$975M	\$1.8B	p. 5
McLoughlin	\$230M	\$100M	p. 7
Clackamas to Columbia/181st	\$70M / \$80M		p. 9
Sunrise/Hwy 212	\$240M		p. 10
Highway 43	\$70M		p. 11
Tualatin Valley Highway	\$700M	\$100M	p. 12
185th Ave	\$190M		p. 14
Pacific Highway 99W	\$5M		p. 15
Highway 217	\$18M		p. 16
Highway 26	\$1M		p. 17
82nd Ave	\$35M / \$120M / \$385M	\$190M	p. 18
Burnside	\$150M / \$30M / \$190M	\$600M	p. 19
Central City	\$60M / \$180M	\$40M	p. 20
122nd Ave	\$100M		p. 21
162nd Ave	\$110M	\$10M	p. 22
Albina Vision	\$65M		p. 23
Powell	\$110M		p. 24

REGIONAL PROJECTS | CLACKAMAS COUNTY | WASHINGTON COUNTY | MULTNOMAH COUNTY

DELIVERY AGENCIES

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

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.

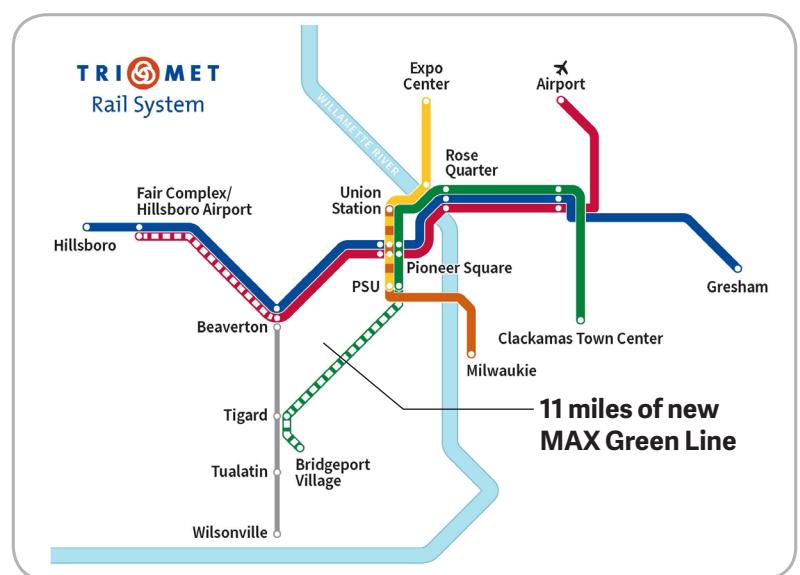
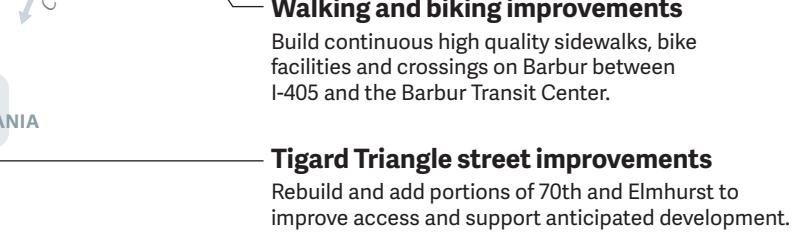
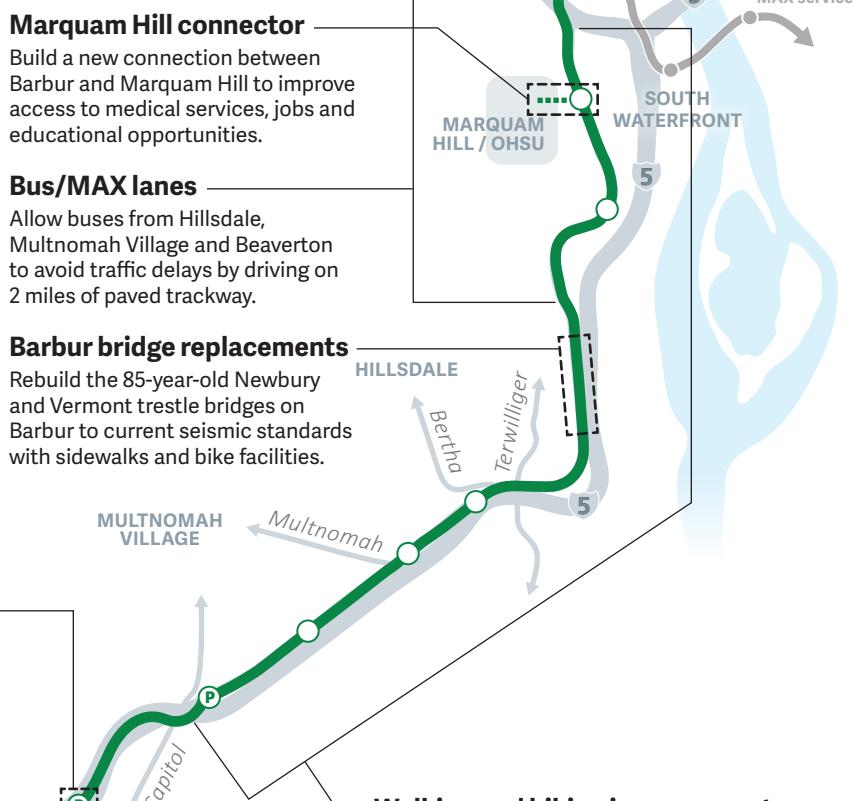
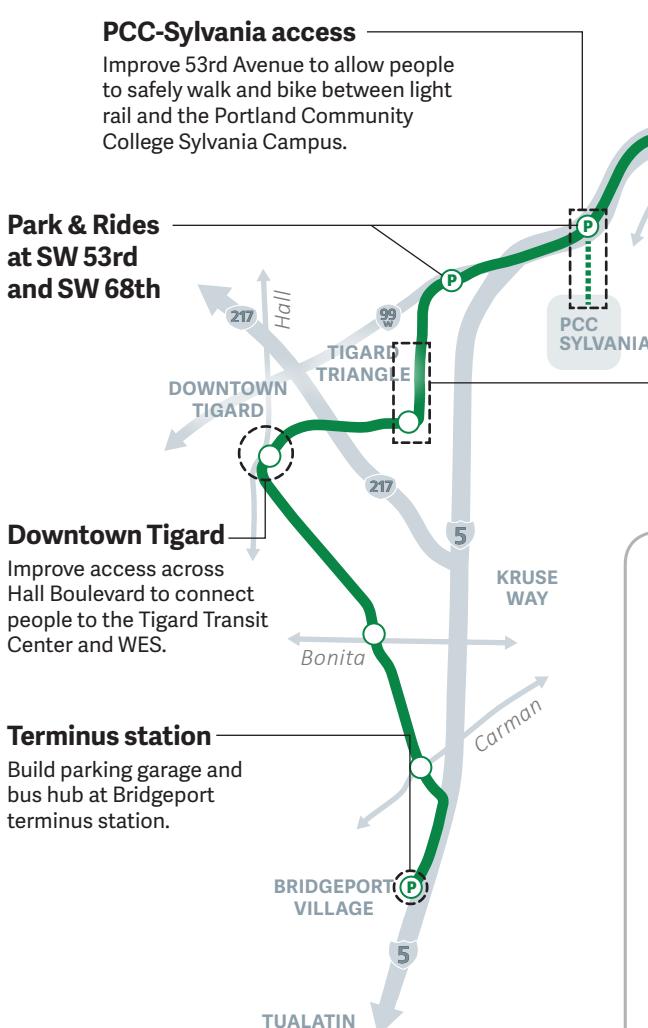
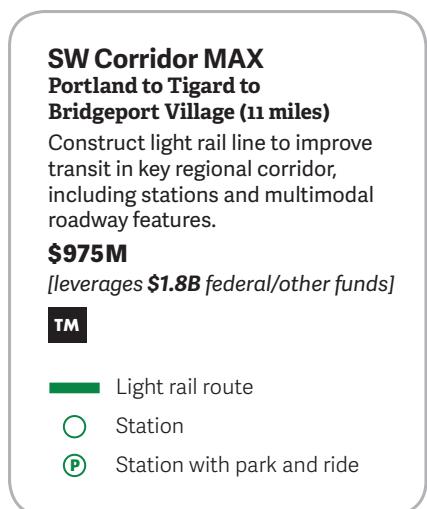
The project is paralleled by the **Southwest Corridor Equitable Development Strategy (SWEDS)**, a collaboration of public and private partners working to generate equitable economic opportunity, and preserve and expand affordable housing along the light rail route.

MEASURE FUNDING \$975M

[\$2.8B WITH LEVERAGED FUNDS]

[SEE PROJECT MAP NEXT PAGE]

SW Corridor



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**. TriMet lines 33 and 99, and the MAX Orange Line travel along this route. Locally, McLoughlin is a main street for various communities, and provides local access to neighborhoods and community gathering hubs like **Historic Milwaukie** and **Gladstone Main Street**. Communities along the corridor also include the **highest Hispanic populations in Clackamas County**.

There were **133** serious injuries and fatalities on this corridor between 2007-2017. **59%** of this corridor is in an equity focus area.

MEASURE FUNDING \$230M

[\$330M WITH LEVERAGED FUNDS]

[SEE PROJECTS MAP NEXT PAGE]

McLoughlin Blvd

Park Ave Park & Ride expansion

Expand the parking capacity of the existing park & ride structure at the MAX Orange Line terminus.

\$1.8M [could leverage additional funds]



Bus Rapid Transit

Full Line 33 route (Clackamas Community College to Clackamas Town Center)

Enhancements to Lines 33 and 99 to improve speed and reliability including electric buses, bus priority lanes and new bus stations with realtime arrival info.

\$92.5M [could leverage additional funds]



Safety

Milwaukie to Oregon City (6.5 miles)

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

\$92.7M

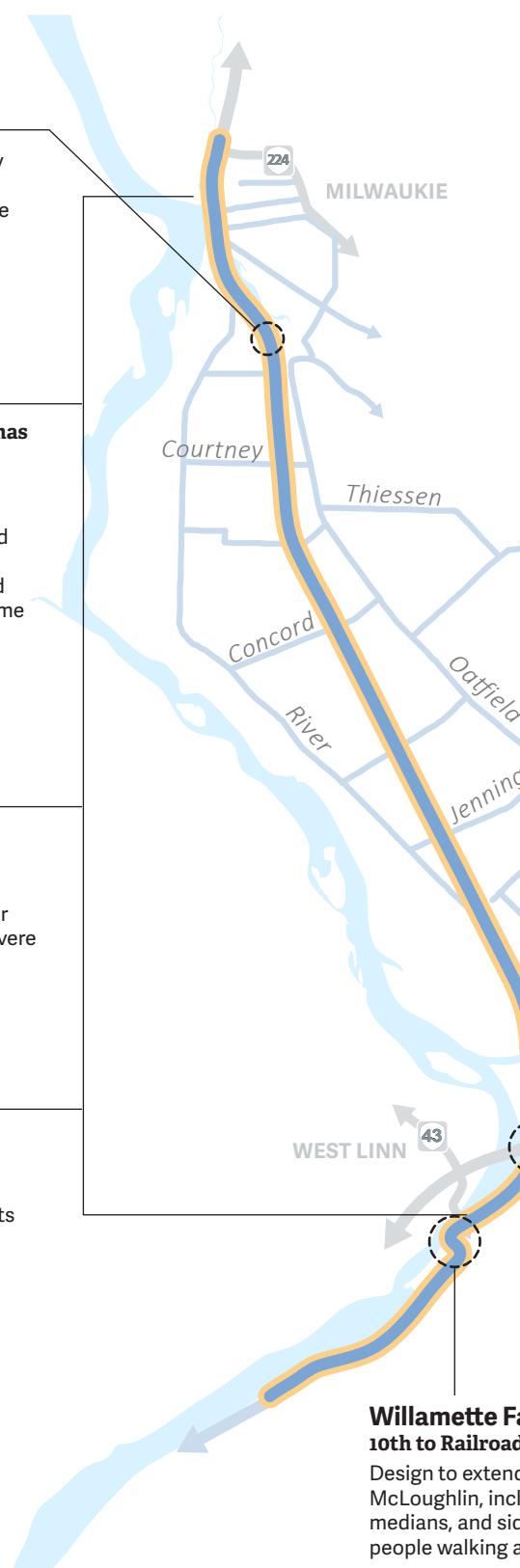


Corridor Planning

Milwaukie to Oregon City (6.5 miles)

Design for longer term transportation improvements including transit.

\$6.5M

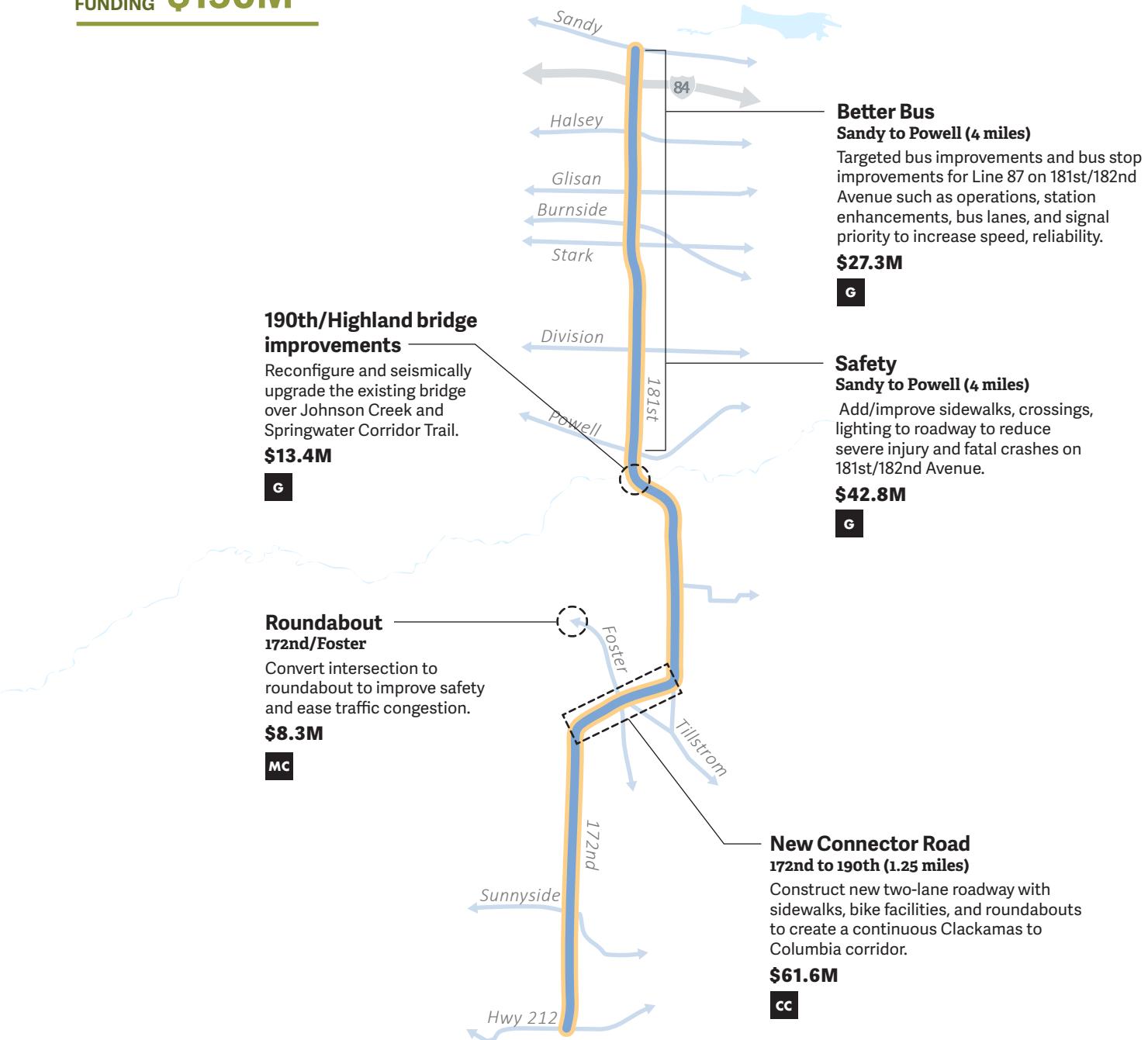


C2C/181st Ave

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 areas with affordable housing, schools, parks and other neighborhood amenities. Additionally, Gresham's residents include many immigrant communities, with over 50% migrating from Latin America, 18% from Asia, and 7% from Africa.

There were 68 serious injuries and fatalities on this corridor between 2007-2017. 37% of this corridor is in an equity focus area.

MEASURE FUNDING \$150M

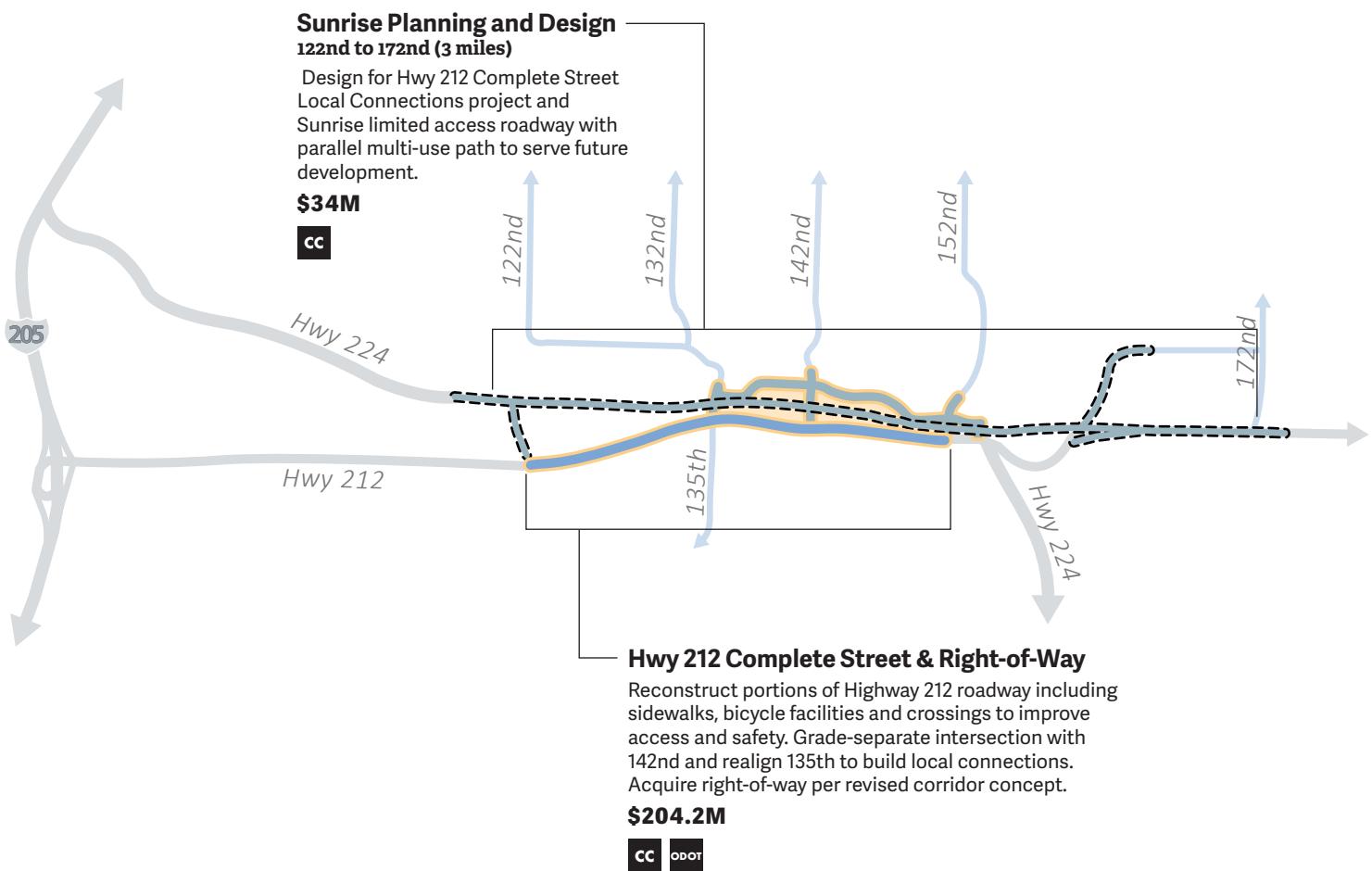


Hwy 212/Sunrise Corridor

Highway 212 and the Sunrise Corridor connect future residential and commercial 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 alternate 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.** Although portions of the corridor include rural farmland, communities situated within Highway 212 include **working class and low income households including 10 mobile home parks** along or near the corridor.

There were **48** serious injuries and fatalities on this corridor between 2007-2017. **32%** of this corridor is in an equity focus area.

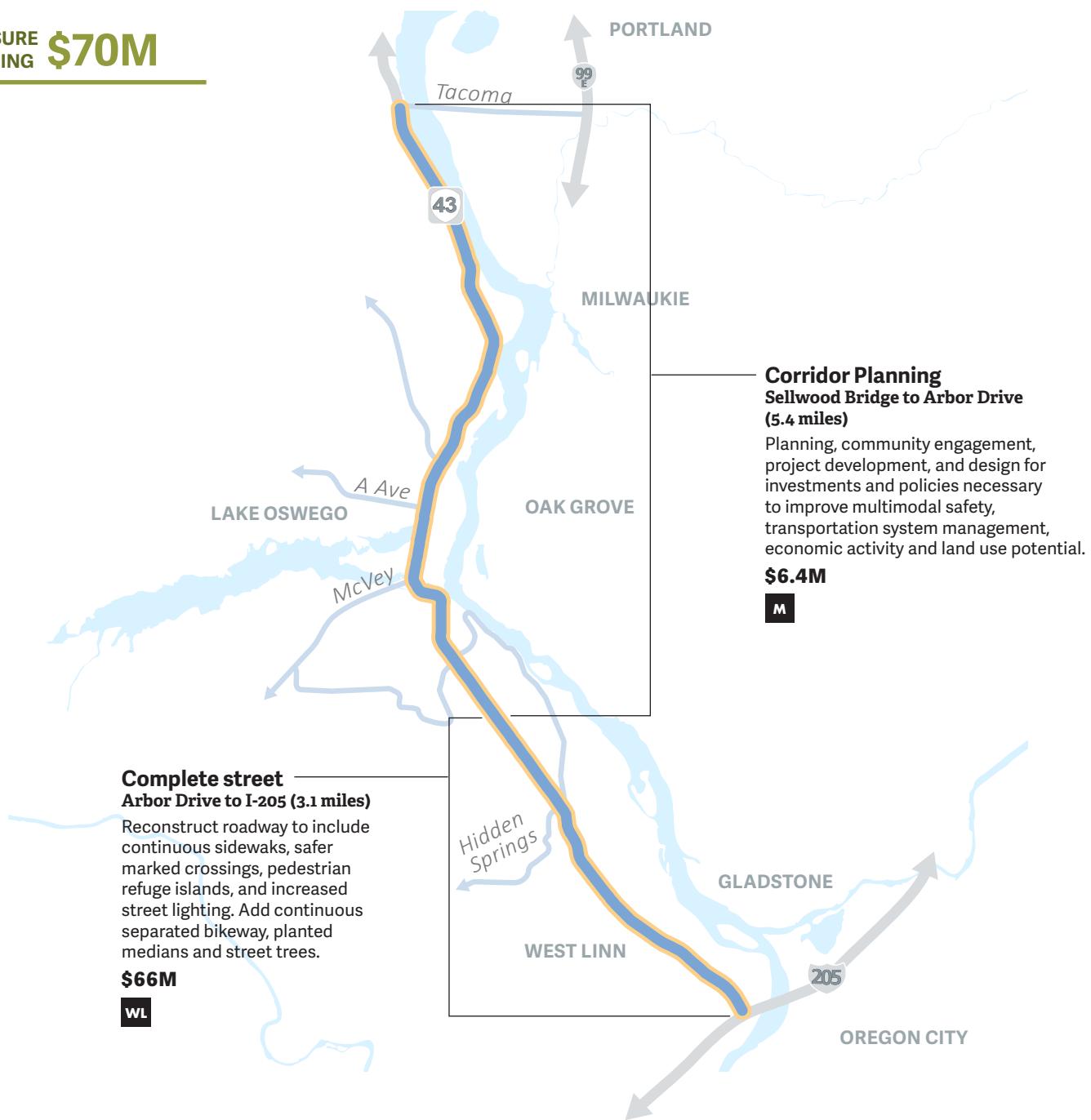
MEASURE FUNDING \$240M



Highway 43

Highway 43 is a major regional corridor connecting Clackamas County to Portland with over 21,000 vehicle trips daily. It includes the Hidden Springs Road intersection south to the I-205 interchange within the City of West Linn, which provides services to tens of thousands within a two- to three-mile radius, as well as access to Lake Oswego and Oregon City. Although transit stops exist within the corridor, such as transit centers connecting Oregon City and Lake Oswego, they are often isolated and disconnected from the surrounding neighborhoods by a lack of sidewalks. 52% of those residing within the corridor travel by car and only 8% travel by bus or train. The corridor contains several sites along the highway identified by ODOT as having high safety issues based on crash statistics. Growing congestion and fewer gaps in traffic have also contributed to pressure and constraints on turning movements and safe crossing opportunities.

MEASURE FUNDING \$70M



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, many of which rely on public transit. TriMet line 57, which runs along TV Highway, has **one of the highest riderships 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.

MEASURE FUNDING \$700M

[\$800M WITH LEVERAGED FUNDS]

[SEE PROJECTS MAP NEXT PAGE]

TV Highway

Bus Rapid Transit Forest Grove to Beaverton Transit Center (16 miles)

Improvements along the corridor to improve transit (Line 57) speed, reliability, station access, amenities and rider experience; including enhancements to transit stops, and upgraded transit signal priority and communication systems.

\$105M [could leverage federal funds]

WC TM

Council Creek Trail Hillsboro to Forest Grove (5.5 miles)

Construct regional multi-use trail connecting Hillsboro, Cornelius and Forest Grove.

\$35.4M

WC

Hillsboro Transit Center

Convert transit center to 2-way and modify adjacent streets and traffic control to allow buses to circulate safely, more quickly and more directly through the transit center and surrounding streets.

\$11.8M

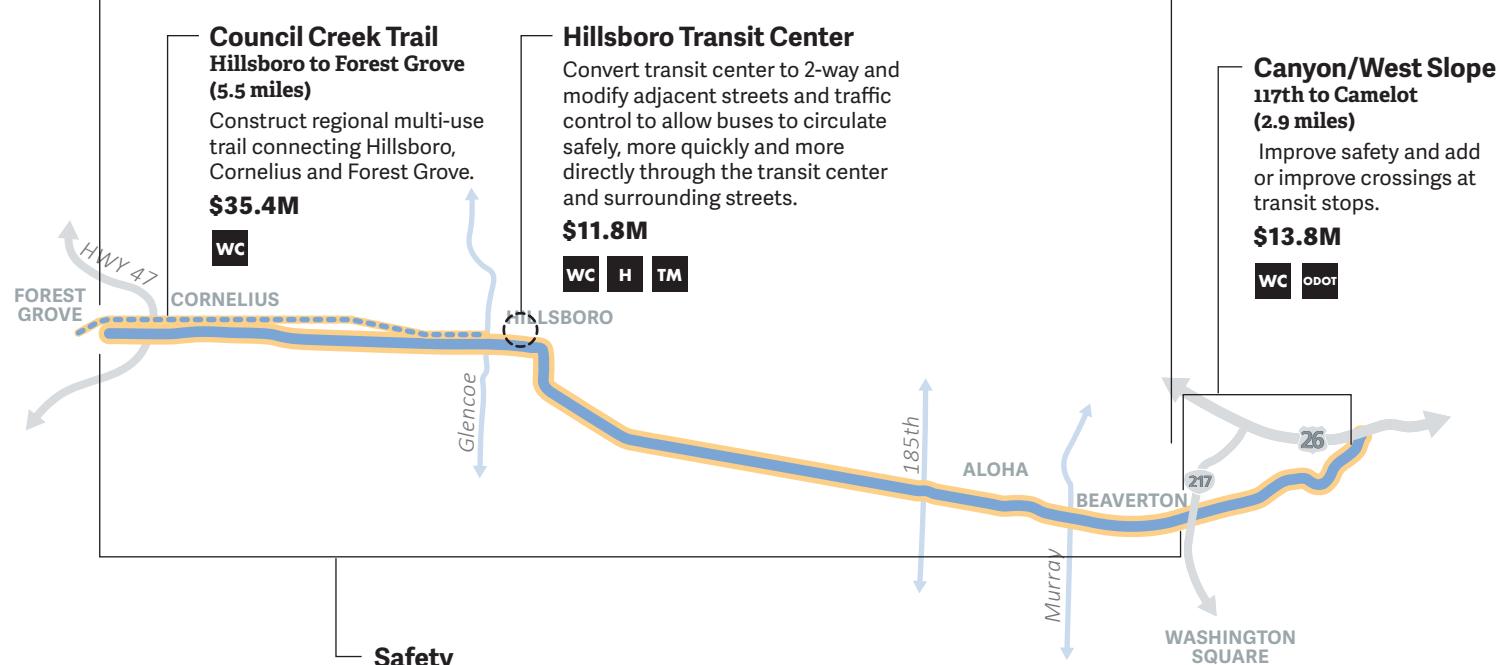
WC H TM

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

Improve safety and add or improve crossings at transit stops.

\$13.8M

WC ODOT



Safety Forest Grove to 117th in Beaverton

Comprehensive street upgrades to include: sidewalks, lighting, transit improvements, bicycle facilities, safety features including medians and crosswalks, and stormwater facilities.

\$512.8M

WC ODOT TM

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.

\$16.8M

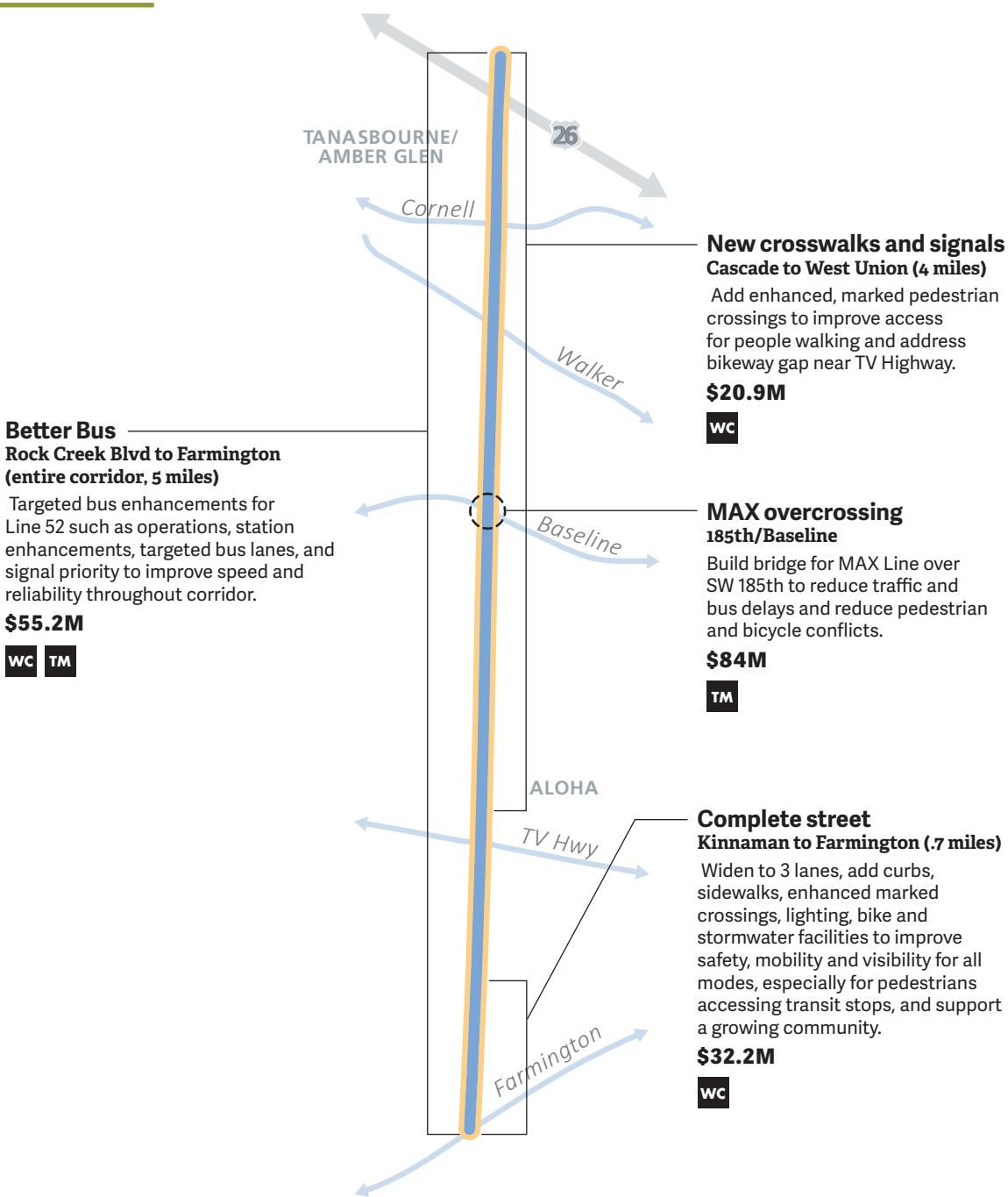
M WC TM

185th Ave

SW 185th Avenue carries up to 65,000 vehicles and over 3,900 people on transit each day. It serves a concentration of communities of color, immigrant communities, and lower-income communities. This corridor provides access to education centers including the Portland Community College Willow Creek and Rock Creek Campus, medical clinics, and parks. It has high transit ridership potential and significant safety concerns.

There were **45** serious injuries and fatalities on this corridor between 2007-2017. **90%** of the corridor is in an equity focus area.

MEASURE FUNDING \$190M

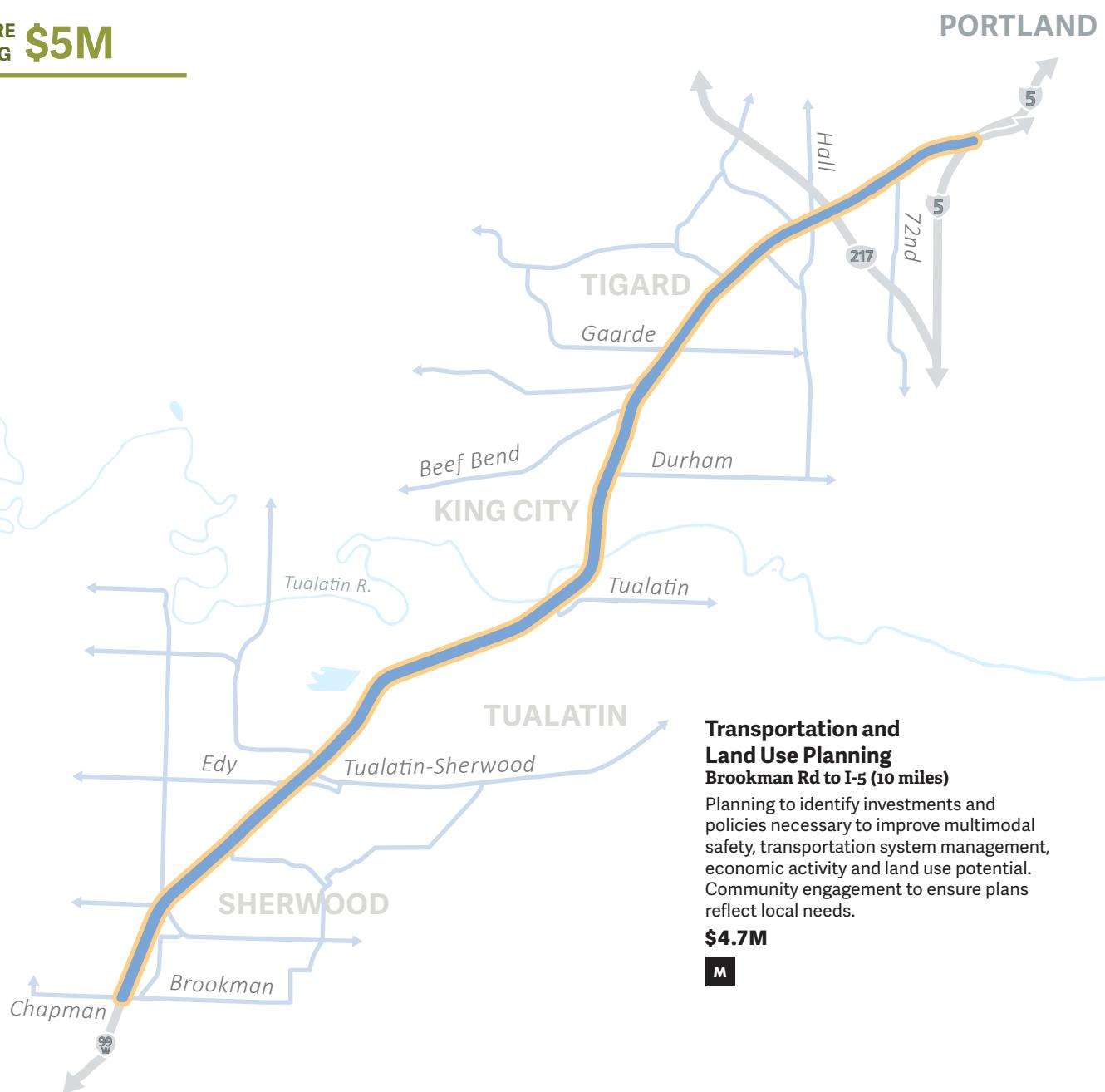


Pacific Highway 99W

Highway 99W plays an essential role in our regional and state transportation systems. This corridor links the cities of Tigard, Tualatin, and Sherwood and connects the Portland Metro area to the greater Willamette Valley. It serves a concentration of communities of color, limited English proficiency speakers, and lower income communities. Highway 99W runs through the center of cities along the corridor, separating residential areas from commercial areas, making it difficult for pedestrians to cross the highway. The envisioned corridor will provide opportunities for lower-wage earners to access a range of employment throughout the region.

There were **31** crashes reported between 2010-2014.

**MEASURE
FUNDING \$5M**

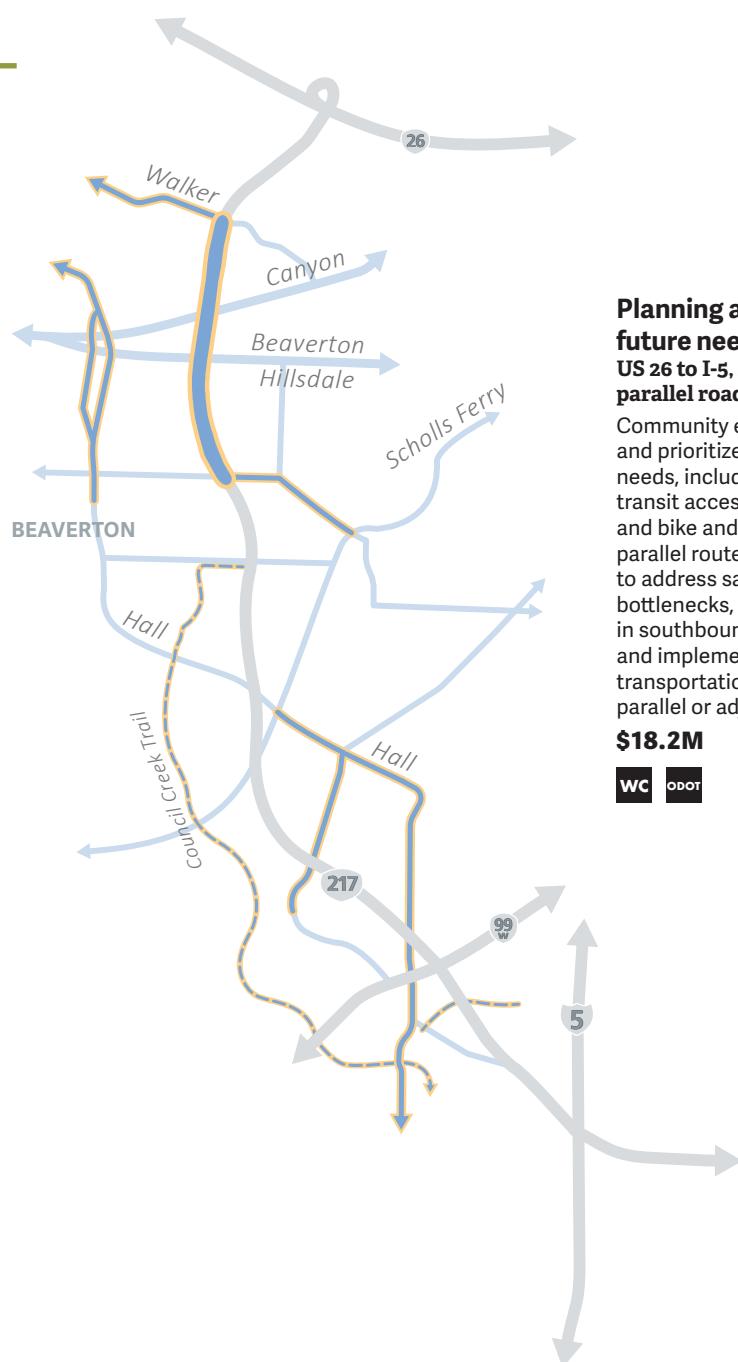


Highway 217

Highway 217 is a regionally-important north-south highway linking US 26 and I-5, and carrying up to 118,000 vehicles per day. In addition to being a freight route, the greater corridor includes frequent bus service on Hall Boulevard and critical light rail (MAX) and train (WES) service that provides access to jobs to and from Washington County. **Almost 30% of people residing in the census tracts adjacent to 217 identify as non-white.** Allen Boulevard includes culturally and racially diverse residents and businesses that cater to Spanish, Arabic, and Korean-speaking communities. The corridor experiences safety and mobility problems, including recurring bottlenecks, unreliable travel times and has several sites along the highway identified by ODOT as having high safety issues based on crash statistics.

Within the corridor, there were nearly **200** crashes from 2013 to 2017.

**MEASURE
FUNDING \$18M**



Planning and design for future needs

US 26 to I-5, including parallel roadways (7 miles)

Community engagement to identify and prioritize safety and mobility needs, including future roadway, transit access, speed and reliability, and bike and pedestrian facilities on parallel routes. Project development to address safety and traffic bottlenecks, remove weaving activity in southbound lanes of Highway 217, and implement transit and active transportation improvements on parallel or adjacent roadways.

\$18.2M



Highway 26

The Highway 26 corridor is a major east-west regional highway, and provides the only major east-west route from the Willamette River and downtown Portland to Beaverton and Hillsboro. The corridor is approximately 13 miles from I-405 to the Brookwood Parkway interchange. The Vista Ridge tunnel is the busiest tunnel in Oregon, and is a major west side bottleneck. Improvements are needed in this corridor to address existing deficiencies and future growth in freight, commuters, and commercial traffic between Hillsboro's Silicon Forest, Northern Washington County's agricultural freight, and the Portland Central City, as well as the international freight distribution hub of I-5 and I-84, the Port of Portland marine terminals, rail facilities, and the Portland International Airport.

MEASURE FUNDING \$1M



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 including the Jade District—one of the most racially diverse areas in the State and an important cultural hub for the Asian-American community. 82nd is also identified by the City of Portland as a Civic Corridor which describes the city's busiest, widest, and most prominent streets.

There were 196 serious injuries and fatalities on this corridor between 2007-2017. 74% of this corridor is in an equity focus area.

MEASURE FUNDING \$540M

[**\$730M WITH LEVERAGED FUNDS**]

Alderwood-Killingsworth Path Planning (1 mile)

Design multi-use path to provide safe walking/biking facility.

\$.6M

PP ODOT

Airport Way

Intersection with 82nd Ave

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

\$35M [leverages Port of Portland funds]

PP

Safety and State of Good Repair Killingsworth to Sunnybrook (9 miles)

Add/improve sidewalks, crossings, lighting to reduce severe injury and fatal crashes. Address maintenance issues (repair pavement and replace older signals, address Americans with Disabilities Act needs) to facilitate jurisdictional transfer from ODOT to PBOT within the City of Portland.

\$294.6M

PBOT ODOT

MAX Station Access Planning 82nd Ave Station

Planning process and subsequent design to improve station access to the west side of 82nd to reduce the need for at-grade pedestrian crossings of 82nd Avenue.

\$1.1M

TM

Bus Rapid Transit

Killingsworth to Clackamas Transit Center (9 miles)

Improvements along 82nd Avenue to improve transit (Line 72) speed, reliability, station access, amenities, and rider experience; including bus priority/queue bypass lanes, enhancements to transit stops, and upgraded transit signal priority systems.

\$205M [could leverage federal funds]

TM M

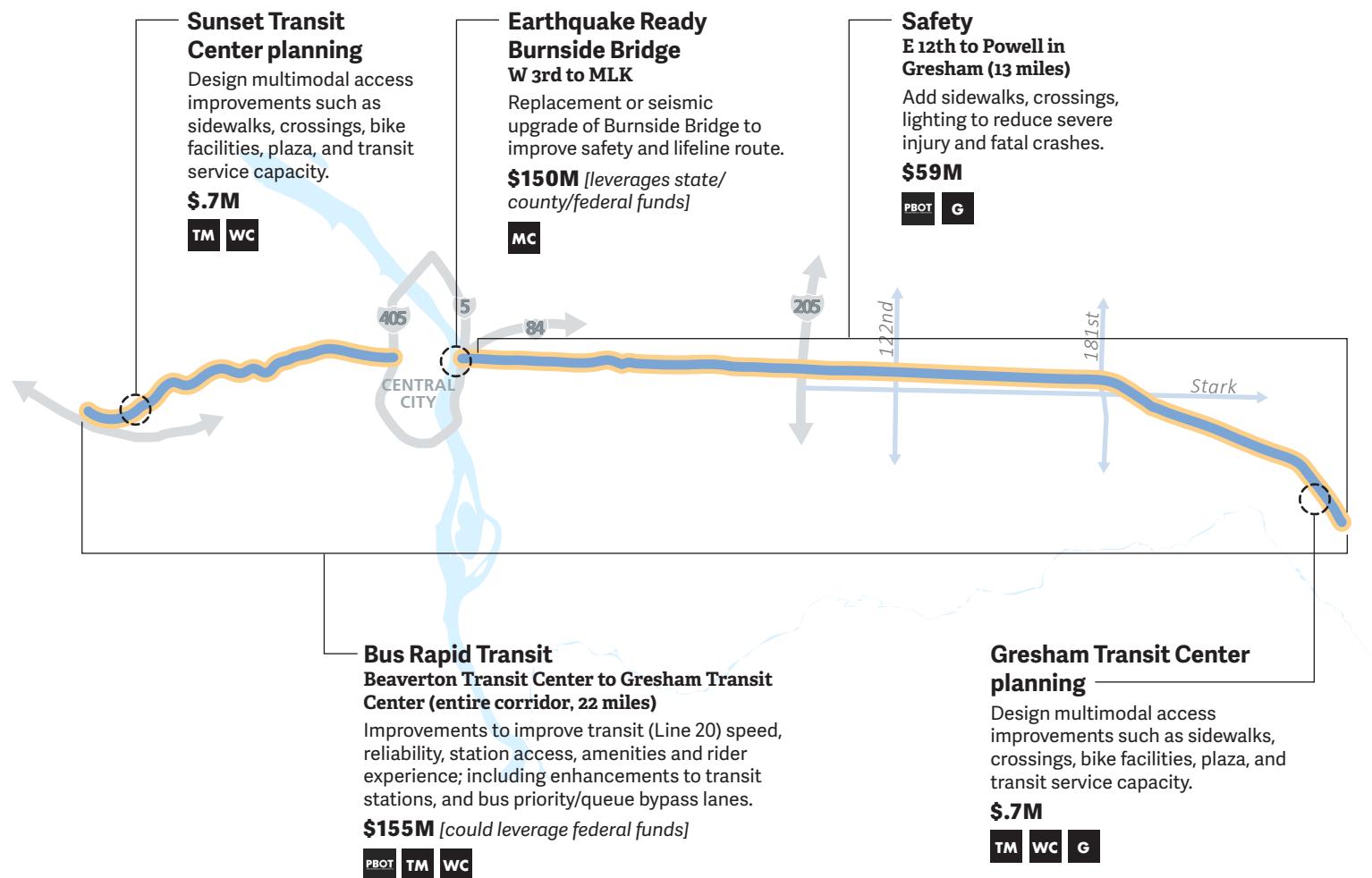
Burnside

Burnside is a major corridor that connects Washington County and East Multnomah County through downtown Portland. The corridor splits northern and southern neighborhood residents. Although there is a lower concentration of communities of color living along the corridor, **the corridor acts as a key throughway for many diverse communities.** It also acts as a critical Willamette River crossing for many transportation modes and has been referred to by some entities as an **“emergency lifeline”** road. The corridor serves as a main street for numerous formal and informal commercial centers and provides connections to MAX and Gresham transit facilities. It is a high crash corridor and has been identified by TriMet as a key corridor to increase transit ridership.

There were **141** serious injuries and fatalities on this corridor between 2007-2017. **71%** of this corridor is in an equity focus area.

MEASURE FUNDING \$370M

[\$970M WITH LEVERAGED FUNDS]



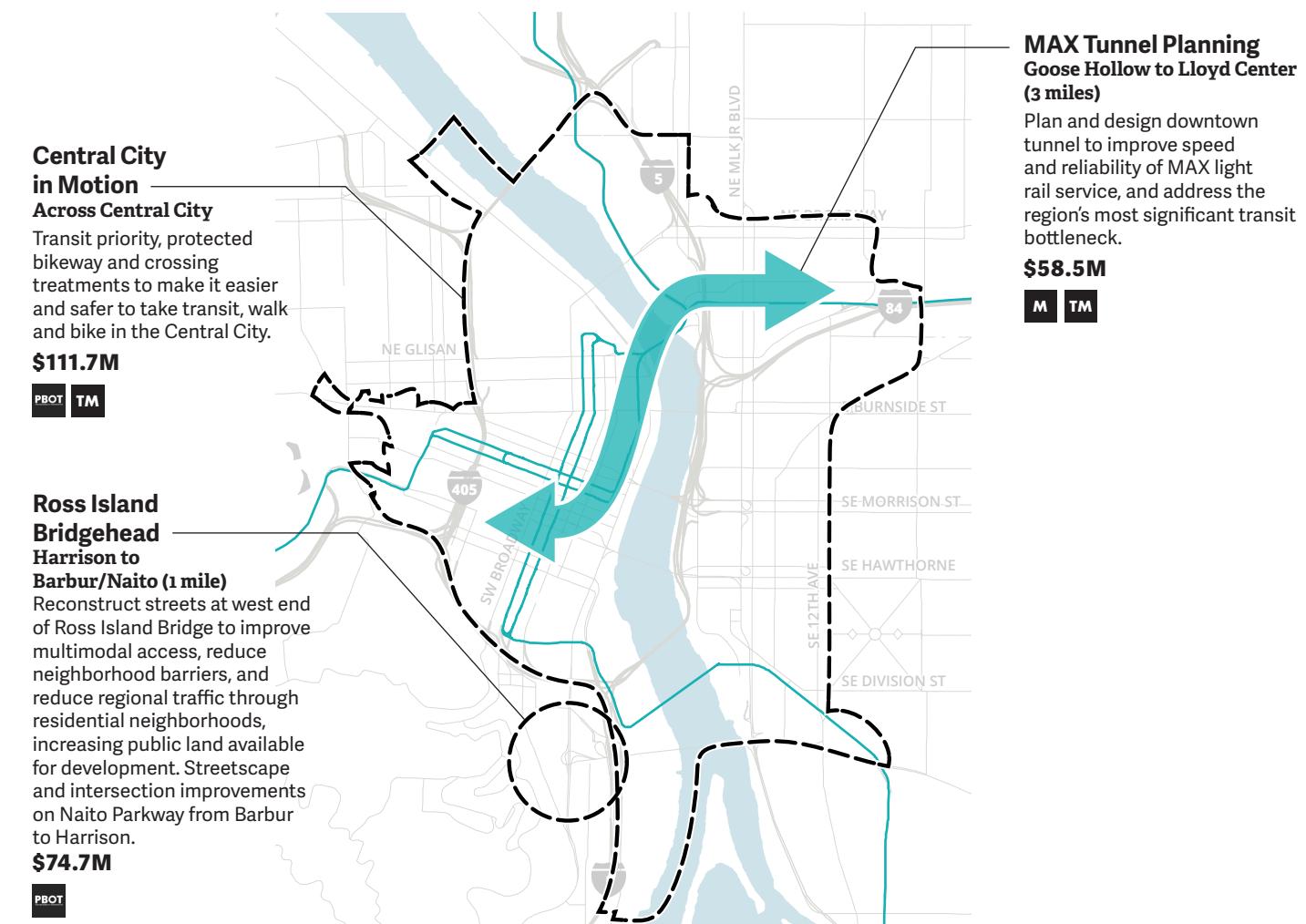
Central City

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.

**MEASURE
FUNDING \$240M**

[\$280M WITH LEVERAGED FUNDS]

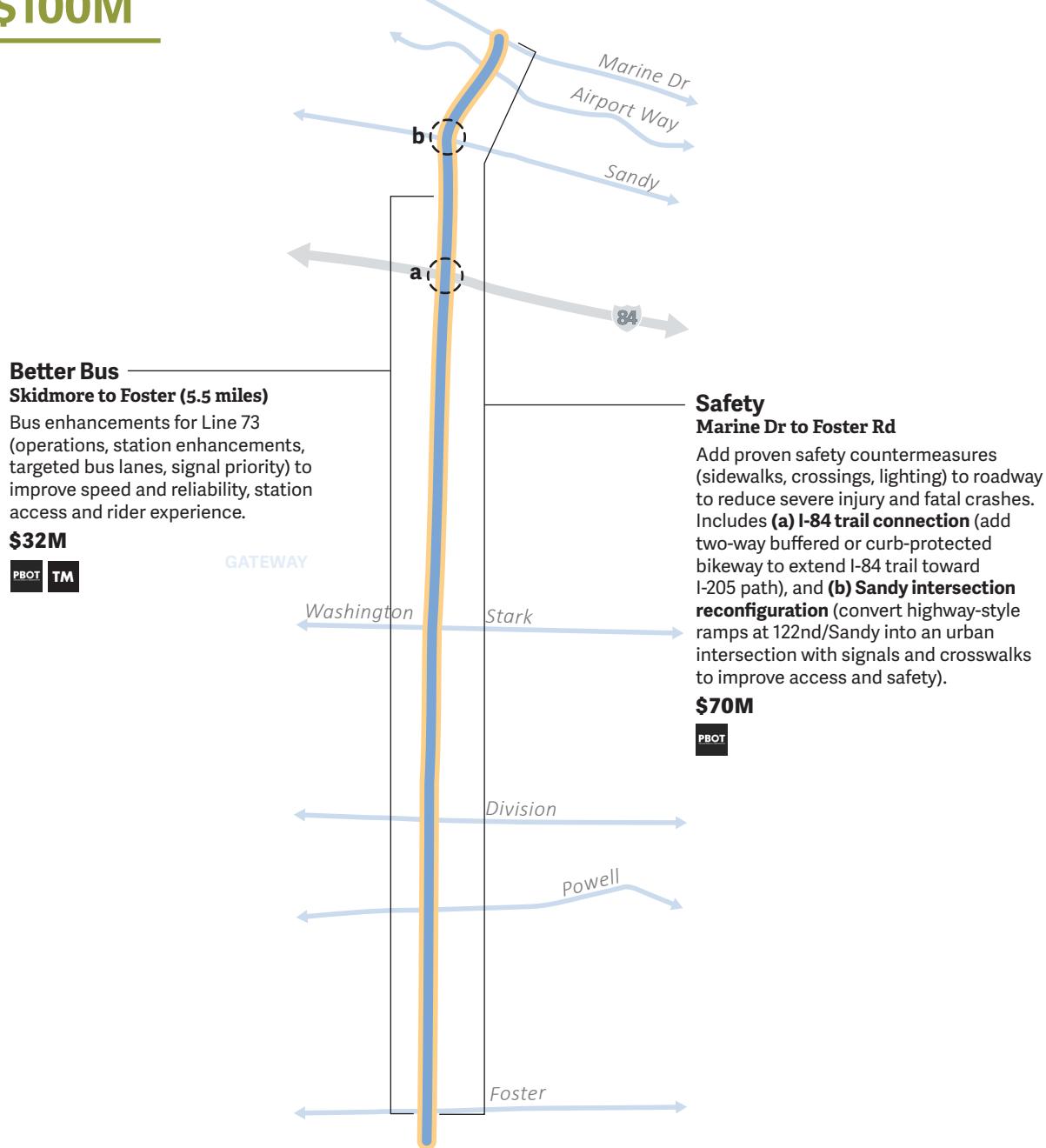


122nd Avenue

122nd Ave connects Foster Road to Marine Drive. The corridor serves TriMet's diverse ridership on 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. Included within this corridor is the **Parkrose neighborhood, which has large Black, Latinx and Asian populations.** Critical resources are located near 122nd Ave, such as **BeginRight Employment Services, Unite Oregon, Columbia Care Services, and Northwest Tibetan Cultural Association.**

There were **75** serious injuries and fatalities on this corridor between 2007-2017. **88%** of this corridor is in an equity focus area.

MEASURE FUNDING \$100M



162nd Ave

162nd Ave 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. Rockwood has an income lower than 69.8% of U.S. neighborhoods, with only two major grocery stores: Winco Foods located on NE 122nd and Albertson's on 181st. This corridor is home to the **Rosewood Initiative, Su Casa Super Mercado, Day Break Shelter, and Latino Network.** 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.

MEASURE **\$110M**

[\$120M WITH LEVERAGED FUNDS]

Railroad undercrossing

Add bicycle/pedestrian access at existing railroad overcrossing.

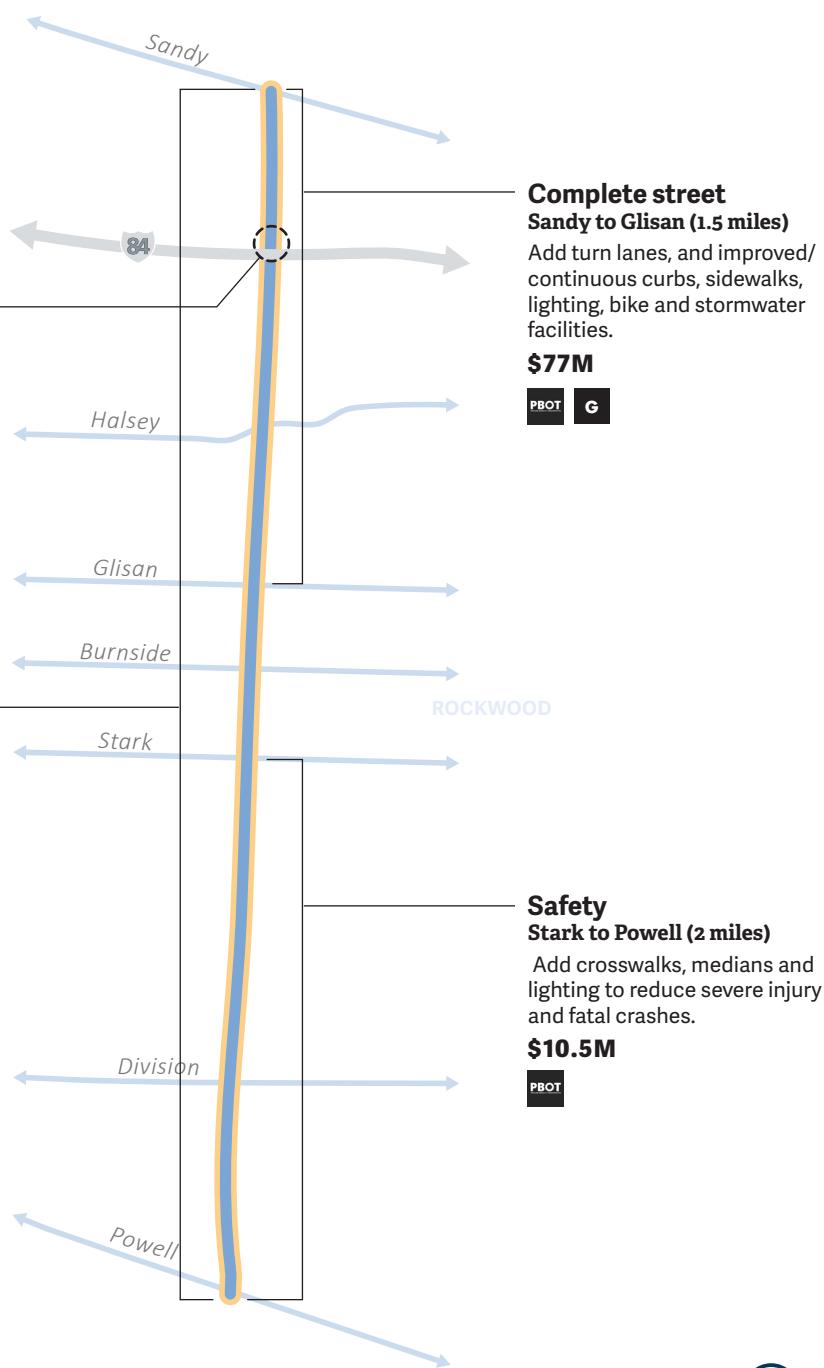
\$7.5M



Better Bus Sandy to Powell (entire corridor, 4 miles)

Bus enhancements for Line 74 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and amenities throughout the corridor.

\$14.2M

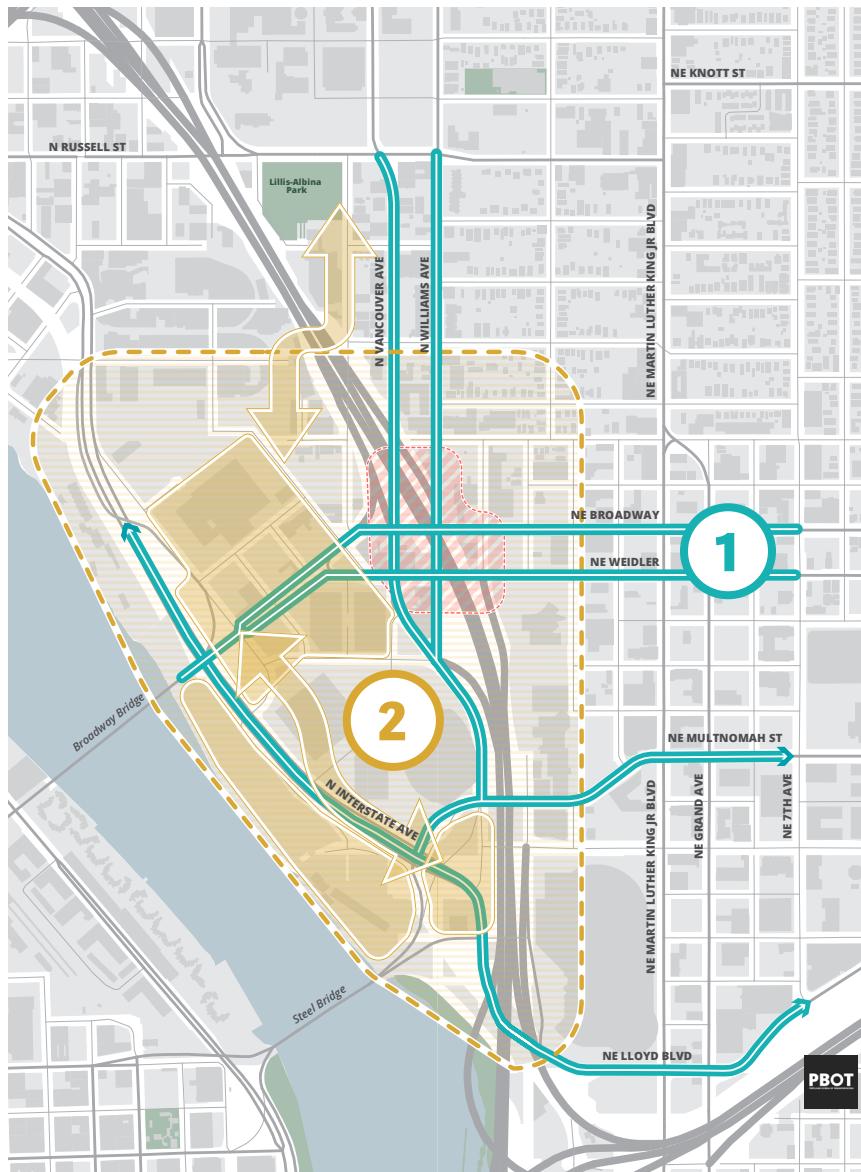


Albina Vision

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.

MEASURE FUNDING \$65M



① Albina Vision Improvements

5 key corridors:

1. Broadway Weidler between the Broadway Bridge and 7th Ave
2. Interstate Ave between the Steel Bridge and Tillamook St
3. Multnomah St between Interstate Ave and 7th Ave
4. Vancouver/Williams between Russell St and Multnomah St
5. Lloyd Blvd between the Steel Bridge and 7th Ave

Improvements to include: bus stop enhancements (wider platforms, bus pads, improved shelters and lighting), public art, placemaking elements (distinctive materials, special lighting, public spaces, planted medians and street trees), safer marked crossings, improved bikeways, pedestrian scale street lighting and sidewalk extensions.

\$51.2M

② Albina Urban Design Strategy Areawide

Plans and strategies to guide the implementation of the Albina Vision, including urban design guidelines, plans for the Rose Quarter Transit Center and Broadway Bridgehead, and plans to improve multimodal connections to the river.

\$14M

Powell Blvd

Powell Blvd links Portland's west side to East Multnomah County for all modes including freight. As a main street for numerous commercial centers the corridor connects historically underserved communities in outer SE neighborhoods. TriMet identifies Powell Blvd as a key corridor to increase ridership by making safety improvements and prioritizing transit-oriented development. Transit improvements would **connect the high concentration of affordable housing along the corridor to jobs and 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.

MEASURE FUNDING \$110M

Safety Portland
Willamette River to Mt Hood Hwy

Add sidewalks, lighting, enhanced pedestrian crossings and parallel greenway connections to reduce severe injury and fatal crashes.

\$28.5M



Planning for MAX or Bus Rapid Transit downtown Portland to I-205 (5 miles)

Design for longer-term transit enhancements such as Bus Rapid Transit or MAX.

\$24.6M



Hogan intersection
Hogan/Powell

Add second northbound lane to Hogan at Powell to ease traffic congestion.

\$12.4M



Downtown Gresham Bikeway
Cleveland to 1st (.5 miles)

Add two-way curb-protected bikeway along Powell to connect downtown Gresham to Powell Valley neighborhoods.

\$4.9M



ROCKWOOD

GRESHAM

Hogan

Better Bus
Willamette River to Mt Hood Hwy

New bus shelters and better lighting at stops.

\$24.5M



Safety Gresham
Portland city limit to Mt. Hood Highway (4 miles)

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

\$13.5M



DOWNTOWN PORTLAND

Chavez

Foster

GATEWAY
82nd
205
LENTS
122nd

182nd



Memo

Date: July 13, 2020
To: Metro Council President, Metro Council
From: Margi Bradway, Deputy Director of Planning and Development
Subject: Resolution No. 20-5122 Corridor Investment Package, Exhibit B: Project Definition Sheets

The Get Moving Transportation Measure includes approximately 150 projects on 17 corridors and represents a wide range of projects that are different in scope, scale and purpose. The purpose of this memo is to provide background on how the project definition sheets were developed, and how they Project Definition sheets will be used moving forward.

Project Definition Sheets Overview

The Project Definition sheets were developed in Spring 2020 to define projects consistent with the goals of the Transportation Funding Task Force appointed by Metro Council, and in close cooperation with partner agencies. Metro worked with state, regional and local agencies to use outcome-based design to further refine project concepts and project designs. The Project Definition sheets used the processes described below and in the Expenditure Plan: draft cost estimate process, risk assessment process, value planning process, final cost estimate process and the year of expenditure table.

The Project Definition sheets describe each project's geographical extents, the project agencies responsible for delivery, the budget, the project scope (planning, design, and/or construction), project intent and outcomes, and the expectations. The budgets presented are in current dollars (2019) but were escalated by Metro staff to the expected year of expenditure for the purpose of budgeting. These cost estimates are based on an initial 10-year delivery timeline. Metro assumed an annual 4% inflation rate. It is important to note that this timeline will be refined based on the final measure referred by Council to the region's voters; as a result of this and other factors, the costs throughout are subject to change. More information is described in the "Next Steps" section below.

Metro staff communicated extensively with the project delivery agencies (PDAs) during several rounds of review, comment and negotiation to ensure the Project Definition sheets captured the desired outcomes while also being realistic given the project development stage, risks and unknowns at this point in time (June 2020). Because this set of project descriptions represents this point in time, a change management process is described below and in more detail in the Expenditure Plan provided as Exhibit A to Resolution No. 20-5117.

Draft cost estimate process

PDAs and/or partner agencies developed cost estimates for their projects, with support from Metro's engineering consultant. These estimates were evaluated and refined for consistency across the measure. The team used a standardized cost template and iterative sufficiency reviews by the consultant. The template documents the level of project development and engineering completed for each project, the relative engineering risk, major cost elements, and typical project allowances such as contingency. Costs were standardized based on year 2019 costs to support the appropriate application of cost escalation across the measure.

Risk Assessment Process

Each project was assessed using information sourced by the PDA and/or their partnering agencies and consultants. These supporting documents included design or concept plans, detailed cost estimate and cost estimate template, project development and construction risks provided by each agency, and project context, concept, and scoping Information provided by each agency. Based on this assessment, each project was evaluated for seven categories of risk to produce an overall assessment of relative project delivery risk. Like the cost estimate process, the risk assessment focused on assessing each project to create parity in the evaluation results independent of the project delivery agency, project type, or project development stage. Risk mitigation strategies were collaboratively developed for projects where appropriate.

Value Planning Process

For projects whose detailed cost estimates substantially exceeded the original concept estimates from which the project budgets reviewed by the Task Force were made, a value planning process was undertaken to realign project scopes with the project budgets. PDAs or partner agencies, with support from Metro's engineering consultant as needed and in consultation with Metro, revised project scopes while prioritizing the measure outcomes as defined by the Task Force and Metro Council. The result is a set of jointly-developed value planned projects that more closely matches the Task Force budgets and expected revenues. This is based on prioritizing scope elements most consistent with the intended measure outcomes. In all cases, a "baseline" version of the project was retained for consideration to support the process of reconciling expected costs and revenues.

Cost Estimate Process

A set of projects whose final budgets have been "reconciled" to match expected revenues was developed for the final Metro Council recommendation. This set of projects retains all of the original projects except one. The recommended budget for each project is either the baseline project amount, the value-planned project amount, or an amount in between. The recommended budget prioritized the elements most consistent with the defined Task Force and Metro Council measure outcomes. A key objective was reasonable consistency in the level of expenditure relative to the need by corridor, for example integrating safety investment levels proportionate to the corridor need. Most projects were recommended at the baseline level. The PDA and the Metro team assessed the original concept and determined the projected cost of the original concept was not attainable and actual project costs would be disproportionate to the expected benefits.

Year of Expenditures

Projects were scheduled for implementation over a 10-year period (2022-31) based on consideration of available revenue by year, project phasing and readiness information from the delivery agency, and coordination of projects within each corridor. For each project, the PDA reviewed the timing of and need for planning, design, and implementation (which includes right-of-way, utilities, and construction) phases. Each phase of each project was assumed to be funded consistently over the duration within that project phase, with a cost escalation applied from 2019 at the rate of 4% annually across the measure. Projects with defined funding contributions were not escalated: the five transit projects with assumed FTA match (Southwest Corridor, 82nd BRT, Burnside BRT, McLoughlin BRT, and TV Highway BRT), Burnside Bridge, and Airport Way. The cost estimates and especially the Year of Expenditure is subject to change, based on the amount and rate in which revenue is collected, bonded and expenditures are available to allocate to projects.

Next Steps

Get Moving 2020 is a multiyear investment plan. Some of the projects in these definition sheets require more extensive additional engagement, planning and design than others. There are also unknown risk factors in construction of projects, rate of collection and bonding schedule for the measure, and other factors that may influence costs and revenue. Therefore, project costs and descriptions are likely to change. The Project Definition Sheets are the starting point for ongoing project development. In the months and years ahead, Metro will continue work with partners and community to further design projects and refine delivery timelines, taking into account all of the work described above.

Through ongoing engagement with community and partners, we will work to prioritize key Council and Task Force outcomes, particularly racial equity, safety and climate, as we seek to contain costs and deliver project benefits. We will also work to ensure that Get Moving 2020 investments continue to leverage as much additional federal, state and local funding as possible.

All future refinements to the project package will be made in accordance with the outcomes adopted by the Task Force and Metro Council, through transparent, accountable coordination with our project delivery partners and in consultation with the Get Moving 2020 oversight committee.



GET MOVING 2020

**Metro Council
Resolution No. 20-5122
Corridor Investment Package
Exhibit B: Project Definition Sheets**

CORRIDOR: SW Corridor

1. SW Corridor LRT (RTP 11587)

PROJECT EXTENTS: Portland to Tualatin via Tigard, 11 miles

DELIVERY AGENCY: TriMet

BUDGET (YOE\$): \$975M (*Assumes additional federal, state, and local matching funds; YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

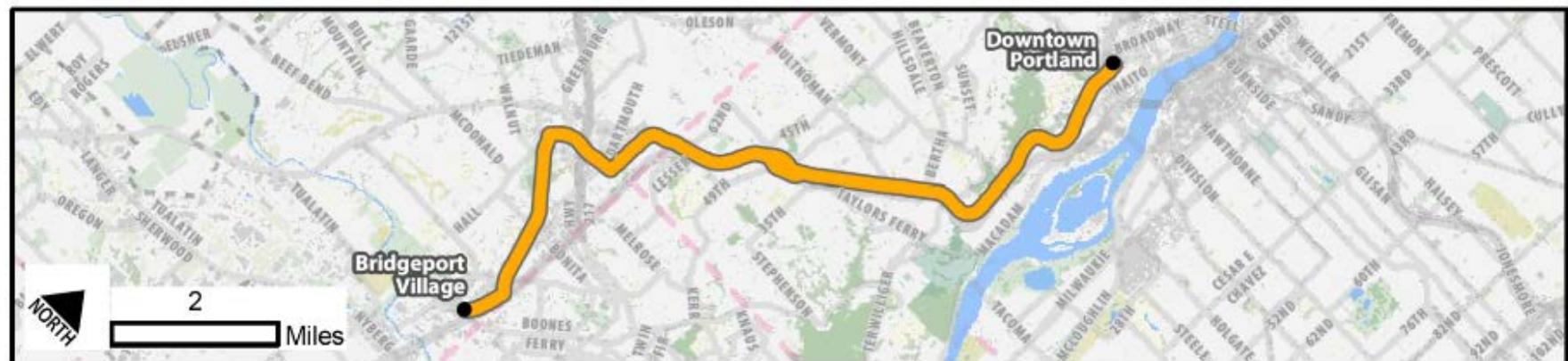
PROJECT SCOPE: Design through Construction

Project Intent:

Construct light rail extension to improve transportation choices in key regional corridor, including stations and multimodal project features, as included in a Full Funding Grant Agreement between TriMet and FTA.

Project Expectations:

- Extension of the regional MAX LRT system between downtown Portland and Tualatin via Tigard.
- Marquam Hill Connection – new connection from SW Barbur to the Marquam Hill employment and service area.
- Shared transitway between SW Capitol Highway (OR-10) and downtown Portland serving light rail and at least two bus lines traveling from Washington County/Beaverton through SW Portland into downtown Portland.
- Replacement of two existing Barbur viaducts with seismically sound multi-modal structures with sidewalks and protected bike lanes.
- Safety improvements that benefit travelers of all modes.
- Improved walking and biking access between SW Barbur Boulevard and Portland Community College-Sylvania Campus.
- Improved access to transit along the corridor, including 8 miles or more of new or improved sidewalks, 8 directional miles or more of new or improved bike facilities, and increased park and ride capacity.
- Street improvements in the Tigard Triangle.
- Terminus station at Bridgeport Village.



CORRIDOR: McLoughlin Blvd**1. Enhanced Transit** (RTP 11937)

PROJECT EXTENTS: Clackamas Town Center to Clackamas Community College via Milwaukie, 15 miles

DELIVERY AGENCIES: Metro (Planning phase), TriMet

BUDGET (YOE\$): \$92.5M (*Includes \$5M for planning phase, assumes \$87.5M additional federal match; YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

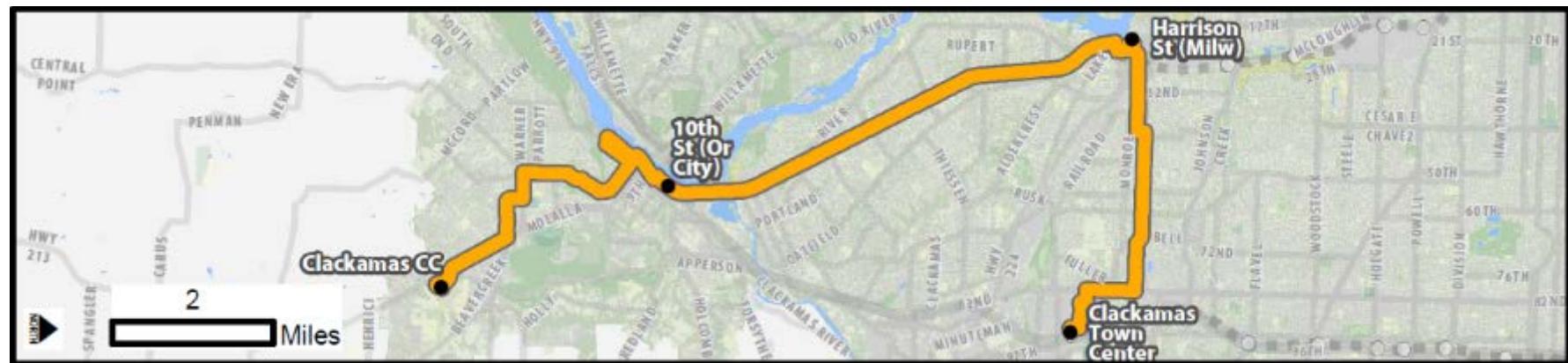
PROJECT SCOPE: Planning through Construction

Project Intent and Context:

- Enhancements to Lines 33 and 99 to improve speed and reliability, station access and amenities throughout the corridor. These improvements will be implemented in coordination with other improvements along McLoughlin that will be undertaken by ODOT.
- Project will be further developed in planning and design phases and may include refinement of the project scope and expectations with Metro concurrence, in coordination with local, state and federal partners.
- The project will be delivered consistent with ODOT's Blueprint for Urban Design (BUD) on McLoughlin and 82nd. The Corridor Contexts for this corridor are Commercial Corridor and/or Urban Mix. The target speed will be consistent with the Blueprint for Urban Design.
- Design parameters and target speed on non-ODOT facilities will be consistent with Metro's Designing Livable Streets and Trails Guidelines.
- Reduction Review Route clear width dimensions will be maintained on McLoughlin per ORS 366.215.

Project Expectations:

- Intent is to deliver 6 or more new safe, marked crossings of McLoughlin with refuge islands. Strive to deliver safe, marked pedestrian crossings of McLoughlin at all transit stops. Refuge island may not apply at intersections where left-turn lanes are in conflict and will comply with ORS 366.215.
- Provide enhancements to approximately 90 transit stations, such as wider station platforms, bus pads, improved shelters, real time travel information displays and lighting.
- Provide 1 mile or more of new bus priority (BAT) lanes on McLoughlin. Consider enhanced pavement and pavement markings in new lane areas. Consider curb-protected bikeways adjacent to BAT lanes and bus stop treatments.
- 12 or more signals upgraded with transit signal priority along McLoughlin.
- Fiber optic communication added for length of project along McLoughlin.
- Approximately 16 new electric buses and associated charging infrastructure.



CORRIDOR: McLoughlin Blvd**2. Safety** (RTP 10024, 10098)

PROJECT EXTENTS: Milwaukie to Oregon City, 6.5 miles

DELIVERY AGENCY: Oregon Department of Transportation

BUDGET (2019\$/YOE\$): \$70M/\$92.6M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Planning through Construction

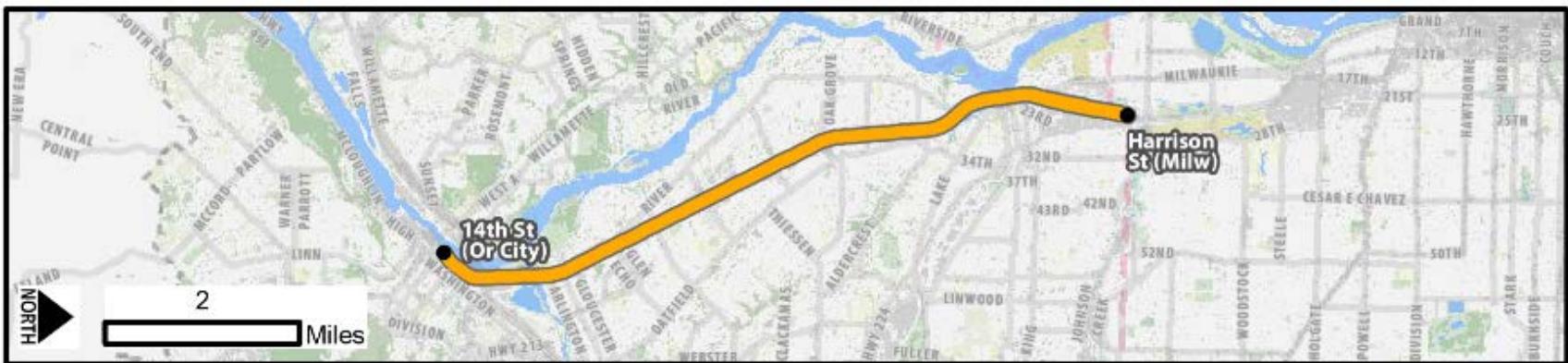
Project Intent and Context:

- Add/improve sidewalks, crossings, lighting, and other safety features to reduce severe injury and fatal crashes. Sidewalk and bike facility design will be based on recommendations of McLoughlin Corridor Design Plan where appropriate. These improvements will be implemented in coordination with other improvements along McLoughlin that will be undertaken by TriMet.
- The project will be delivered consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor and/or Urban Mix. The target speed will be consistent with the Blueprint for Urban Design.
- Reduction Review Route clear width dimensions will be maintained per ORS 366.215.
- Memorandum of understanding outlines additional commitments related to project delivery and refers to a refined scope, schedule and budget to be developed at 15% design. If budget limitations occur, safety scope elements including crossings, lighting, sidewalk gap filling, and access management will be prioritized for delivery.

Project Expectations:

- Project to strive to deliver 6 new enhanced marked pedestrian crossings on McLoughlin to provide more crossing frequency in the corridor. Transit project is also expected to deliver crossings in this corridor. Strive to provide safe, marked crossings at all transit stops.
- Consider at-grade crossing improvements for the Trolley Trail (Jennings) and Kronberg Park Trail (Bluebird).
- Project to deliver pedestrian refuge islands to prevent illegal use of center lane at marked pedestrian crossings consistent with ORS 366.215. May not apply where intersection turn lane is in conflict.
- Project to consider medians and driveway modifications for access management.
- Provide pedestrian scale street lighting at intersections, crosswalks, transit stops and trail crossings to enhance pedestrian safety.
- Provide Americans with Disabilities Act (ADA) accessible sidewalks where sidewalk infill and sidewalk widening occurs. Intent is for minimum typical sidewalk width of 8 feet which includes buffer.
- Minimize curb radii where possible where corners are modified to provide a pedestrian friendly design.
- Provide separated, buffered bikeways with consideration for curb protected bikeways adjacent to bus priority (BAT) lanes and bus stop treatments. Intent is for minimum typical bikeway width of 8 feet which includes buffer.
- Provide stormwater management facilities as required.
- Include pavement and resurfacing as required.

- Consider enhanced pavement and pavement markings where lanes are substantially shifted (more than 2 feet) or as required by pavement design.



CORRIDOR: McLoughlin Blvd**4. I-205 Ramp Improvements** (RTP 10144, 11891)

PROJECT EXTENTS: Dunes Drive to I-205 Southbound ramps, 0.3 miles

DELIVERY AGENCY: Oregon Department of Transportation

BUDGET (2019\$/YOE\$): \$7.4M/\$8.49M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Construction, subject to modification with Abernethy Bridge project schedule

Project Intent and Context:

- Dual left turn lanes on McLoughlin at both I-205 ramps to ease congestion, and add bike/pedestrian facilities. These improvements will be implemented in coordination with other improvements along McLoughlin that will be undertaken by TriMet.
- The project will be delivered consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor and/or Urban Mix. The target speed will be consistent with the Blueprint for Urban Design.
- Reduction Review Route clear width dimensions will be maintained per ORS 366.215.

Project Expectations:

- Provide southbound dual-left turn lanes from McLoughlin to both I-205 ramps.
- Widen ramps to accommodate additional receiving lane.
- Provide pedestrian and bicycle facilities in the McLoughlin right-of-way between Dunes Drive and 15th Street. Consider buffer or curb protection for these pedestrian and bicycle facilities. Strive to provide these facilities along both sides of McLoughlin.
- Consider pedestrian friendly design treatments including corner radii and signal timing at the existing ramp terminal crosswalks.
- New or replaced traffic signals will include transit signal priority along McLoughlin consistent with regional ITS architecture.



CORRIDOR: McLoughlin Blvd

5. Trolley Trail (RTP 10151)

PROJECT EXTENTS: Arlington (Gladstone) to Main Street (Oregon City)

DELIVERY AGENCIES: Clackamas County, City of Oregon City

BUDGET (2019\$/YOE\$): \$12.2M/\$14.4M (11.5% Oregon City and 88.5% Clackamas County; YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change)

PROJECT SCOPE: Design through Construction

Project Intent:

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

Project Expectations:

- Bicycle and pedestrian bridge following regional trail design guidelines and guidance from the Trolley Trail Bridge: Gladstone to Oregon City Feasibility Study.
- Consideration of wildlife crossing elements along riverbank.
- Consider interaction with Gladstone main street plan.
- Wayfinding signage in Gladstone and Oregon City.
- Trail lighting from Main Street to new bridge.
- Construction of the missing sidewalk sections on Main Street between I-205 underpass and 17th Street.



CORRIDOR: McLoughlin Blvd

7. Willamette Falls Bike/Ped Plan (RTP 10118, 11757)

PROJECT EXTENTS: 10th St to Railroad Ave, 0.4 miles

DELIVERY AGENCY: City of Oregon City

BUDGET (2019\$/YOE\$): \$1M/\$1.29M (YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change)

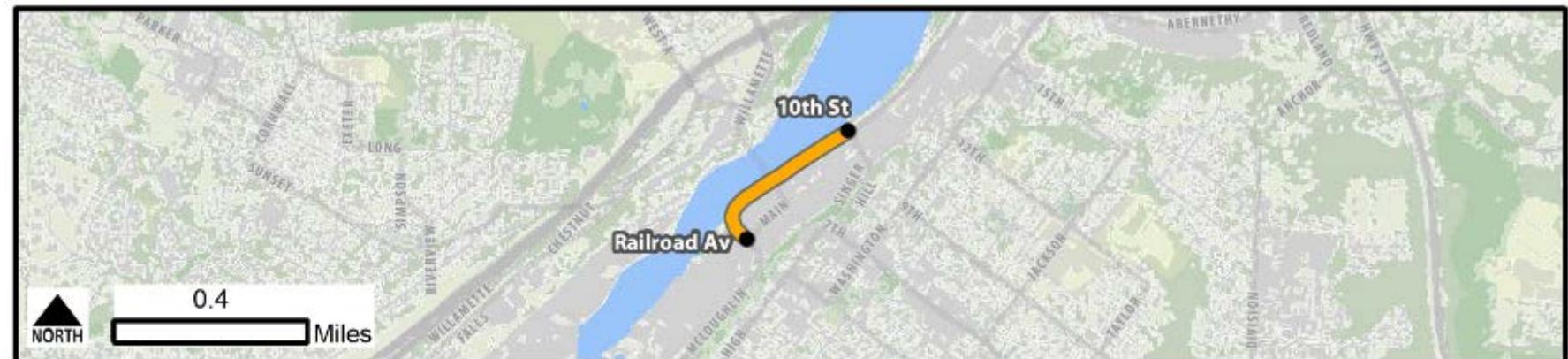
PROJECT SCOPE: Design

Project Intent:

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

Project Expectations:

- Advancement of planning and design work developed using Regional Flexible Funds (RFFA) to further design.
- Detailed design of proposed improvements.
- A design that considers a multi-use path, safe crossings of McLoughlin, green infrastructure including street trees, medians for access management and pedestrian refuge, pedestrian-scale lighting, and continuous sidewalks.



CORRIDOR: McLoughlin Blvd

8. Park Avenue Park & Ride Expansion (RTP 10988)

PROJECT EXTENTS: SE Park Ave Park and Ride Garage

DELIVERY AGENCY: TriMet

BUDGET (2019\$/YOE\$): \$1.5M/\$1.8M (*Assumes additional resources to fully fund; YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Design through Construction

Project Intent:

Expand the parking capacity of the existing park & ride structure at the MAX Orange Line terminus (13121 SE McLoughlin Blvd).

Project Expectations:

- Add up to two decks to the existing Park Avenue park & ride structure to increase its parking capacity.
- Transportation mitigation as required.



CORRIDOR: McLoughlin Blvd

9. Portland Avenue Streetscape (RTP new)

PROJECT EXTENTS: Abernethy to Arlington, 0.5 miles

DELIVERY AGENCY: City of Gladstone

BUDGET (2019\$/YOE\$): \$6M/\$8.2M (YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change)

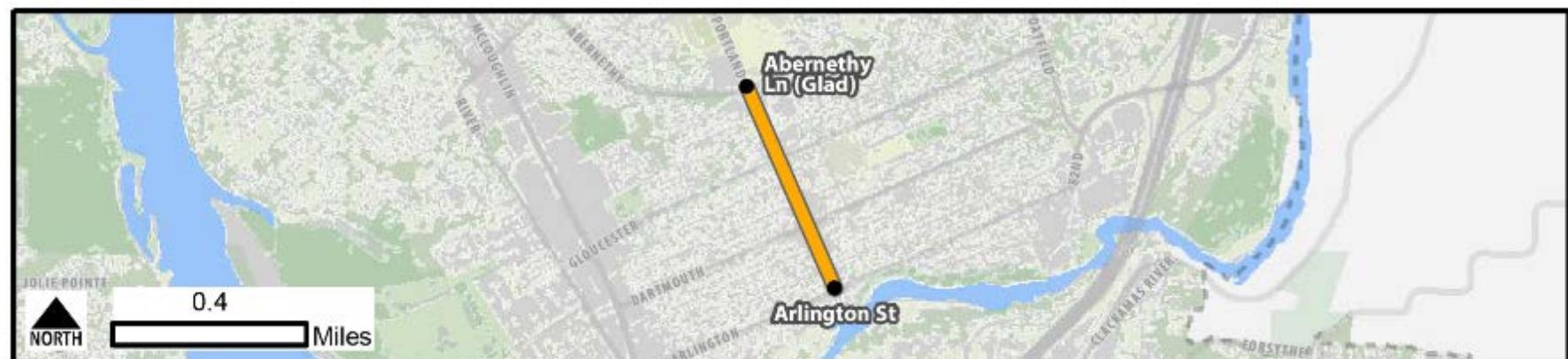
PROJECT SCOPE: Design through Construction

Project Intent:

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

Project Expectations:

- Dedicated bicycle facilities such as bicycle lanes or buffered/protected facilities.
- Pedestrian features like reduced corner radii, curb extensions, and/or raised crosswalks and intersections.
- Pedestrian scale street lighting at intersections, crosswalks, and trail crossings.
- Continuous Americans with Disabilities Act accessible sidewalks, minimum 8-feet wide (including buffer) where new or widened.
- Wayfinding for Trolley Trail.



CORRIDOR: McLoughlin Blvd

10. Corridor Planning (RTP 11937)

PROJECT EXTENTS: Milwaukie to Oregon City, 6.5 miles

DELIVERY AGENCY: Metro

BUDGET (2019\$/YOE\$): \$5M/\$6.5M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Planning

Project Intent:

Design for longer term transportation improvements including transit.

Project Expectations:

- Develop corridor plan for McLoughlin Boulevard that determines longer term multimodal enhancements and transit.
- May include land use considerations.



CORRIDOR: C2C/181st Ave

1. Enhanced Transit (RTP 11261)

PROJECT EXTENTS: Sandy Blvd to SW 11th Street (south of Powell), 4 miles

DELIVERY AGENCY: TriMet

BUDGET (2019\$/YOE\$): \$22.3M/\$27.2M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

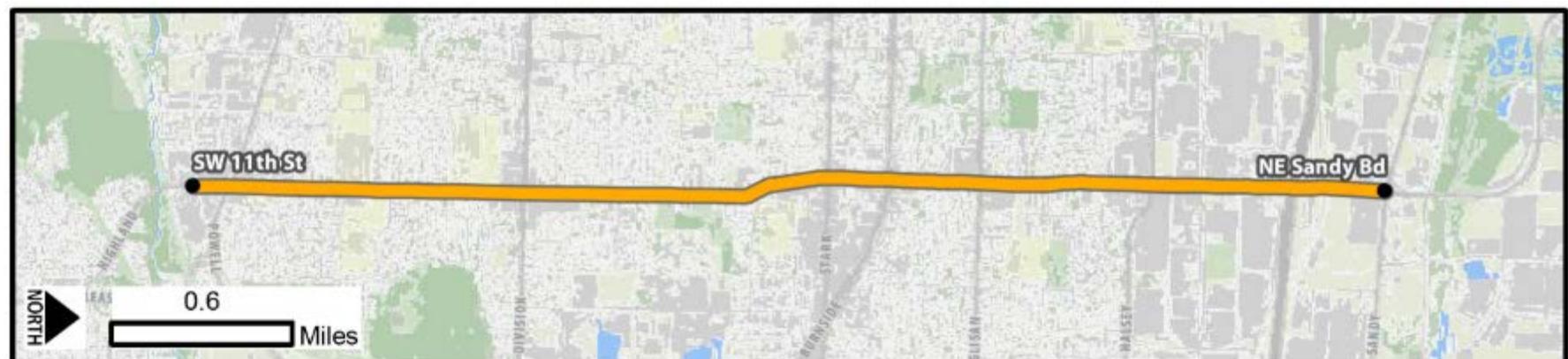
PROJECT SCOPE: Design through Construction

Project Intent:

Targeted bus improvements and bus stop improvements for Line 87 on 181st/182nd Avenue such as operations, station enhancements, bus lanes, and signal priority to increase speed, reliability. These improvements will be implemented in coordination with other improvements along 181st/182nd that will be undertaken by the City of Gresham.

Project Expectations:

- 10 or more major stop enhancements, including wider station platforms, bus pads and improved shelters.
- 30 or more minor station enhancements.
- Half mile or more of bus priority (BAT) and queue bypass lanes added, likely at 4 major intersections.
- 10 or more signals upgraded with NextGen transit signal priority.
- Fiber optic communication added for length of project.



CORRIDOR: C2C/181st Ave

2. Safety (RTP 10454, 11682)

PROJECT EXTENTS: Sandy to Powell, 4 miles

DELIVERY AGENCY: City of Gresham

BUDGET (2019\$/YOE\$): \$35M/\$42.8M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Design through Construction

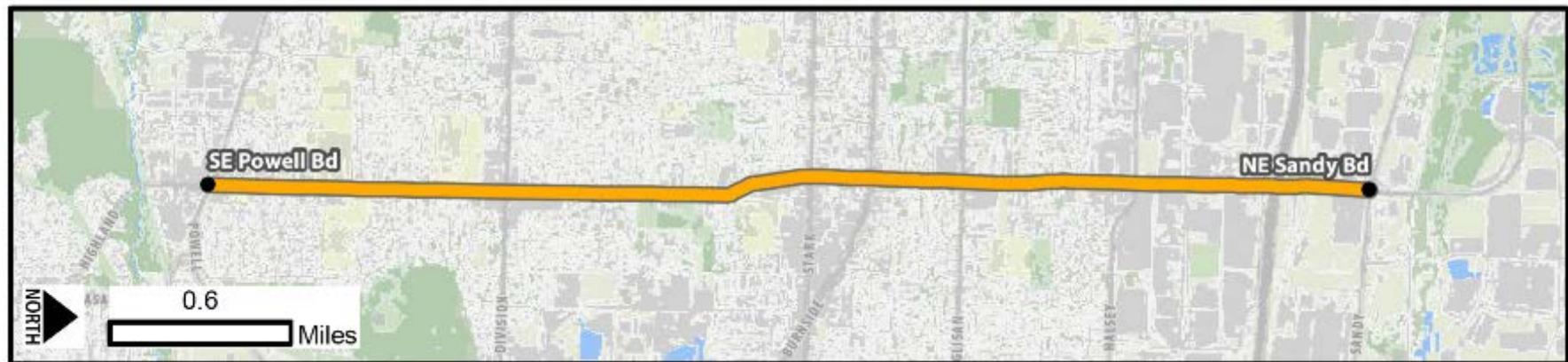
Project Intent and Context:

- Add/improve sidewalks, crossings, lighting to roadway to reduce severe injury and fatal crashes on 181st/182nd Avenue. These improvements will be implemented in coordination with other improvements along 181st/182nd that will be undertaken by TriMet.
- Design parameters and target speed in accordance with Metro's Designing Livable Streets and Trails Guidelines as a Regional Boulevard in Rockwood Town Center, and Regional Street otherwise.

Project Expectations:

- 11 or more new safe, marked pedestrian crossings of 181st/182nd (beacon or signal). Strive to provide safe, marked crossings at all transit stops.
- Continuous Americans with Disabilities Act accessible sidewalks, minimum 8-foot total width of sidewalk plus buffer from street where new or widened.
- Continuous separated bikeways, minimum 7-foot total width including buffer. Consider protected bike intersection and bus stop treatments.
- 10'-11' lane widths and 1' shy are permissible. Turn lane widths may be larger in high freight areas.
- Pedestrian refuge islands to prevent illegal use of center turn lane at marked pedestrian crossings where possible. May not apply where in conflict with intersection turn lane.
- Provide improved roadway lighting for safety, including consideration of pedestrian scale street lighting at intersections, crosswalks and transit stops.
- Improve I-84 Path connections through I-84 interchange.
- Median islands and driveway modifications for access management where feasible.

2020 TRANSPORTATION FUNDING MEASURE: PROJECT DETAIL



CORRIDOR: C2C/181st Ave

3. Roundabout (RTP 10466)

PROJECT EXTENTS: At 172nd & Foster intersection

DELIVERY AGENCY: Multnomah County

BUDGET (2019\$/YOE\$): \$6.5M/\$8.2M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

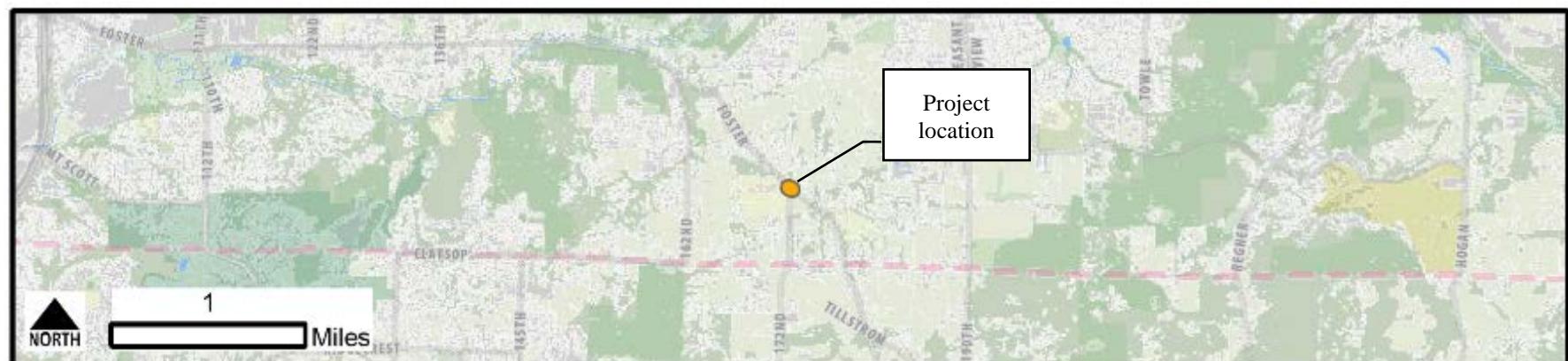
PROJECT SCOPE: Design through Construction

Project Intent:

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

Project Expectations:

- Single lane Roundabout with three legs.
- Bicyclists will be considered and provided for in roundabout design.
- Continuous Americans with Disabilities Act accessible sidewalks, minimum 10-feet wide (including buffer).
- Marked pedestrian crossings on all legs of roundabout.
- Pedestrian scale street lighting for all pedestrian crossings.



CORRIDOR: C2C/181st Ave

5. New Connector Road (RTP 10033, 12071)

PROJECT EXTENTS: 172nd to 190th, 1.25 miles

DELIVERY AGENCY: Clackamas County

BUDGET (2019\$/YOE\$): \$48.5M/\$61.5M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Design through Construction

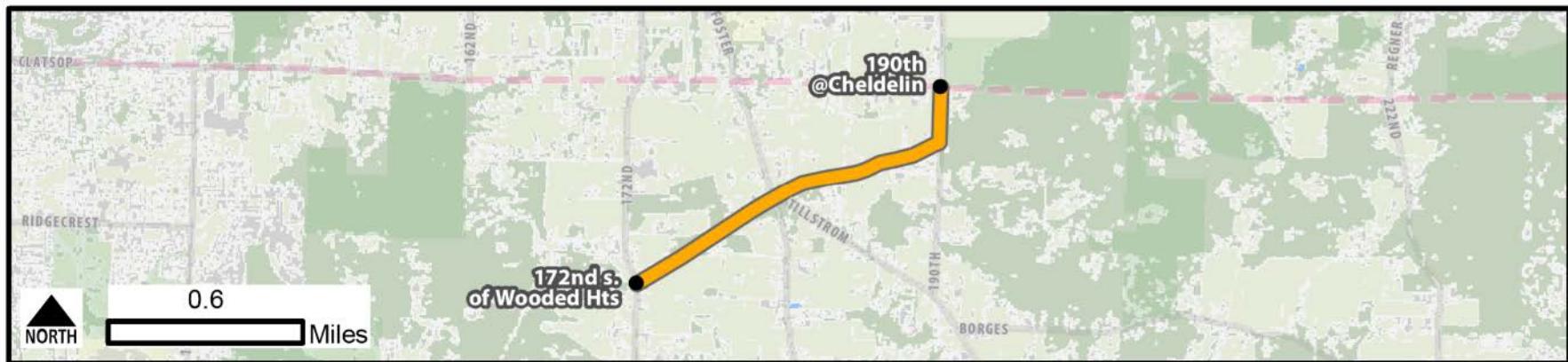
Project Intent and Context:

- Construct new roadway with sidewalks, bike facilities, and roundabouts to create a continuous Clackamas to Columbia corridor.
- Design parameters and target speed in accordance with Metro's Designing Livable Streets and Trails Guidelines as a Regional Street.

Project Expectations:

- New 2-lane road, with right-of-way acquired for 4-lane cross-section.
- Design will be based on Chapter 7 of the 172nd Ave – 190th Drive Corridor Management Plan.
- Design for full build out of roadway should consider future bus stop locations. Intent is no added right-of-way would be needed.
- Americans with Disabilities Act accessible sidewalks and buffer from street, minimum 10-foot total width of sidewalk including buffer.
- Continuous separated bikeways, minimum 8-foot total width of facility including buffer (at buildout; interim bikeway design for 2-lane first phase may be narrower). Consider protected bike intersection and bus stop treatments.
- Auto lane width selection will maintain preferred design widths for bike facilities and sidewalks.
- Pedestrian scale street lighting at intersections and crosswalks.
- Safe, marked pedestrian crossings will be included at all intersections and roundabouts. Additional crossings will be considered in full build out. Pedestrian refuge islands will be included at roundabouts and considered at other crossings.
- Design will include street trees.
- Consider adding signage and markings to warn drivers of wildlife at Foster/Tillstrom.
- Consider wildlife culvert with fencing under road at Foster/Tillstrom.

2020 TRANSPORTATION FUNDING MEASURE: PROJECT DETAIL



CORRIDOR: C2C/181st Ave

7. 190th/Highland Bridge (RTP 10533)

PROJECT EXTENTS: Over Johnson Creek and Springwater Trail

DELIVERY AGENCY: City of Gresham

BUDGET (2019\$/YOE\$): \$9M/\$13.4M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Design through Construction

Project Intent and Context:

- Project will reconfigure and seismically upgrade the existing bridge.
- Project will deliver design 90% plans, specifications and cost estimates for future deck-widening project. Future project will be consistent with design parameters and target speed in Metro's Designing Livable Streets and Trails Guidelines as a Regional Street.

Project Expectations:

- Reconfiguration of the existing deck to add a 5.5' sidewalk on the west side.
- Upgrade and seismically retrofit the existing bridge foundation, bents, and abutments to accommodate a future deck widening.
- Where modifications to structure take place, ensure adequate dry ground (width and height) underneath bridge for wildlife crossing.
- Avoid lighting waterway.
- Plans, specifications, and cost estimates as described above in Project Intent.



CORRIDOR: Hwy 212/Sunrise Corridor

3. Hwy 212 & Sunrise Planning and Design (RTP 10890, 11301, 11668)

PROJECT EXTENTS: 122nd to 172nd, 3 miles

DELIVERY AGENCIES: Clackamas County, Oregon Department of Transportation

BUDGET (2019\$/YOE\$): \$28M/\$34M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Planning through Design

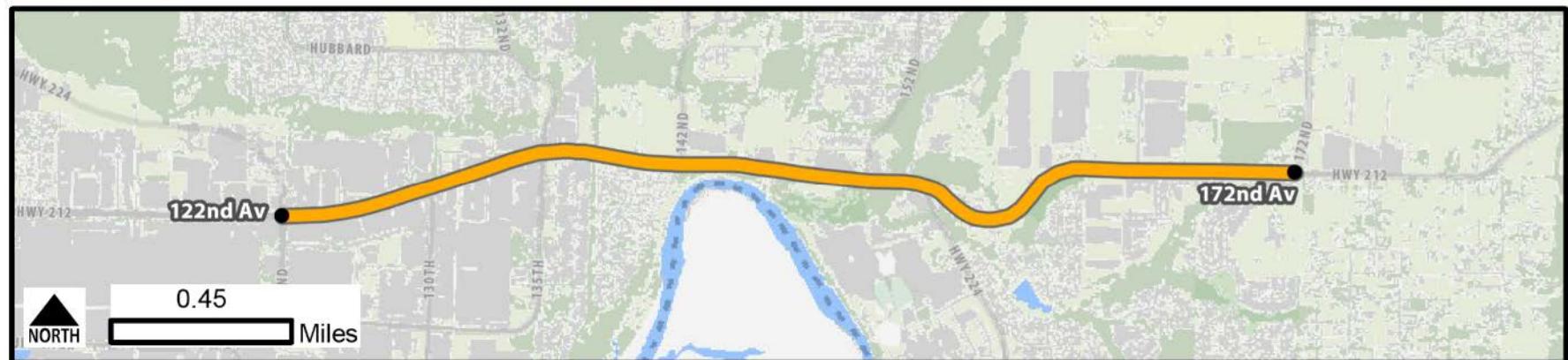
Project Intent and Context:

- Design for Hwy 212 Complete Street Local Connections project and Sunrise limited access roadway with parallel multi-use path to serve future development.
- The project will be designed consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for Hwy 212 are Commercial Corridor and/or Residential Corridor. The target speed will be consistent with the Blueprint for Urban Design.
- Reduction Review Route clear width dimensions will be maintained in design for Hwy 212 per ORS 366.215.

Project Expectations:

- Updated Environmental Impact Statement, design and engineering for Hwy 212 complete street, local connections, and new east-west roadway connection between 122nd and 172nd comprised of a 2 or 4 lane section with limited access and opportunity for bus on shoulder or dedicated bus lanes.
- Design for full build out will include Americans with Disabilities Act (ADA) accessible sidewalks and/or path(s) along Hwy 212.
- Design for full build out will include continuous parallel multi-use path from 122nd to 172nd following regional trail design guidelines including landscaped buffer (where feasible) from roadway.
- Follow best practices for natural resource protection, including consideration of opportunities for wildlife passage.
- Consider the possibility of improving natural resource connection between Forest Creek Natural Area and Clackamas River, adding a vegetated corridor for wildlife connectivity on the south side of Hwy 212 near 142nd, and enhancing wildlife connectivity with vegetation enhancements at Rock Creek crossing.

2020 TRANSPORTATION FUNDING MEASURE: PROJECT DETAIL



CORRIDOR: Hwy 212/Sunrise Corridor

4. Hwy 212 Complete Street & Right-of-Way (RTP 10890, 11301, 11668)

PROJECT EXTENTS: 122nd to 172nd, 3 miles

DELIVERY AGENCIES: Oregon Department of Transportation, Clackamas County

BUDGET (2019\$/YOE\$): \$152M/\$204.1M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Right-of-way through Construction

Project Intent and Context:

- Reconstruct portions of Highway 212 roadway including sidewalks, bicycle facilities and crossings to improve access and safety. Grade-separate intersection with 142nd and realign 135th to build local connections. Acquire right-of-way per revised corridor concept.
- The project will be delivered consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor and/or Residential Corridor. The target speed will be consistent with the Blueprint for Urban Design.
- Reduction Review Route clear width dimensions will be maintained per ORS 366.215.
- Project will be further developed in planning and design phase and may include refinement of these project expectations.

Project Expectations:

- Intent is to deliver safe, marked pedestrian crossings of Highway 212 (likely beacon or signal) with pedestrian refuge islands near transit stops at 142nd and 152nd. Consider crossings at other transit stops.
- Continuous Americans with Disabilities Act accessible sidewalks from 135th to 152nd, intent to provide minimum 12-foot total width including sidewalk and buffer from street.
- Provide separated bikeways from 122nd to 152nd, minimum 8-foot total width including buffer, with consideration for protected treatments at bus stops and intersection.
- Auto lane width selection will maintain preferred design widths for bike facilities and sidewalks.
- Realigned street connections with sidewalks and bicycle facilities.
- Pedestrian scale street lighting at intersections, crosswalks and transit stops from 122nd to 172nd.
- Addition of shelters at all transit stops between 122nd and 152nd where right-of-way is not needed to accomplish.
- Stormwater management as required.
- Provide medians for access management where possible.
- Project to consider driveway modifications for access management.
- Consider environmental connectivity and enhancements to vegetation where possible.

2020 TRANSPORTATION FUNDING MEASURE: PROJECT DETAIL



CORRIDOR: TV Highway

1. Enhanced Transit (RTP 11589)

PROJECT EXTENTS: Forest Grove to Beaverton Transit Center, 16 miles

DELIVERY AGENCIES: Metro (Planning phase), TriMet

BUDGET (YOE\$): \$105M (*Includes \$5M for planning phase. Assumes a federal match of \$100M; YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

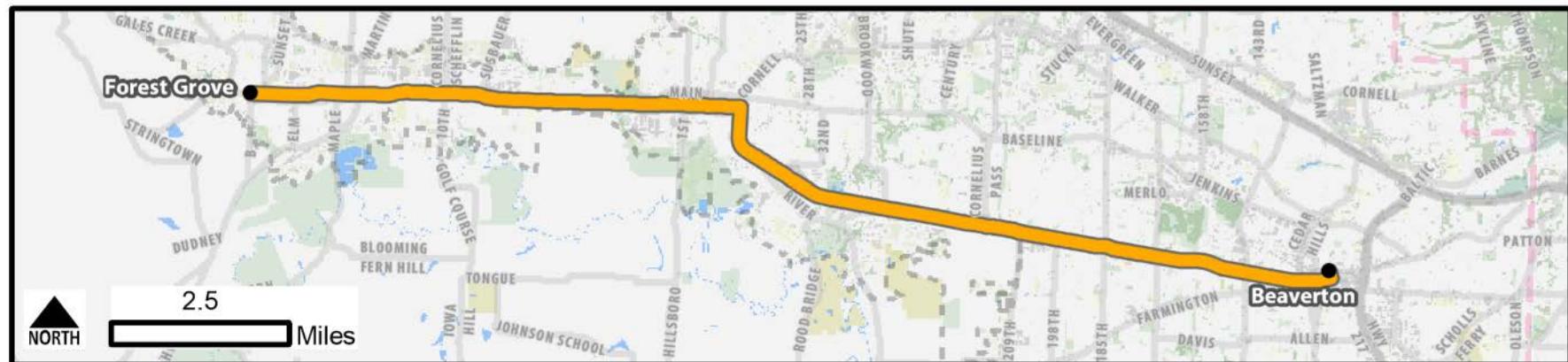
PROJECT SCOPE: Planning through Construction

Project Intent and Context:

- Improvements along the corridor to improve transit (Line 57) speed, reliability, station access, amenities and rider experience; including enhancements to transit stops, and upgraded transit signal priority and communication systems. These improvements will be implemented in coordination with other improvements that will be undertaken by ODOT and Washington County.
- Project will be further developed in planning and design phases and may include refinement of the project scope and expectations with Metro concurrence, in coordination with local, state and federal partners.
- The project will be delivered consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor, Residential Corridor, Central Business District, Suburban Fringe (between Hillsboro and Cornelius only) and/or Urban Mix. The target speed will be consistent with the Blueprint for Urban Design. Reduction Review Route clear width dimensions will be maintained per ORS 366.215.

Project Expectations:

- 1 mile or more of bus priority (BAT) lanes at critical intersections consistent with Washington County's Basis of Estimate and Design Report (HDR, 2020). Consider curb-protected bikeways adjacent to BAT lanes and bus stop treatments.
- Approximately 60 traffic signals upgraded with NextGen transit signal priority.
- Enhancements to approximately 100 enhanced stations, such as wider platforms, bus pads, real-time traveler information displays, improved shelters and lighting.
- Twenty electric articulated buses and associated bus charging infrastructure.
- Improvements to bus layover facilities at both ends of the corridor.



CORRIDOR: TV Highway

2-5. Safety and Multimodal Improvements (RTP 10779, 10805, 10846, 11379, 11440, 11441)

PROJECT EXTENTS: B Street (Forest Grove) to 117th (Beaverton), 16 miles

DELIVERY AGENCIES: Washington County, Oregon Department of Transportation

BUDGET (2019\$/YOE\$): \$375M/\$512.8M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Design through Construction

Project Intent and Context:

- TV Highway serves as a main street through Beaverton, Aloha, Cornelius and Forest Grove and provides access to developing communities along its length. It serves substantial employment and residential districts. It is a key transit corridor and freight route for Washington County.
- This project is intended to improve safety, increase transit ridership and support growing communities. It includes street upgrades to include sidewalks, lighting, transit improvements, bicycle facilities, safety features including medians and crosswalks, and stormwater facilities. These improvements will be implemented in coordination with other improvements that will be undertaken by TriMet.
- The project will be delivered consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor, Residential Corridor, Central Business District, Suburban Fringe (between Hillsboro and Cornelius only) and/or Urban Mix. The target speed will be consistent with the Blueprint for Urban Design. Reduction Review Route clear width dimensions will be maintained per ORS 366.215.
- Memorandum of understanding outlines additional commitments related to project delivery and refers to a refined scope, schedule and budget to be developed at 15% design. Expectations may be refined at that milestone. If budget limitations occur, safety scope elements including crossings, lighting, sidewalk gap filling, and access management will be prioritized for delivery.

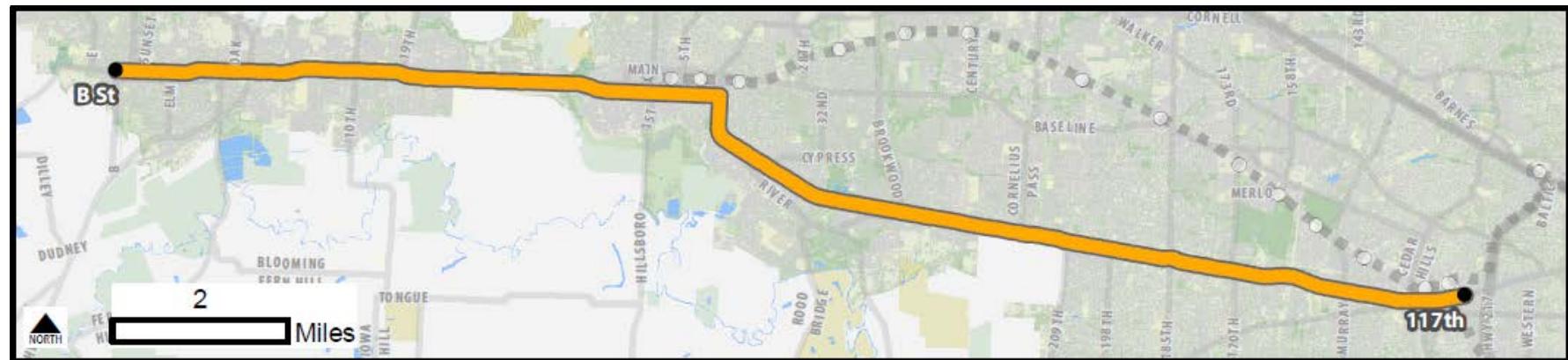
Project Expectations:

- Intent is to deliver 24 or more new enhanced, marked pedestrian crossings of OR-8 to provide more crossing frequency in the corridor. Strive to provide marked crossings at all transit stops and trail crossings.
- Consider improvements to trail crossings such as Beaverton Creek Trail, Hwy 47 Trail, Westside Trail and Reedville Trail crossings.
- Project to deliver medians for access management consistent with Basis of Estimate and Design Report (2020) where feasible. Consider planted medians and additional access management at driveways.
- Project to deliver pedestrian refuge islands at all new marked pedestrian crossings. May not apply where intersection turn lane is in conflict and will comply with ORS 366.215.
- Provide Americans with Disabilities Act (ADA) accessible sidewalks with intent for an 8-foot minimum width of sidewalk plus buffer from roadway where sidewalk infill and sidewalk widening occurs.
- Boulevard treatments with medians (no widening of cross-section) on Canyon Road in downtown Beaverton. Consider planted medians.
- Provide separated or buffered bikeways consistent with Basis of Estimate and Design Report (2020). Intent is for minimum typical width of 8' which includes buffer. Intent is for curb-protected bikeway or pathway between Hocken and 11th (or comparable facility). Consider curb protected bikeways adjacent to bus priority/BAT lanes and bus stop treatments.



2020 TRANSPORTATION FUNDING MEASURE: PROJECT DETAIL

- Provide street lighting to enhance pedestrian safety at intersections, crosswalks, transit stops and trail crossings.
- Provide stormwater management facilities as required.
- Consider enhanced pavement and pavement markings where lanes are substantially shifted (more than 2 feet) or as required by pavement design.
- Project will deliver continuous bike facilities and walkways from 330th to Highway 47 by completing gaps.
- Consider modification to 6 or more railroad crossings in downtown Beaverton to implement quiet zone.
- Consider two grade-separated pedestrian/bike crossings over railroad.
- Minimize curb radii where possible where corners are modified to provide a pedestrian friendly design.
- Provide fiber optic communication for coordination and transit signal priority.



CORRIDOR: TV Highway

6. Council Creek Trail (RTP 11479)

PROJECT EXTENTS: Adams Street in Hillsboro to Douglas Street in Forest Grove, 5.5 miles

DELIVERY AGENCY: Washington County

BUDGET (2019\$/YOE\$): \$28M/\$35.3M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Design through Construction

Project Intent:

Regional trail connecting Hillsboro, Cornelius and Forest Grove.

Project Expectations:

- Construction of multi-use regional trail following regional design guidelines between Adams Street in Hillsboro and Douglas Street in Forest Grove.
- Preferred design that comes out of the RFFA 30% design effort will supersede this description with Metro concurrence.
- Screening and fencing for adjacent properties.
- All street crossings will include marked crossings. Use of signal or beacon control will be per best practices (e.g. NCHRP 562).
- Design may include separation of people walking and bicycling, soft-surface running path, park-like treatments, seating and other amenities.



CORRIDOR: TV Highway

7. Canyon/West Slope (RTP 11926)

PROJECT EXTENTS: 117th to Camelot, 2.9 miles

DELIVERY AGENCIES: Washington County, Oregon Department of Transportation

BUDGET (2019\$/YOE\$): \$10M/\$13.7M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Design through Construction

Project Intent and Context:

- Improve safety and add or improve crossings at transit stops.
- The project will be delivered consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor, Residential Corridor and/or Urban Mix. The target speed will be consistent with the Blueprint for Urban Design.

Project Expectations:

- Provide Americans with Disabilities Act accessible sidewalks where infill, new or widened sidewalks occur.
- Strive to provide 4-5 new marked pedestrian crossings of Canyon Road to improve safety and access at transit stops.
- Provide street lighting to enhance pedestrian safety at intersections, crosswalks and transit stops.
- Provide stormwater management facilities as required.



CORRIDOR: TV Highway

8. Hillsboro Transit Center (RTP 10849)

PROJECT EXTENTS: Hillsboro Transit Center

DELIVERY AGENCY: City of Hillsboro

BUDGET (2019\$/YOE\$): \$10M/\$11.8M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Design through Construction

Project Intent:

Convert transit center to 2-way and modify adjacent streets and traffic control to allow buses to circulate safely, quicker, and more directly through the transit center and surrounding streets. These improvements will be implemented in coordination with other improvements along TV Highway that will be undertaken by TriMet.

Project Expectations:

- Bus loading zones with three to five bus berths in each direction.
- Two loading zones that accommodate 60' articulated buses, one in each direction, to complement the improvements to transit along Tualatin Valley Highway.
- An expanded Transit Center block with wider boarding zones and increased usable space.
- Bus only through lanes in both directions allowing 2-way bus traffic inside the transit center.
- Potential curb extensions or other pedestrian treatments to facilitate walking between the north and south boarding zones.
- Marked bicycle facility restoring westbound bicycle connectivity on Washington St.
- Potential modification of 2 signals to facilitate two-way bus operation.
- Partnership between the City of Hillsboro and TriMet for final facility design and construction.
- Considerations for upgrading the facility's amenities and security systems, depending on the final budget for design and construction.



CORRIDOR: TV Highway

9. Corridor Planning (RTP 11589)

PROJECT EXTENTS: Forest Grove to Portland Union Station, 26 miles

DELIVERY AGENCY: Metro

BUDGET (2019\$/YOE\$): \$12M/\$16.7M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Planning

Project Intent:

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.

Project Expectations:

- Plan to identify corridor investments that will improve transit speed and reliability.
- Alternatives analysis for the interface of all modes of transportation, including transit, as well as consideration of land use plans and proximity to and/or interface with the adjacent freight railroad.
- Alternatives analysis will address the ownership of the railroad, right-of-way limitations, consideration of an express bus and value of extending route to Hillsdale and downtown Portland.
- Plan may consider possibility of accommodating future transitway adjacent to Council Creek Trail consistent with trail planning outcomes.



CORRIDOR: 185th Ave

1. Enhanced Transit (RTP 12064)

PROJECT EXTENTS: Rock Creek Blvd to Farmington, 5 miles

DELIVERY AGENCY: TriMet

BUDGET (2019\$/YOE\$): \$37.1M/\$55.2M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

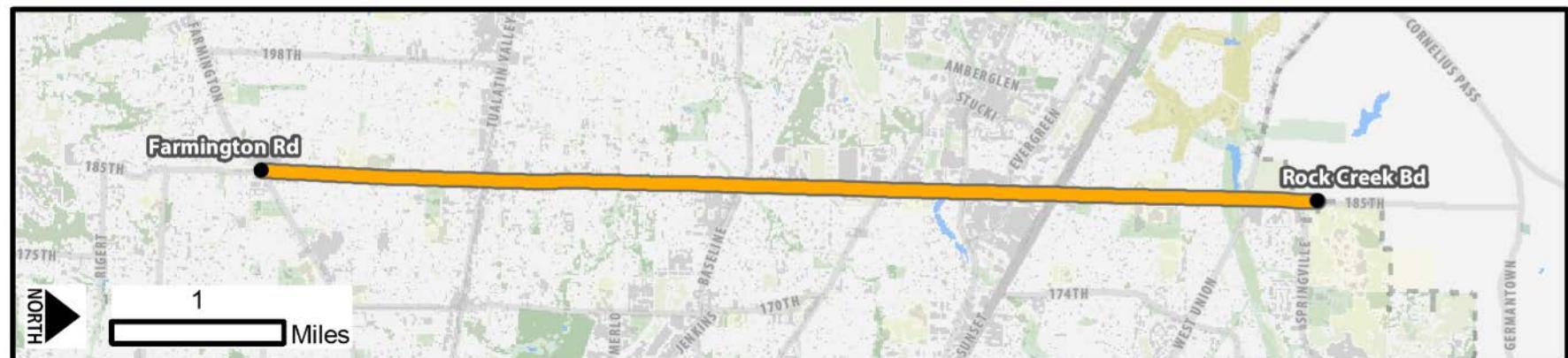
PROJECT SCOPE: Design through Construction

Project Intent and Context:

- Targeted bus enhancements for Line 52 such as operations, station enhancements, targeted bus lanes, and signal priority to improve speed and reliability throughout corridor. These improvements will be implemented in coordination with other improvements along 185th that will be undertaken by Washington County.
- Design parameters and target speed in accordance with Metro's Designing Livable Streets and Trails Guidelines as a Regional Boulevard in Tanasbourne and a Regional Street elsewhere.

Project Expectations:

- 5-10 major enhanced stops and approximately 10 minor enhanced stops, including wider station platforms, bus pads and improved shelters
- Half mile or more of bus priority (BAT)/queue bypass lanes added. Consider curb-protected bikeways adjacent to BAT lanes and bus stop treatments.
- 15-20 signals upgraded with NextGen transit priority treatments.
- Fiber optic communication added for length of project.
- Reconstructed intersections will consider improvements to pedestrian crossings such as hi-visibility markings or lead pedestrian intervals.
- Where corners are reconstructed, minimize curb radii where possible to provide a pedestrian friendly design.
- If the northbound BAT lane approaching Cornell widens roadway over Bronson Creek, it should improve wildlife corridor.



CORRIDOR: 185th Ave

2. MAX Overcrossing (RTP 11045)

PROJECT EXTENTS: At MAX crossing of SW 185th Avenue

DELIVERY AGENCY: TriMet

BUDGET (2019\$/YOE\$): \$66M/\$84M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

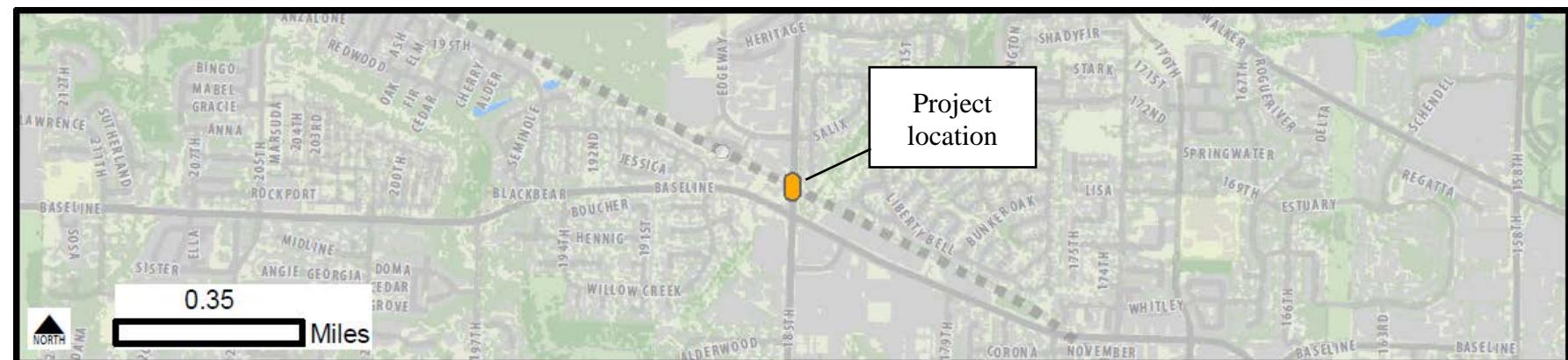
PROJECT SCOPE: Design through Construction

Project Intent:

Build bridge for MAX Line over SW 185th to reduce traffic and bus delays and reduce pedestrian and bicycle conflicts.

Project Expectations:

- Grade separated bridge for MAX trains over SW 185th.
- Adequate dry ground along creek underneath light rail overcrossing for wildlife.
- Consider re-establishing left turn from eastbound Baseline to northbound 185th.



CORRIDOR: 185th Ave

3. Enhanced Crossings (RTP 11468)

PROJECT EXTENTS: West Union Road to Kinnaman Road, 5 miles

DELIVERY AGENCY: Washington County

BUDGET (2019\$/YOE\$): \$18M/\$20.9M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

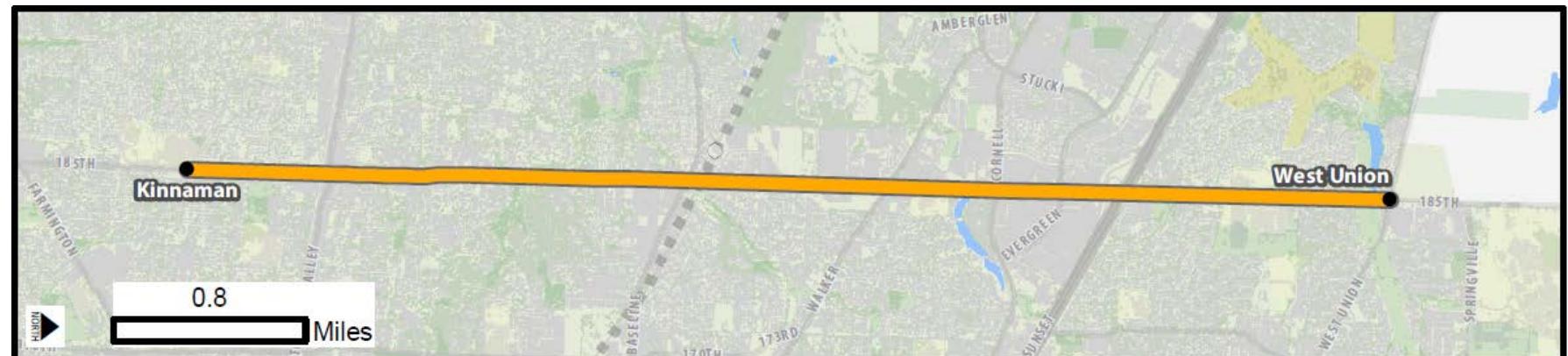
PROJECT SCOPE: Design through Construction

Project Intent and Context:

- Add enhanced, marked pedestrian crossings to improve access for people walking and address bikeway gap near TV Highway. These improvements will be implemented in coordination with other improvements along 185th that will be undertaken by TriMet.
- Design parameters in accordance with Metro's Designing Livable Streets and Trails Guidelines as a Regional Street.

Project Expectations:

- Provide 10 new enhanced, marked pedestrian crossings of 185th with pedestrian refuge islands at priority locations such as transit stops and trail crossings. Coordinate with TriMet on transit stop locations. Includes signalized crossings at Blanton and Alexander. Other potential locations include Sandra, Pheasant, Cascade, Adrian/Westview HS, Pike, Ewan, Longacre, and/or Jay, subject to Washington County consideration.
- Provide street lighting to enhance pedestrian safety for pedestrians at intersections, crosswalks and transit stops.
- Fill in the gap between Alexander and TV Highway to create a continuous bike facility on 185th.



CORRIDOR: 185th Ave

5. Complete Street (RTP 11480 or 10582)

PROJECT EXTENTS: Kinnaman to Farmington, 0.7 miles

DELIVERY AGENCY: Washington County

BUDGET (2019\$/YOE\$): \$24.3M/\$32.1M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

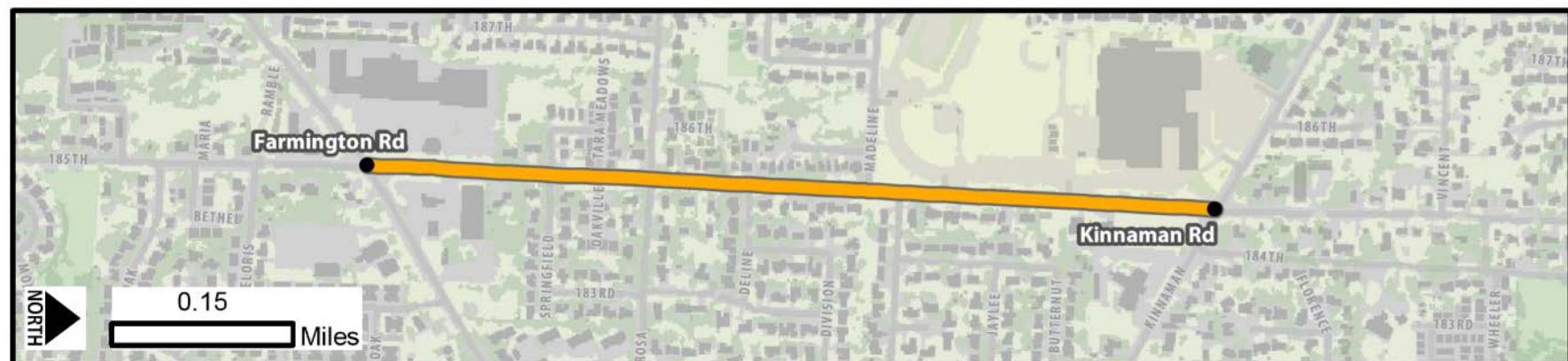
PROJECT SCOPE: Design through Construction

Project Intent and Context:

- Widen to 3 lanes, add curbs, sidewalks, enhanced marked crossings, lighting, bike and stormwater facilities to improve safety, mobility and visibility for all modes, especially for pedestrians accessing transit stops, and support a growing community. These improvements will be implemented in coordination with other improvements along 185th that will be undertaken by TriMet.
- Design parameters and target speed in accordance with Metro's Designing Livable Streets and Trails Guidelines as a Regional Street.

Project Expectations:

- Provide Americans with Disabilities accessible sidewalks, minimum 10-foot total width of sidewalk and buffer from street where new or widened.
- Provide separated bikeways, minimum 8-foot total width of facility and buffer. Consider protected bike intersection treatments.
- Auto lane width selection will maintain preferred design widths for bike facilities and sidewalks.
- Provide marked pedestrian crossings of 185th with refuge island at all transit stops. Refuge island does not apply where in conflict with intersection left-turn lane.
- Provide street lighting to enhance pedestrian safety at intersections, crosswalks and transit stops.
- Stormwater treatments where modifications trigger mitigation based on Clean Water Services standards.
- Minimize curb radii where possible to provide a pedestrian friendly design.



CORRIDOR: 82nd Ave

1. Enhanced Transit/Bus Rapid Transit (RTP 11863, 12029)

PROJECT EXTENTS: Killingsworth to Clackamas Town Center (Monterrey), 9 miles

DELIVERY AGENCIES: Metro (Planning phase), TriMet

BUDGET (YOE\$): \$205M (*Includes \$5M for planning phase, assumes additional federal match of \$100M; YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Planning through Construction

Project Intent and Context:

- Improvements along 82nd Avenue to improve transit (Line 72) speed, reliability, station access, amenities, and rider experience; including bus priority/queue bypass lanes, enhancements to transit stops, and upgraded transit signal priority systems. These improvements will be implemented in coordination with other improvements along 82nd that will be undertaken by PBOT and ODOT.
- Project will be further developed in planning and design phases and may include refinement of the project scope and expectations with Metro concurrence, in coordination with local, state and federal partners.
- In Multnomah County, design parameters and target speed in accordance with Metro's Designing Livable Streets and Trails Guidelines as a Regional Boulevard from Sandy to Clinton and Raymond to Martins; Regional Street otherwise.
- In Clackamas County, the project will be delivered consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor and / or Urban Mix. The target speed will be consistent with the Blueprint for Urban Design.

Project Expectations:

- 2 or more miles of bus priority (BAT) lanes/queue bypass lanes added.
- 20 or more traffic signals upgraded with NextGen transit signal priority.
- Approximately 35 major stations and approximately 30 minor stations, with enhancements such as wider platforms, bus pads, improved shelters, real time traveler information displays and lighting.
- 20 or more new enhanced, marked pedestrian crossings of 82nd at transit stations (beacon or signal).
- Approximately 32 new electric articulated buses and associated charging infrastructure.
- Fiber optic communications added along 82nd Avenue for transit signal priority and to support station amenities.
- Improvements to bus layover facilities at both ends of the corridor.

2020 TRANSPORTATION FUNDING MEASURE: PROJECT DETAIL



CORRIDOR: 82nd Ave

2. Airport Way (RTP 10362)

PROJECT EXTENTS: Airport Way at intersection with NE 82nd Avenue

DELIVERY AGENCY: Port of Portland

BUDGET (YOE\$): \$35M (*Assumes additional Port of Portland match of \$52M; YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Construction

Project Intent:

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

Project Expectations:

- Construct grade-separation for eastbound NE Airport Way over NE 82nd Avenue.
- TriMet MAX light rail tracks remaining at-grade.
- A pedestrian/bicycle path will cross Airport Way on the eastside of NE 82nd Avenue with signal protection.
- Pedestrian scale street lighting at intersections, crosswalks and walkway underpass.



CORRIDOR: 82nd Ave

3+7. Safety and State of Good Repair (Portland) (RTP 11844, 12094)

PROJECT EXTENTS: Killingsworth to Clatsop, 7 miles

DELIVERY AGENCY: Portland Bureau of Transportation as per Memorandum of Understanding between PBOT and ODOT

BUDGET (2019\$/YOE\$): \$170M/\$224.4M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Planning through Construction

Project Intent and Context:

- Add/improve sidewalks, crossings, lighting to reduce severe injury and fatal crashes. Address maintenance issues (repair pavement and replace older signals, address Americans with Disabilities Act needs) to facilitate jurisdictional transfer from ODOT to PBOT.
- These improvements will be implemented in coordination with other improvements along 82nd that will be undertaken by TriMet.
- Design parameters and target speed in accordance with Metro's Designing Livable Streets and Trails Guidelines as a Regional Boulevard from Sandy to Clinton and Raymond to Martins; Regional Street otherwise.

Project Expectations:

- Roadway repairs which will include grind and inlay of roadway and spot repairs, repaired or widened sidewalks and ramps constructed to meet Americans with Disabilities Act guidelines for accessibility, in combination with transit project.
- 18 or more new enhanced marked pedestrian crossings of 82nd (beacon or signal) with pedestrian refuge islands. Combined with transit project, strive to provide marked crossings at all transit stops.
- Sidewalks will be minimum 8-foot total width inclusive of buffer from street where new or widened (may narrow at constrained locations).
- Consider reduced width of motor vehicle lanes to improve transit facilities and sidewalks.
- Pedestrian scale street lighting at intersections, crosswalks, transit stops and trail crossing, in combination with transit project.
- Development of parallel neighborhood greenways in the 70s and 80s (such as 79th and 86th/87th). Development of bicycle connections to 82nd Avenue at Alberta, Tillamook, Multnomah/Hassalo, Yamhill, Tibbetts/Brooklyn and Tolman.
- Median islands and driveway modifications for access management where feasible.
- Pedestrian friendly design treatments including smaller corner radii and dual ADA ramps where corners are modified.
- Consider upgrades to Springwater Trail crossing.
- Replacement of signals to meet current standards and including transit priority capabilities, in combination with transit project.
- Provide stormwater management facilities as required.



CORRIDOR: 82nd Ave

4. Alderwood-Killingsworth Path Planning (RTP 11803)

PROJECT EXTENTS: Alderwood to Webster, 1 mile

DELIVERY AGENCY: Port of Portland in collaboration with City of Portland and the Oregon Department of Transportation

BUDGET (2019\$/YOE\$): \$500,000/\$585,000 (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

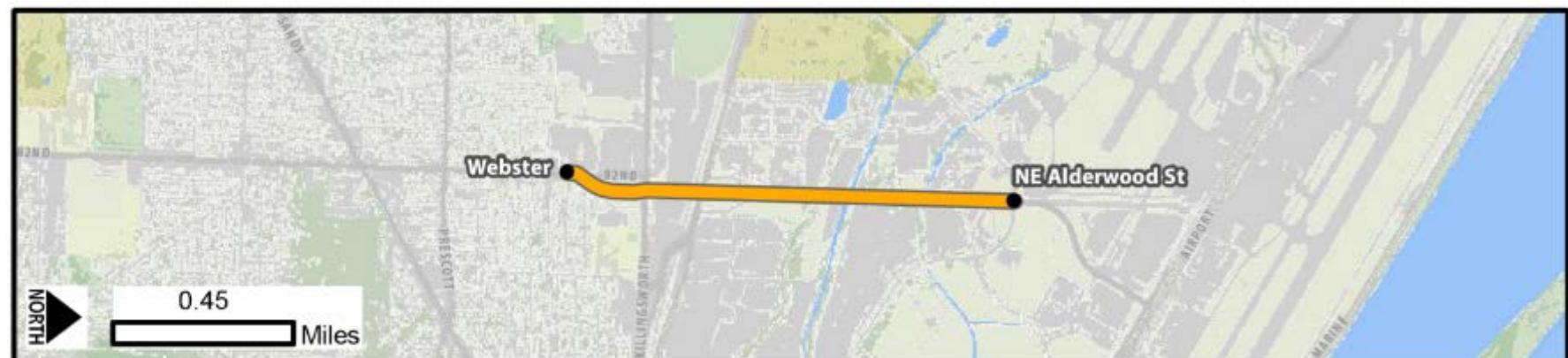
PROJECT SCOPE: Planning

Project Intent:

Design multi-use path to provide safe walking/biking facility.

Project Expectations:

- Design a separated multi-use pathway to fill gap following regional design guidelines for trails or walkways and bikeways.
- Design of a pathway that would serve people walking and biking, meet Americans with Disabilities Act design criteria, and provide a direct route under the railroad tracks.



CORRIDOR: 82nd Ave

5. MAX Station Access Planning (RTP 11857)

PROJECT EXTENTS: At 82nd Avenue MAX Station

DELIVERY AGENCY: Metro

BUDGET (2019\$/YOE\$): \$1M/\$1.1M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Planning

Project Intent:

Planning process and subsequent design to improve station access to the west side of 82nd to reduce the need for at-grade pedestrian crossings of 82nd Avenue. This process will be implemented in coordination with other improvements along 82nd that will be undertaken by Metro and TriMet.

Project Expectations:

- Develop plan to improve access between the MAX station and the bus stop on the west side of NE 82nd Avenue.
- Consideration of options for platform extension with stairs or elevator or at-grade pedestrian crossing.
- Considerations of solutions to constructability, safety/security challenges of platform extension option.



CORRIDOR: 82nd Ave

6. Safety (Clackamas) (RTP 10014, 10018)

PROJECT EXTENTS: Clatsop to Sunnybrook, 2 miles

DELIVERY AGENCY: Oregon Department of Transportation

BUDGET (2019\$/YOE\$): \$53M/\$70.1M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Design through Construction

Project Intent and Context:

- Add/improve sidewalks, crossings, lighting to reduce severe injury and fatal crashes. These improvements will be implemented in coordination with other improvements along 82nd that will be undertaken by TriMet.
- The project will be delivered consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor and / or Urban Mix. The target speed will be consistent with the Blueprint for Urban Design.
- Memorandum of understanding outlines additional commitments related to project delivery and refers to a refined scope, schedule and budget to be developed at 15% design. Expectations may be refined at that milestone. If budget limitations occur, safety scope elements including crossings, lighting, sidewalk/bikeway gap filling, and access management will be prioritized for delivery.

Project Expectations:

- Project to deliver 2 new safe, marked pedestrian crossings of 82nd to provide more crossing frequency in the corridor. Together the safety and transit project strive to provide marked crossings at all transit stops.
- Provide Americans with Disabilities Act (ADA) accessible sidewalks with intent for 7-foot minimum width of sidewalk plus buffer where sidewalk infill and sidewalk widening occurs. Project includes widening very narrow walkways between Cornwell and Clatsop.
- Provide pedestrian scale street lighting to enhance pedestrian safety at intersections, crosswalks and transit stops.
- Provide bikeways south of Johnson Creek Boulevard, with consideration for curb protected bikeways adjacent to bus priority/BAT lanes and bus stop treatments. Strive for 7-foot minimum typical bikeway width, with minimum width of 5 feet in constrained locations.
- Project to consider median islands and driveway modifications for access management where feasible.
- Minimize curb radii where possible where corners are modified to provide a pedestrian friendly design.
- Provide stormwater management facilities as required.

2020 TRANSPORTATION FUNDING MEASURE: PROJECT DETAIL



CORRIDOR: Burnside

1. Enhanced Transit (RTP 12030, 10321)

PROJECT EXTENTS: Beaverton Transit Center to Gresham Transit Center, 22 miles

DELIVERY AGENCIES: Metro (Planning phase), TriMet

BUDGET (YOE\$): \$155M (*Includes \$5M for planning phase, assumes additional federal match of \$100M; YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

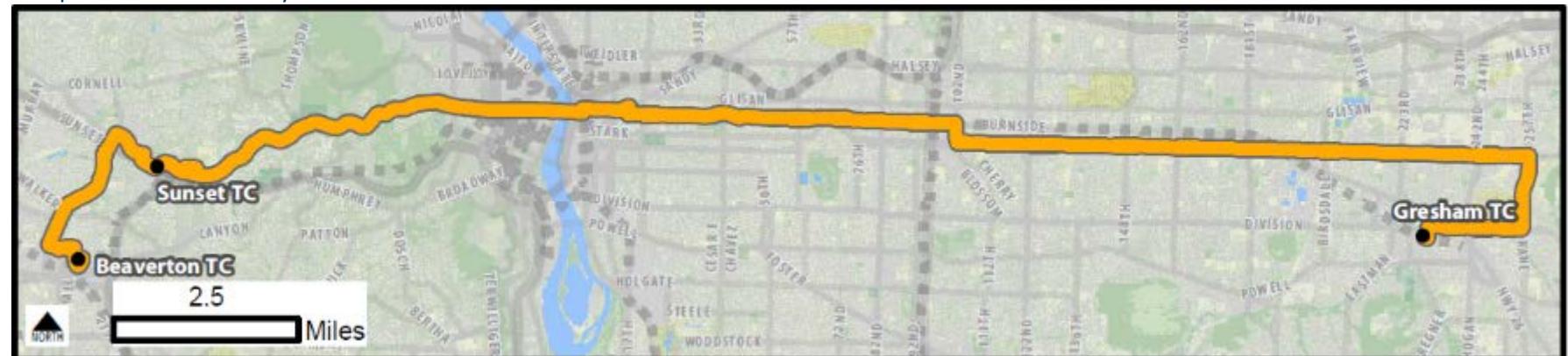
PROJECT SCOPE: Planning through Construction

Project Intent:

- Improvements where warranted along the corridor to improve transit (Line 20) speed, reliability, station access, amenities and rider experience; including enhancements to transit stations, and bus priority/queue bypass lanes. These improvements will be implemented in coordination with other improvements along Burnside that will be undertaken by PBOT.
- Project will be further developed in planning and design phases and may include refinement of the project scope and expectations with Metro concurrence, in coordination with local, state and federal partners.

Project Expectations:

- Strive to add 3 or more miles of bus priority (BAT)/queue bypass lanes compared to year 2020 conditions.
- 10 or more signals upgraded with transit signal priority.
- 65 or more enhanced stations, with improvements such as wider platforms, bus pads, improved shelters, real time travel information displays and lighting.
- Strive to add 5 or more new safe, marked pedestrian crossings W Burnside/Barnes at transit stops without existing marked crossings.
- Consider fiber optic communication if budget allows.
- Approximately 35 new electric articulated buses and associated charging infrastructure.
- Improvements to bus layover facilities at both ends of the corridor.



CORRIDOR: Burnside

2. Earthquake Ready Burnside Bridge (RTP 11129, 11376, 12076)

PROJECT EXTENTS: W 2nd to E Martin Luther King Jr., 0.5 miles

DELIVERY AGENCY: Multnomah County

BUDGET (YOE\$): \$150M (*Assumes additional match from other sources to fully fund project; YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Design through Construction

Project Intent:

Replacement or seismic upgrade of Burnside Bridge to improve safety and lifeline route. These improvements will be implemented with consideration of other improvements along Burnside that will be undertaken by TriMet.

Project Expectations:

- Replace bridge replacement or retrofit of existing bridge with seismic upgrade.
- Walkways and bikeways physically protected from motor vehicle traffic if bridge is replaced.
- Pedestrian scale street lighting along bridge.
- Consider protected bike facilities at intersections and bike/bus stop treatments.



CORRIDOR: Burnside

3. Safety (Portland) (RTP 11816, 11858)

PROJECT EXTENTS: NE 12th Ave to Gresham city limit, 8 miles

DELIVERY AGENCY: Portland Bureau of Transportation

BUDGET (2019\$/YOE\$): \$28M/\$35.5M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

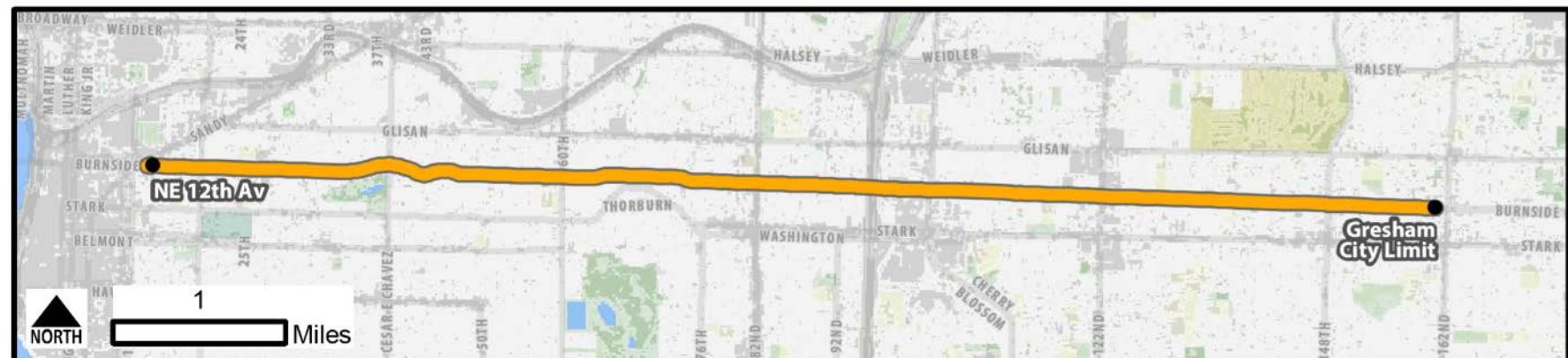
PROJECT SCOPE: Planning through Construction

Project Intent and Context:

- Add crossings and lighting to reduce severe injury and fatal crashes. These improvements will be implemented in coordination with other improvements along Burnside that will be undertaken by TriMet.
- Design parameters and target speed in accordance with Metro's Designing Livable Streets and Trails Guidelines as a Community Street.

Project Expectations:

- 20 or more new or enhanced marked pedestrian crossings of Burnside with appropriate treatment for the context (beacon, signal, refuge islands and/or high visibility markings). Strive to provide marked crossings at all transit stops.
- Additional marked crossing at NE/SE 94th Avenue to improve access to I-205 Path.
- Pedestrian-scale street lighting at intersections, crosswalks, transit stops and trail crossing.
- May include other safety features such as roadway lighting upgrades, bicycle facility improvements, signal improvements, and access management.
- Pedestrian friendly design treatments including corner radii where corners are modified.



CORRIDOR: Burnside

4. Safety (Gresham) (RTP 10434, 10522)

PROJECT EXTENTS: Portland city limit to Powell, 5 miles

DELIVERY AGENCY: City of Gresham

BUDGET (2019\$/YOE\$): \$17M/\$23.4M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

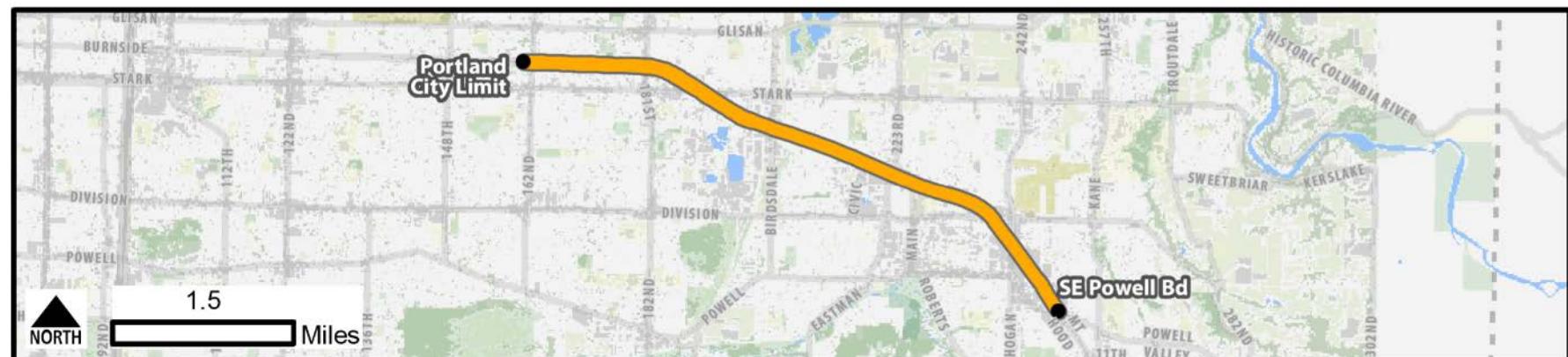
PROJECT SCOPE: Design through Construction

Project Intent and Context:

- Add sidewalks, crossings, lighting, and improved bicycle facilities to reduce severe injury and fatal crashes.
- Design parameters and target speed in accordance with Metro's Designing Livable Streets and Trails Guidelines as a Regional Boulevard.

Project Expectations:

- 6 or more new safe, marked pedestrian crossings of Burnside (beacon or signal) with pedestrian refuge islands.
- Continuous Americans with Disabilities Act accessible sidewalks, minimum 8-feet wide (including buffer) where new or widened.
- 10'-11' lane widths and 0'-1' shy are permissible.
- Pedestrian scale street lighting at intersections, crosswalks and transit stops.
- Consider completing Gresham-Fairview Trail connection if right-of-way is available.
- Pedestrian friendly corner radii when corners are modified. Max 25' (15' preferred) for modified curb radii except at collectors/arterials where max is 35' (25' preferred). Exception for intersecting designated freight routes.
- Center median islands for access management may be added. Consider planted medians.
- Restripe to upgrade existing bicycle lanes to buffered bicycle lanes from Portland city limits to 181st and from 199th to Powell.
- Consider roadway reorganization between 181st and Stark to provide bicycle facilities.



CORRIDOR: Burnside

5. Transit Center Planning (RTP 10441, 10607)

PROJECT EXTENTS: At Sunset and Gresham Transit Centers

DELIVERY AGENCY: Metro

BUDGET (2019\$/YOE\$): \$1M/\$1.29M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

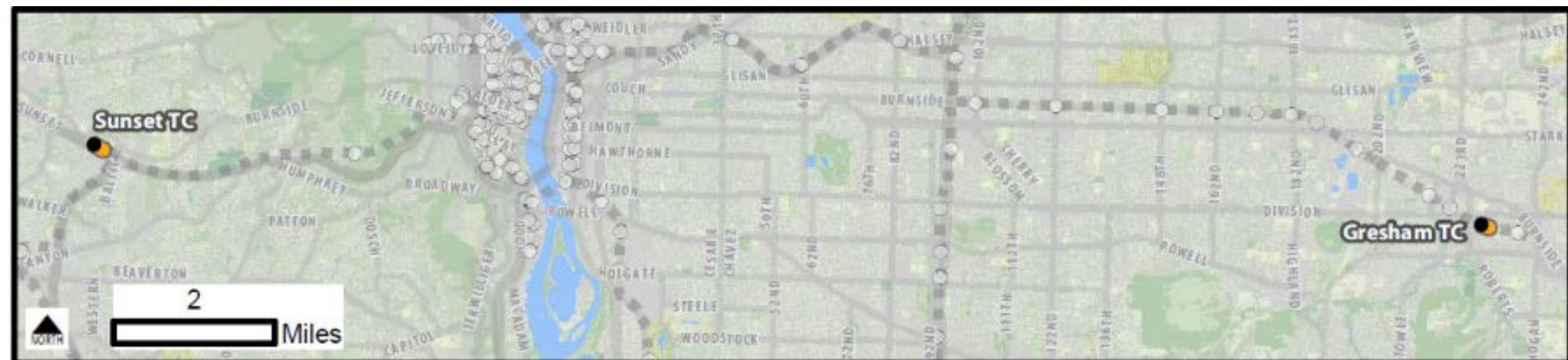
PROJECT SCOPE: Planning

Project Intent:

Design multimodal access improvements such as sidewalks, crossings, bike facilities, plaza, and transit service capacity. This project will be implemented in coordination with other improvements along TriMet Line 20 that will be undertaken by Metro and TriMet.

Project Expectations:

- Plan to improve pedestrian and bicycle access to and transit and multimodal operations at Gresham Transit Center and Sunset Transit Center.
- Plan to accommodate expected growth of transit service including transit vehicle types and frequency.



CORRIDOR: 122nd Ave

1. Enhanced Transit (RTP 11868, 10312)

PROJECT EXTENTS: Skidmore to Foster, 5.5 miles

DELIVERY AGENCY: Portland Bureau of Transportation

BUDGET (2019\$/YOE\$): \$25.2M/\$31.9M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

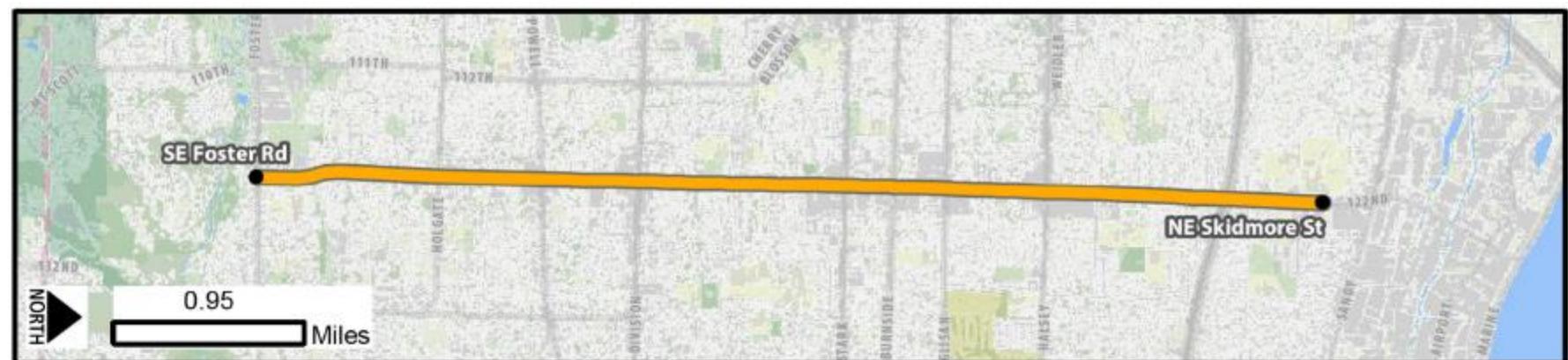
PROJECT SCOPE: Planning through Construction

Project Intent and Context:

- Bus enhancements for Line 73 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and rider experience.
- These improvements will be implemented in coordination with safety improvements along 122nd also undertaken by Portland.
- Design parameters and target speed in accordance with Metro's Designing Livable Streets and Trails Guidelines as a Regional Boulevard from Glisan to Morrison and Sherman to Powell; Regional Street otherwise.

Project Expectations:

- Half-mile or more of bus priority (such as BAT or queue jump) lanes added with locations based on Rose Lane project recommendations.
- 5 or more pedestrian crossings upgraded to allow for transit signal priority and/or to improve safety.
- Approximately 10-15 major station improvements.
- Approximately 40-45 minor station improvements with shelter and bus pad. Intent is to avoid right-of-way acquisition or sidewalk widening.
- NextGen transit signal priority added at 15 or more signals.
- Fiber optic communication added to provide continuous communication for length of project.
- Design collaboration with TriMet for transit features.



CORRIDOR: 122nd Ave

2. Safety (RTP 10329, 11868)

PROJECT EXTENTS: Marine to Foster, 6.5 miles

DELIVERY AGENCY: Portland Bureau of Transportation

BUDGET (2019\$/YOE\$): \$55M/\$69.8M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Planning through Construction

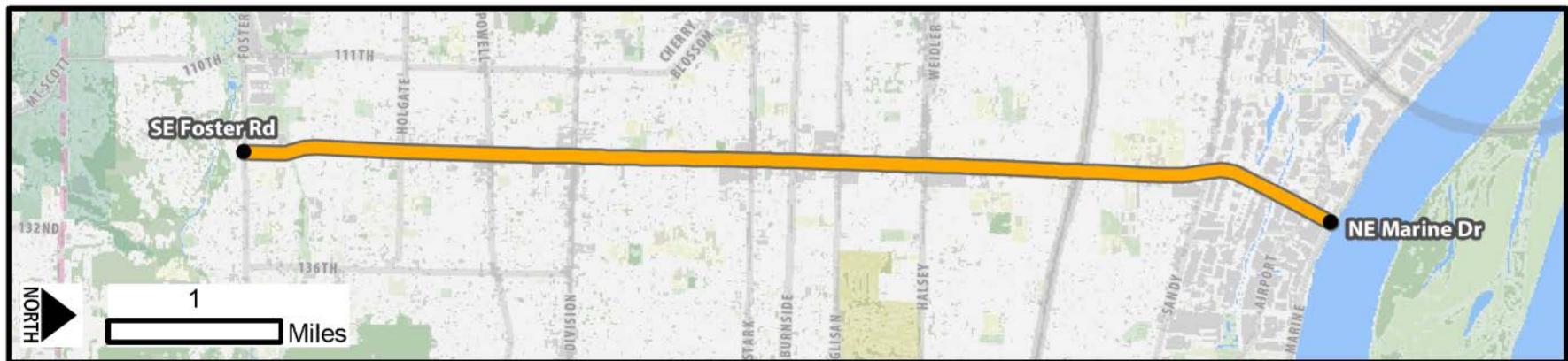
Project Intent and Context:

- Add proven safety countermeasures (sidewalks, crossings, lighting, medians) 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).
- These improvements will be implemented in coordination with transit improvements along 122nd also undertaken by Portland.
- Design parameters and target speed in accordance with Metro's Designing Livable Streets and Trails Guidelines as a Regional Boulevard from Glisan to Morrison and Sherman to Powell; Regional Street otherwise.

Project Expectations:

- 10 or more new marked pedestrian crossings of 122nd (beacon or signal). Strive to provide marked crossings at all transit stops.
- Provide Americans with Disabilities accessible sidewalks, minimum 10-foot total typical width including sidewalk plus buffer from street where new or widened (may narrow at constrained locations).
- Provide separated bikeways, minimum 8-foot total typical width including facility plus buffer (may narrow at constrained locations). Consider protected bike intersection treatments.
- Pedestrian scale street lighting at intersections, crosswalks and transit stops.
- Consider median islands and driveway modifications for access management where feasible, and green infrastructure including street trees.
- Pedestrian friendly design treatments including smaller corner radii and dual ADA ramps where corners are modified.
- Connection of I-84 trail from I-205 ramp to Fremont. May be an on-street marked bikeway.
- May include reconfiguration of 122nd/Sandy ramp intersections.

2020 TRANSPORTATION FUNDING MEASURE: PROJECT DETAIL



CORRIDOR: 162nd Ave

1. Enhanced Transit (RTP 10312)

PROJECT EXTENTS: Sandy to Powell, 4 miles

DELIVERY AGENCIES: Portland Bureau of Transportation and City of Gresham

BUDGET (2019\$/YOE\$): \$12M/\$14.1M (58% Portland, 42% Gresham; YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change)

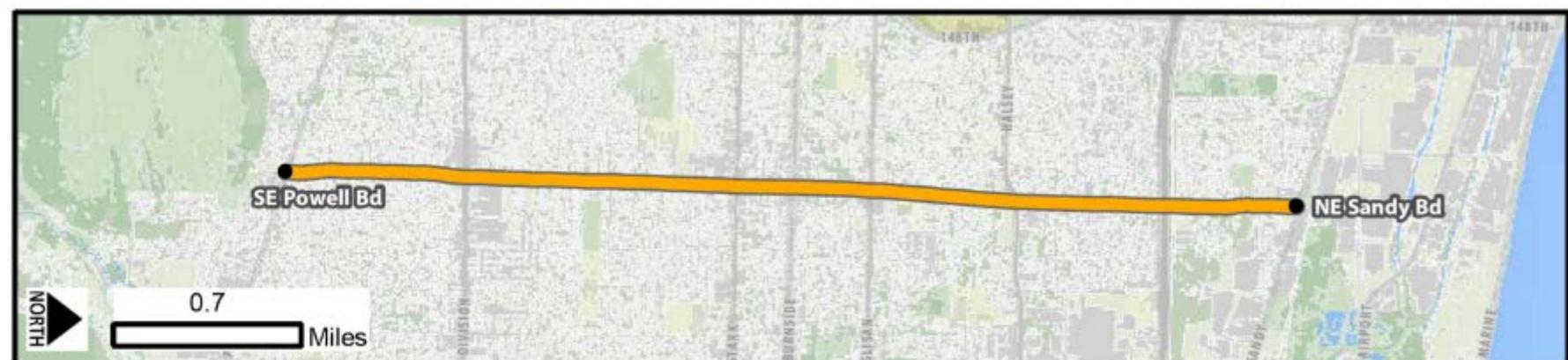
PROJECT SCOPE: Design through Construction

Project Intent and Context:

- Bus enhancements for Line 74 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and amenities throughout the corridor. Includes design collaboration with TriMet for Enhanced Transit features.
- Includes coordination with safety and complete streets projects also delivered by Portland and Gresham.
- Design parameters and target speed in accordance with Metro's Designing Livable Streets and Trails Guidelines as a Community Street.

Project Expectations:

- 20 – 30 stations enhanced, considering improvements such as wider station platforms, bus pads, improved shelters and lighting.
- 6 or more signals upgraded with NextGen transit signal priority.
- Fiber optic communication added for transit signal priority from Sandy to Powell.
- Consider bus priority (such as BAT or queue jump) lanes approaching critical locations.



CORRIDOR: 162nd Ave

2. Safety (RTP 12085)

PROJECT EXTENTS: Stark to Powell, 2 miles

DELIVERY AGENCY: Portland Bureau of Transportation

BUDGET (2019\$/YOE\$): \$9M/\$10.4M (*Assumes this is an addition to an existing City of Portland project; YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Construction

Project Intent and Context:

- Add crosswalks, medians and lighting to reduce severe injury and fatal crashes.
- Includes coordination with transit project also delivered by Portland.
- Design parameters and target speed in accordance with Metro's Designing Livable Streets and Trails Guidelines as a Community Street.

Project Expectations:

- 3 or more new marked pedestrian crossings of 162nd with pedestrian refuge islands at transit stops.
- Pedestrian crossing spacing will be based on City guidelines.
- Corridor lighting and pedestrian scale street lighting at intersections, crosswalks and transit stops.
- Project will include placemaking elements such as, planted medians, street trees, seating, or public art.
- Pedestrian friendly design treatments and corner radii where corners are modified.



CORRIDOR: 162nd Ave

3. Complete Street Gresham (RTP 10447)

PROJECT EXTENTS: Glisan to I-84, 1 mile

DELIVERY AGENCY: City of Gresham

BUDGET (2019\$/YOE\$): \$34.8M/\$51.8M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Design through Construction

Project Intent and Context:

- Widen to 3 lanes and add curbs, sidewalks, lighting, bike facilities, and stormwater facilities.
- Includes coordination with transit project also delivered by Gresham and complete streets project delivered by Portland.
- Design parameters and target speed in accordance with Metro's Designing Livable Streets and Trails Guidelines as a Community Street.

Project Expectations:

- Safe, marked pedestrian crossings of 162nd with pedestrian refuge islands at all transit stops.
- Provide continuous Americans with Disabilities Act accessible sidewalks, minimum 10-foot total width including sidewalk plus buffer from street where new or widened (may narrow to avoid constraints).
- Provide separated bikeways, minimum 8-foot total width including lane plus buffer (may narrow to avoid constraints). Consider protected bike intersection treatments.
- Street lighting that includes sufficient illumination of pedestrians at crosswalks and transit stops.
- 10'-11' lane widths and 0'-1' shy are permissible.
- Pedestrian friendly corner radii where corners are modified. Preferred 15' (25' maximum) for modified curb radii except at collectors/arterials where preferred is 25' (35' maximum). Exception for intersecting designated freight routes.
- Stormwater treatments, including bioswales and street trees.
- Project should consider placemaking elements like planted medians and street trees.

2020 TRANSPORTATION FUNDING MEASURE: PROJECT DETAIL



CORRIDOR: 162nd Ave

4. Complete Street Portland (RTP 11848)

PROJECT EXTENTS: Gresham City Limit to Sandy, 0.5 miles

DELIVERY AGENCY: Portland Bureau of Transportation

BUDGET (2019\$/YOE\$): \$16.2M/\$25.0M (YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change)

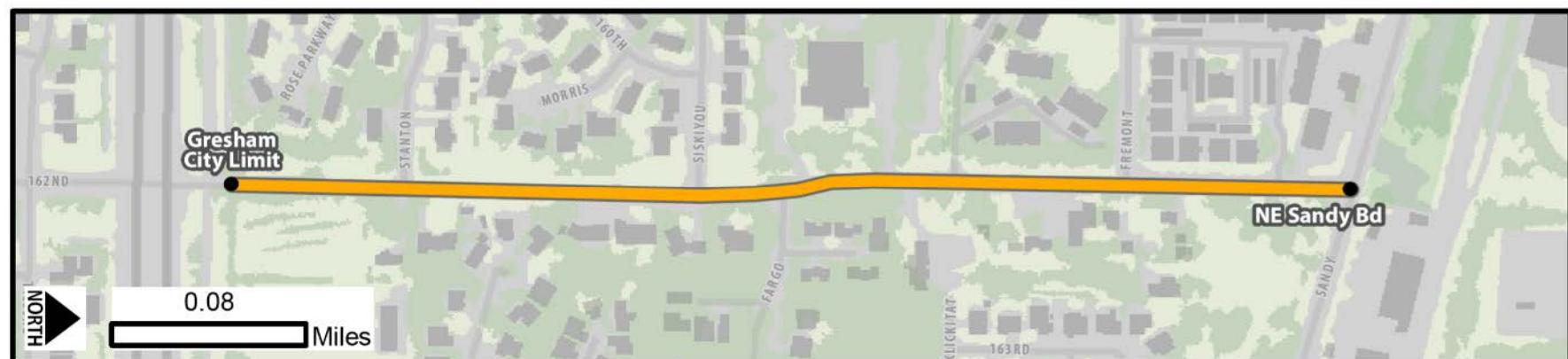
PROJECT SCOPE: Design through Construction

Project Intent and Context:

- Add turn lanes if needed, add improved/continuous curbs, sidewalks, lighting, bike facilities and stormwater facilities.
- Includes coordination with safety project also delivered by Portland and complete street/railroad undercrossing projects delivered by Gresham.
- Design parameters and target speed in accordance with Metro's Designing Livable Streets and Trails Guidelines as a Community Street.

Project Expectations:

- Marked pedestrian crossings of 162nd with spacing based on City guidelines including at all transit stops.
- Provide continuous Americans with Disabilities Act accessible sidewalks, minimum 10-foot total width including sidewalk plus buffer from street where new or widened (may narrow at constrained locations).
- Provide separated bikeways, minimum 8-foot total width including lane plus buffer (may narrow at constrained locations). Consider protected bike intersection treatments.
- Corridor lighting and pedestrian scale street lighting at intersections, crosswalks and transit stops.
- Auto lane width selection will maintain preferred design widths for bike facilities and sidewalks (may narrow at constrained locations).
- Pedestrian friendly design treatments including corner radii; 15' radii are typical; radii will be site specific and determined during design.
- Stormwater treatments, including bioswales and street trees.



CORRIDOR: 162nd Ave

5. Railroad Undercrossing (RTP 10492)

PROJECT EXTENTS: 162nd Avenue at railroad undercrossing and approaches

DELIVERY AGENCY: City of Gresham

BUDGET (2019\$/YOE\$): \$5.1M/\$7.4M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

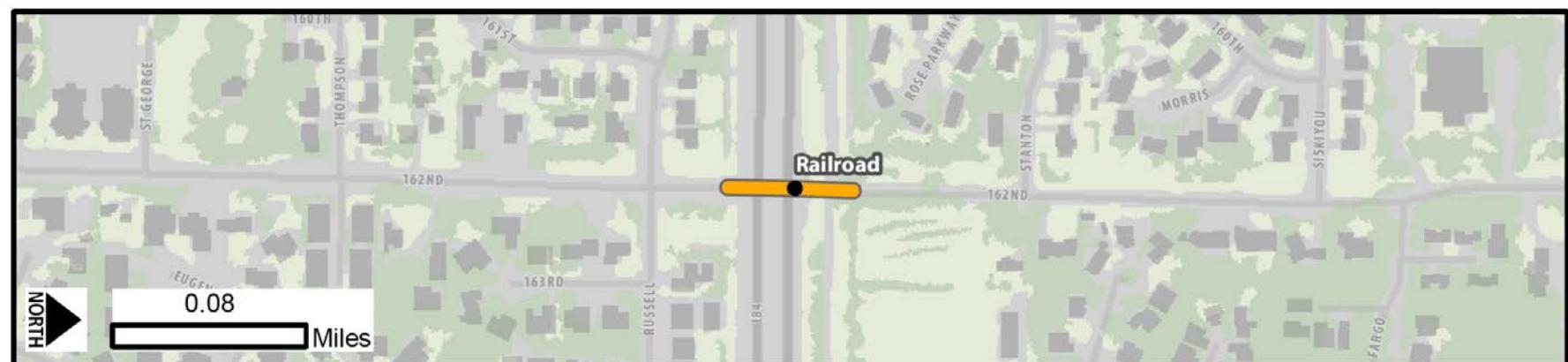
PROJECT SCOPE: Design through Construction

Project Intent:

- Add bicycle/pedestrian access at existing railroad overcrossing.
- Includes coordination with complete street projects delivered by Gresham and Portland.
- Design parameters and target speed in accordance with Metro's Designing Livable Streets and Trails Guidelines as a Community Street.

Project Expectations:

- Bike treatment such as signal with detection or special markings and signage through railroad underpass.
- Provide continuous Americans with Disabilities Act accessible sidewalks, minimum 8-foot total width including sidewalk plus buffer from street, or width of tunnel openings at underpass.
- Lighting in walkway undercrossing of railroad.



CORRIDOR: Albina Vision

1. Albina Vision Improvements (RTP 11636, 11644, 11646, new)

PROJECT EXTENTS: Albina Vision Project Area

DELIVERY AGENCY: Portland Bureau of Transportation

BUDGET (2019\$/YOE\$): \$36M/\$51.2M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Design through Construction

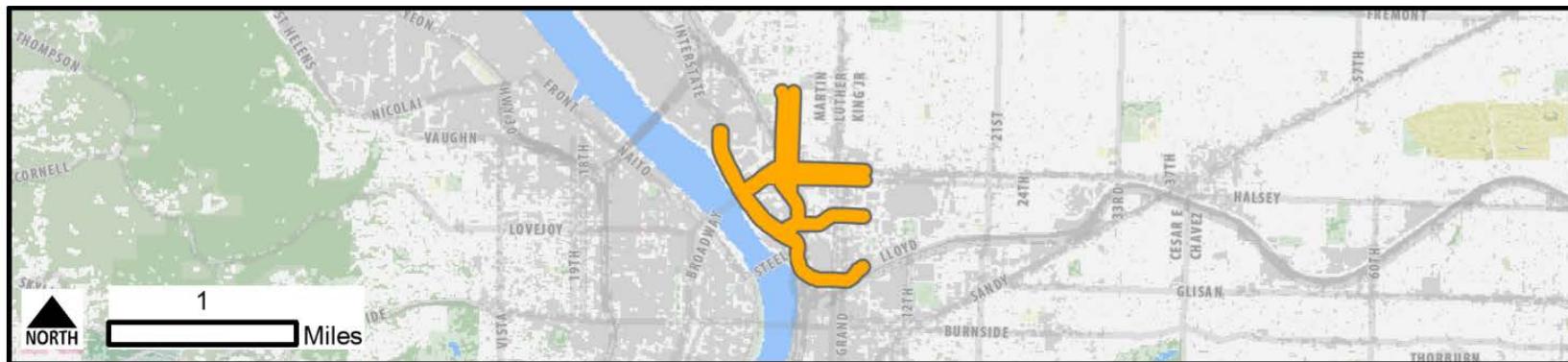
Project Intent:

- Streetscape improvements in the Albina Vision area to support implementation of the Albina Vision.
- Albina Urban Design Strategy guidance will supersede these conditions with Metro concurrence.

Project Expectations:

- Improvements to 5 key corridors: Broadway Weidler between the Broadway Bridge and 7th Ave, Interstate Ave between the Steel Bridge and Tillamook St, Multnomah St between Interstate Ave and 7th Ave, Vancouver/Williams between Russell St and Multnomah St, and Lloyd Blvd between the Steel Bridge and 7th Ave.
- Bus stop enhancements, such as wider station platforms, bus pads, improved shelters and lighting.
- Public art at transit stops and other locations. Public Art/Placemaking opportunity on Multnomah St under the I-5 Bridge.
- Placemaking elements like distinctive materials, special lighting, public space elements, planted medians, and street trees.
- 30 or more new or enhanced marked pedestrian crossings, such as at transit stops. Marked pedestrian crossing spacing will be based on City spacing guidelines.
- Streetscape investments including sidewalk or bikeway widening where feasible to improve separation from traffic and create a more cohesive, family-friendly walking/biking environment.
- Pedestrian scale street lighting at intersections, crosswalks and transit stops.
- Enhancements to existing signalized intersections to improve safety.
- Sidewalk extensions at corners and side-street crossings.

2020 TRANSPORTATION FUNDING MEASURE: PROJECT DETAIL



CORRIDOR: Albina Vision

6. Albina Urban Design Strategy (RTP 11664)

PROJECT EXTENTS: Areawide

DELIVERY AGENCY: Portland Bureau of Transportation

BUDGET (2019\$/YOE\$): \$12M/\$14M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

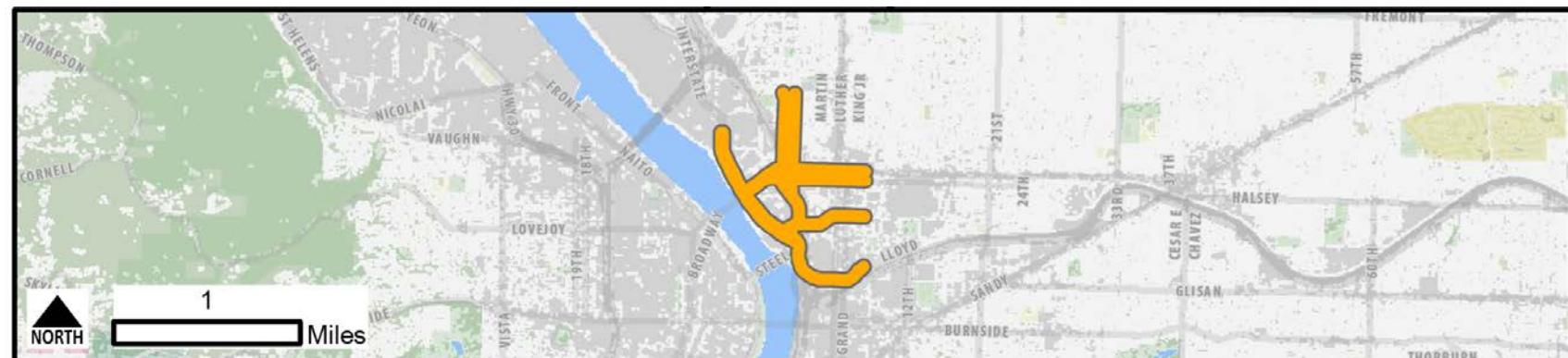
PROJECT SCOPE: Planning

Project Intent:

Develop plans and strategies to guide Albina Vision implementation.

Project Expectations:

- Plans and strategies to guide the implementation of the Albina Vision, including urban design guidelines, plans for the Rose Quarter Transit Center and Broadway Bridgehead, and plans to improve multimodal connections to the river.
- The Albina Urban Design Strategy should address:
 - Transportation needs addressed by Metro's 2040 grant to Albina Vision Trust
 - Landscaping and lighting that facilitate safe and welcoming public spaces
 - Family-friendly walking designs
 - Planning and design to accommodate and improve access to parks and green spaces
 - Planning and design that improves access to existing and future transit
 - Planning and design that improves multi-modal access and mobility to sites of future development



CORRIDOR: Powell Blvd

1. Transit Planning (RTP 12035)

PROJECT EXTENTS: Willamette River to I-205, 5 miles

DELIVERY AGENCY: Metro

BUDGET (2019\$/YOE\$): \$18M /\$24.6M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

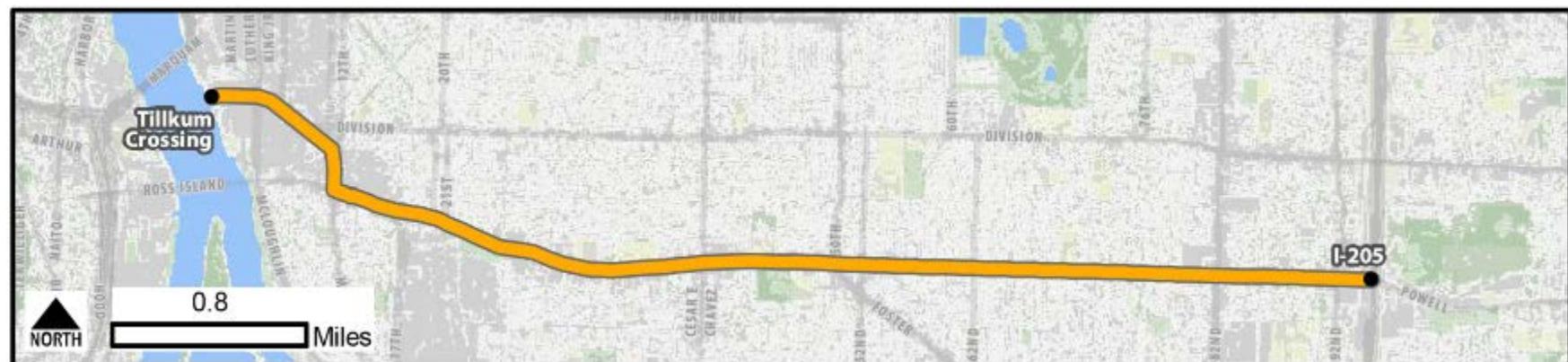
PROJECT SCOPE: Planning

Project Intent:

Design for longer-term transit enhancements such as Bus Rapid Transit or MAX light rail.

Project Expectations:

- Plan for high capacity transit on Powell, exploring alternatives for bus rapid transit and light rail.
- Selection of mode, route, and terminus.
- Focus on accommodation of dedicated transitway between Tillikum Crossing and I-205.
- Identify solutions to increase access to stations, including sidewalks, bicycle access and crossings, and enhance and improve stations.
- Include strategies to prevent displacement, maintain affordability.
- Includes Draft Environmental Impact Statement (DEIS) and Locally Preferred Alternative.



CORRIDOR: Powell Blvd

3. Intersection Capacity (RTP 10512)

PROJECT EXTENTS: Hogan from south of Powell to Burnside, 0.2 miles

DELIVERY AGENCY: City of Gresham

BUDGET (2019\$/YOE\$): \$10.1M/\$12.3M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Design through Construction

Project Intent and Context:

- Add second northbound lane to Hogan from Powell to 500 feet south of Burnside to ease traffic congestion.
- Design parameters and target speed for Hogan in accordance with Metro's Designing Livable Streets and Trails Guidelines as a Regional Street.

Project Expectations:

- Addition of a northbound motor vehicle lane and bike lane on the east side of Hogan.
- Americans with Disabilities Act compliant signal and ramps at Powell & Hogan with marked pedestrian crossings on all 4 legs of intersection.
- Provide Americans with Disabilities accessible sidewalks, minimum 10-foot total width including sidewalk plus buffer from street where new or replaced, except at corner (Burlingame) property, where a 6-foot minimum would be used to avoid building impacts.
- 10'-11' lane widths and 1' shy are permissible.
- Consider stormwater treatments, such as rain gardens and/or street trees, if feasible.



CORRIDOR: Powell Blvd

4. Downtown Gresham Bikeway (RTP new)

PROJECT EXTENTS: Cleveland to 1st, 0.5 miles

DELIVERY AGENCY: City of Gresham

BUDGET (2019\$/YOE\$): \$4M/\$4.89M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

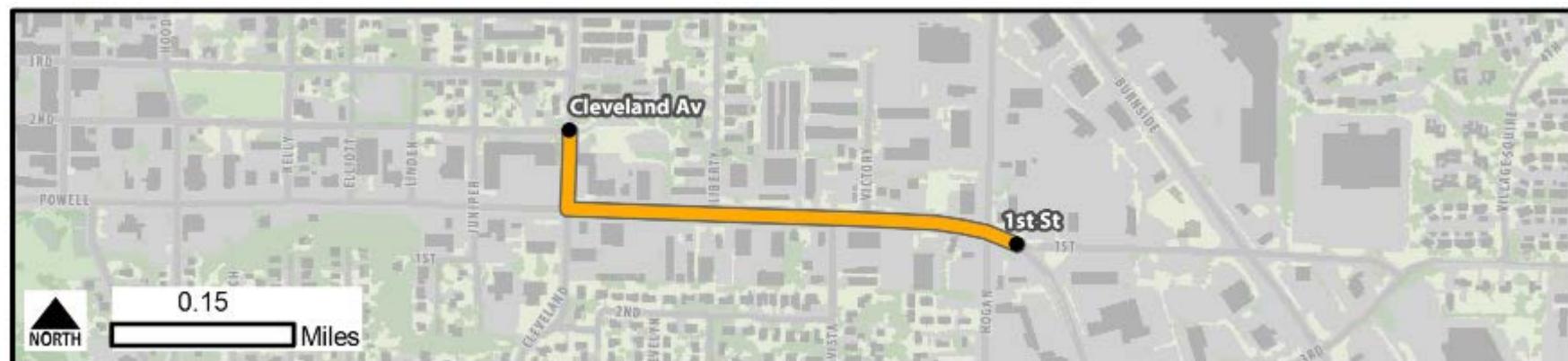
PROJECT SCOPE: Design through Construction

Project Intent:

- Add two-way curb-protected bikeway along Powell to connect downtown Gresham to Powell Valley neighborhoods.
 - Design parameters and target speed in accordance with Metro's Designing Livable Streets and Trails Guidelines as a Regional Boulevard.

Project Expectations:

- Construct two-way curb-protected bikeway following regional design guidelines.
 - Pedestrian scale street lighting at intersections and crosswalks.
 - Enhanced intersection pedestrian and bicycle crossing treatments.
 - Signal modifications to create protected signal phase for bicycles.



CORRIDOR: Powell Blvd

5. Safety Portland (RTP 10259)

PROJECT EXTENTS: Willamette River to I-205, 4.6 miles

DELIVERY AGENCY: Oregon Department of Transportation

BUDGET (2019\$/YOE\$): \$23.3M/\$28.5M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

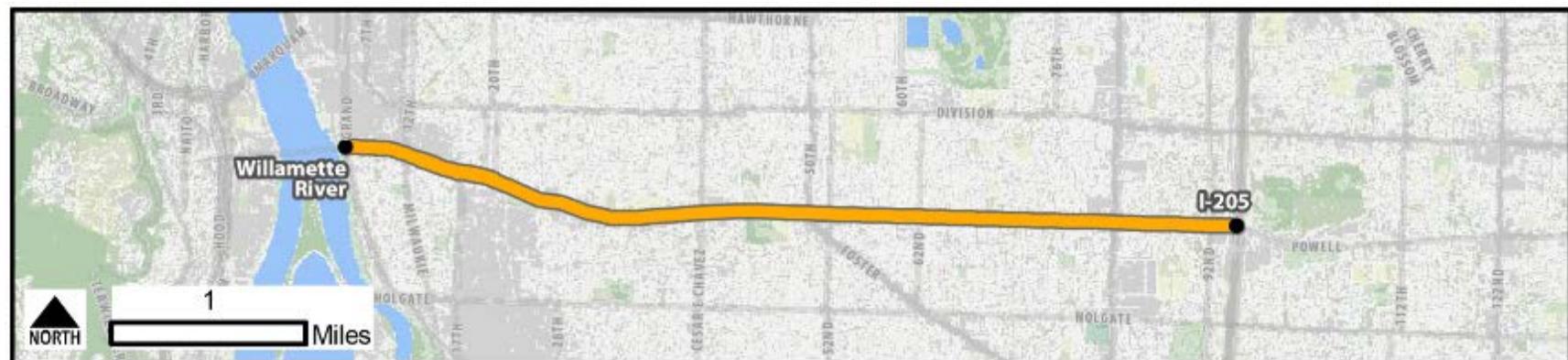
PROJECT SCOPE: Design through Construction

Project Intent and Context:

- Add sidewalks, lighting, enhanced pedestrian crossings and parallel greenway connections to reduce severe injury and fatal crashes.
- These improvements will be implemented in coordination with other improvements along Powell that will be undertaken by TriMet.
- The project will be delivered consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor and/or Urban Mix. The target speed will be consistent with the Blueprint for Urban Design.
- Reduction Review Route clear width dimensions will be maintained per ORS 366.215.

Project Expectations:

- Project to deliver new marked pedestrian crossings of Powell or enhancements to existing pedestrian crossings of Powell at 11 locations to provide more enhanced marked crossing frequency in the corridor. Strive to provide marked crossings at all transit stops. May relocate transit stops to support alignment with marked crossings.
- Provide Americans with Disabilities Act (ADA) accessible sidewalks where sidewalk replacement occurs.
- Provide pedestrian scale street lighting to enhance pedestrian safety at intersections, crosswalks and transit stops.
- Improve connections to and wayfinding on parallel bicycle greenways.
- Project to consider access management strategies.
- If corners are modified, minimize curb radii where possible to provide a pedestrian friendly design.



CORRIDOR: Powell Blvd

6. Enhanced Transit (RTP 11867)

PROJECT EXTENTS: Willamette River to Gresham Transit Center, 12 miles

DELIVERY AGENCIES: Metro (Planning phase), TriMet

BUDGET (2019\$/YOE\$): \$20M/\$24.5M (*Includes \$450,000 YOE for Planning phase; YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Planning through Construction

Project Intent:

- Improvements along the corridor to improve transit reliability, station access, and amenities, including enhancements to transit stops, upgraded transit signal priority and communication systems, and possibly transit priority lanes.
- These improvements will be implemented in coordination with other improvements along Powell that will be undertaken by ODOT and Gresham.

Project Expectations:

- Upgrades traffic signals with NextGen transit signal priority.
- Improving selected transit stops along the corridor with such enhancements as bus pads, improved shelters, lighting, and other amenities. May include relocation of transit stops to align with marked crossing locations.
- Consideration of installing bus priority (BAT) lanes at critical intersections.
- Consideration of adding fiber optic communication to improve bus and traffic signal communication.



CORRIDOR: Powell Blvd

7. Safety Gresham (RTP 10259)

PROJECT EXTENTS: Portland City Limit to Mt. Hood Highway, 4 miles

DELIVERY AGENCY: City of Gresham

BUDGET (2019\$/YOE\$): \$11M/\$13.4M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Design through Construction

Project Intent:

Add sidewalks, crosswalks, medians and lighting to reduce severe injury and fatal crashes. These improvements will be implemented in coordination with other improvements along Powell that will be undertaken by TriMet.

Project Expectations:

- 5 or more safe, marked pedestrian crossings of Powell (beacon or signal) with pedestrian refuge islands included except where in conflict with a left-turn lane.
- Pedestrian scale street lighting at intersections, crosswalks and transit stops.
- Project to consider median islands and driveway modifications for access management.
- Pedestrian friendly design treatments including corner radii where corners are modified. 15' preferred (20' maximum) for modified curb radii except at collectors/arterials where 25' is preferred (maximum 30'). Exception for intersecting designated freight routes.



CORRIDOR: Highway 43

1. Highway 43 Multimodal Improvements (RTP 10127)

PROJECT EXTENTS: Arbor Drive to I-205, 3.1 miles

DELIVERY AGENCY: City of West Linn

BUDGET (2019\$/YOE\$): \$54M/\$66M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Design through Construction

Project Intent and Context:

- Sidewalk and bicycle facility completion, improved transit stops, add crossings, lighting, redesigned intersections. Coordination with TriMet for transit stop feature design.
- The project will be delivered consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor and/or Urban Mix. The target speed will be consistent with the Blueprint for Urban Design.

Project Expectations:

- 5 or more added safe, marked pedestrian crossings with pedestrian refuge island at transit stops. Strive to provide marked crossings at all transit stops. Refuge islands may not apply where in conflict with turn lane.
- Protected new traffic signal installations at McKillican, A Street and Pimlico. Pedestrian scale street lighting at intersections and crosswalks.
- Continuous Americans with Disabilities Act accessible sidewalks, standard 10-feet wide (including buffer).
- Pedestrian friendly design treatments including corner radii.
- Continuous grade separated bikeways (cycle track), minimum 6 ft. wide. Protected bike intersection and bus stop treatments.
- Stormwater treatments, such as bioswales and pervious pavement. Placemaking elements like planted medians and street trees as appropriate.
- Protect or enhance wildlife connectivity, such as culvert improvements and/or riparian enhancement, at culverts just north of State Park entrance (Gans Creek) and near Pimlico Drive (Mary S Young Creek).
- Protect or enhance wildlife connectivity, including tree canopy, along roadway adjacent to Hammerle Park.
- Retain and install as many Oregon white oak trees and native plantings as possible along the corridor to preserve rare, high priority habitat connectivity.

2020 TRANSPORTATION FUNDING MEASURE: PROJECT DETAIL



CORRIDOR: Pacific Highway 99W

1. Pacific Highway 99W Planning (RTP 11664)

PROJECT EXTENTS: Brookman Road to I-5, 10 miles

DELIVERY AGENCY: Metro

BUDGET (2019\$/YOE\$): \$3.5M/\$4.6M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

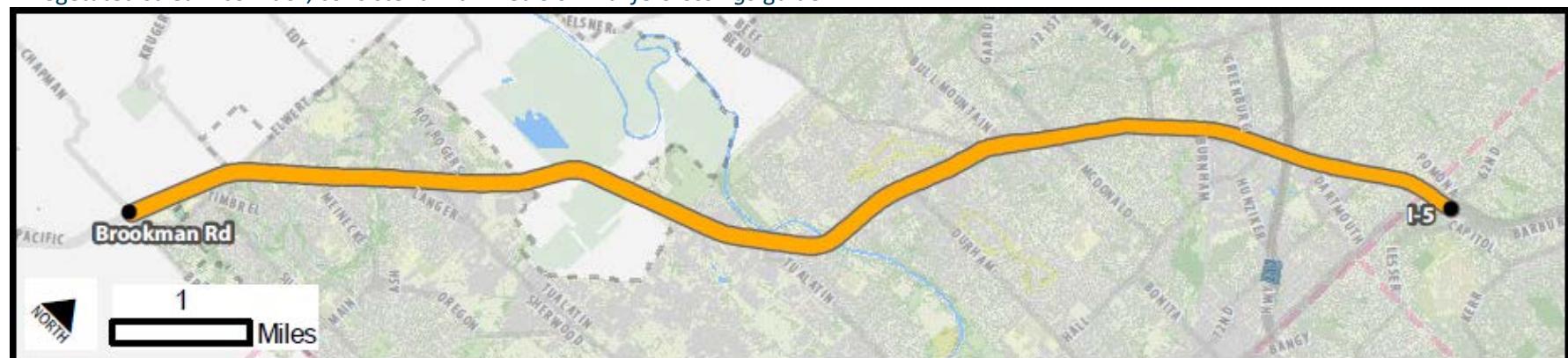
PROJECT SCOPE: Planning

Project Intent:

Planning to identify investments and policies necessary to improve multimodal safety, transportation system management, economic activity and land use potential.

Project Expectations:

- Develop a regional vision for the corridor through extensive public and stakeholder outreach.
- Confirm the list of corridor needs, opportunities and constraints identified by ODOT's initial work.
- Conduct market analyses and identify potential investment strategies for road, transit and land use improvements.
- Determine how Highway 99W and the surrounding local transportation networks should be improved and managed to balance land use goals with local, regional and long-distance travel needs.
- Identify transportation infrastructure projects, service enhancements and potential funding sources.
- Develop a strategy for economic resilience, adaptation and growth.
- Identify potential land use and transportation system plan changes to build equitable multimodal, transit-supportive communities along the corridor.
- Consider improvements to habitat connectivity for wildlife using appropriate bridge and culvert design when a project's alignment crosses a vegetated stream corridor, consistent with Metro's *Wildlife Crossings* guide.



CORRIDOR: Highway 217

1. Highway 217 Planning (RTP 11582 and new)

PROJECT EXTENTS: US 26 to I-5 including parallel or adjacent roadways, 7 miles

DELIVERY AGENCY: Washington County

BUDGET (2019\$/YOE\$): \$2.75M/\$3.69M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

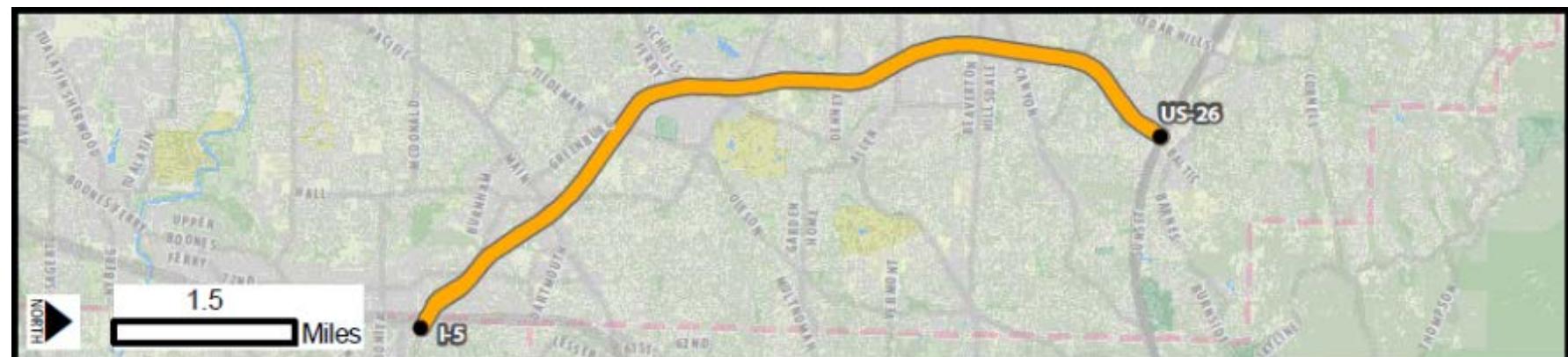
PROJECT SCOPE: Planning

Project Intent:

Corridor Plan for Highway 217 and parallel or adjacent roadways including motor vehicle and multimodal considerations.

Project Expectations:

- Plan will engage the diverse communities in the corridor to identify and prioritize transportation safety and connectivity needs through an equity, safety and climate lens, and considering other Task Force values.
- Planning process will provide opportunities to leverage planned transportation, affordable housing, park and trail investments by Metro, Washington County, ODOT, cities and others.
- Plan will consider future transit access, speed and reliability investments on parallel or adjacent arterials.
- Plan will consider arterial lighting, bus shelter amenities and other investments.
- Plan will consider active transportation investments on parallel or adjacent routes, including trail and sidewalk connections, as well as improved marked pedestrian crossings including at all transit stops.
- Plan will consider wildlife and habitat connectivity when a project's alignment crosses a vegetated stream corridor. Metro's *Wildlife Crossings Guidebook* provides information about what types of bridges, culverts or fencing can best accommodate wildlife.



CORRIDOR: Highway 217

2. Highway 217 Design (RTP 11978, 11988 and new)

PROJECT EXTENTS: Walker Rd to Allen Blvd, 1.5 miles

DELIVERY AGENCIES: Oregon Department of Transportation, Washington County

BUDGET (2019\$/YOE\$): \$10M/\$14.5M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

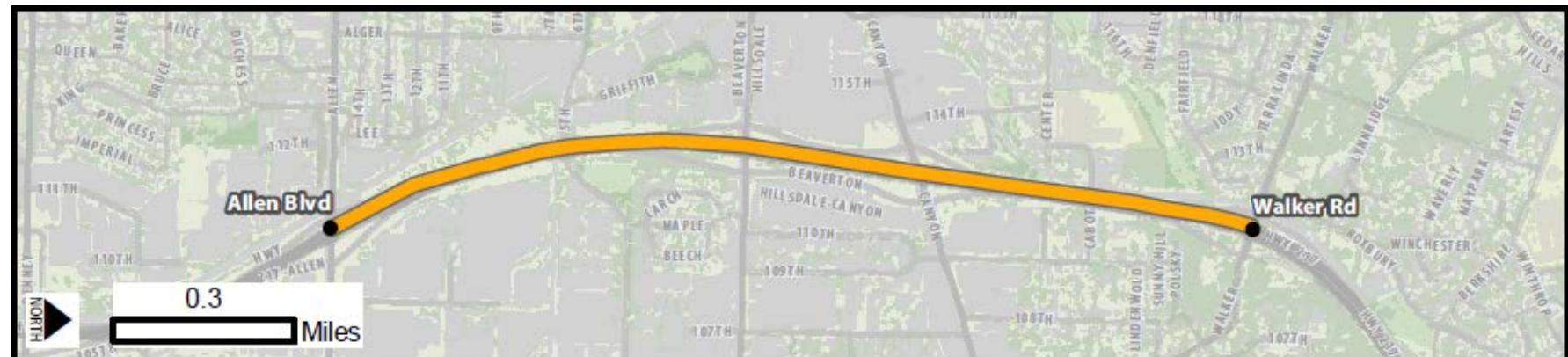
PROJECT SCOPE: Design

Project Intent:

- Project development for priority projects for Highway 217 and parallel or adjacent roadways. Projects may address safety and congestion bottlenecks and remove weaving activity in the area between Walker Road entrance ramp and Allen Boulevard exit ramp on Highway 217 southbound, and implement transit and active transportation improvements on parallel or adjacent roadways.
- Reduction Review Route clear width dimensions will be maintained on Highway 217 per ORS 366.215.

Project Expectations:

- To be determined following Phase 1 planning and community engagement effort. The project will include Environmental Assessment and preliminary engineering for the southbound auxiliary lane and ramp improvements on Highway 217 between Walker Road and Allen Boulevard and additional transit and active transportation improvements on parallel routes or adjacent roadways focused on a multi-modal approach.
- Provide stormwater management facilities in design as required.
- Allocation of budget will be based on outcomes of Phase 1 planning and community engagement and will require concurrence of Metro, ODOT, and Washington County.



CORRIDOR: Sunset Highway 26

1. Sunset Highway 26 Corridor Planning (RTP 11971)

PROJECT EXTENTS: Interstate 405 to Brookwood Pkwy, 13 miles

DELIVERY AGENCY: Metro

BUDGET (2019\$/YOE\$): \$1M/\$1.2M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

PROJECT SCOPE: Planning

Project Intent and Context:

Study to identify a set of potential Transportation Demand Management (TDM) improvements that would be subsequently advanced for further study and potential project development and funding.

Project Expectations for Consideration:

- Intelligent Transportation Systems infrastructure including variable speed signs, traveler information signs, corridor Bluetooth origin/destination tracking, and improved ramp meter algorithms.
- Potential ramp meter bypasses for freight and transit use along the Sunset Highway corridor.
- Operational improvements at the US 26 and I-405 bottleneck which may include modifications or full/part-time closures of I-405 ramps to NW Everett Street and from SW Montgomery Street and modifications to lane channelization on US 26 approaching the interchange.
- Demand management options to expand travel options, including employer shuttle buses and carpools and on-demand ride sharing.
- Expanded transit service on the corridor including provision of a Sunset Highway express bus service between the Portland Central City via the SW Jefferson Street interchange and Hillsboro (or Forest Grove).
- Bus-on-shoulder operations for bypassing of traffic queues on US 26 during periods of congestion.
- Extension of high capacity transit service from Portland to north Hillsboro along Sunset Highway including additional park-and-ride locations west of Highway 217. This improvement could consider use of paid parking at park-and-ride locations and public-private partnership funding.
- Increased frequency of MAX Blue Line and MAX Red Line and potential extension of the Red Line.
- Transit service route that connects US 26 from Powell Boulevard to Sunset Highway to better accommodate demand between SE Portland/Clackamas County and northern Washington County.
- Improved transit connections to MAX/HCT in the corridor, including Columbia County Rider connectivity and better local access to Sunset TC.
- Beaverton-Milwaukie Regional Trail connection along Sunset Highway between Knights Boulevard and SW Jefferson Street.
- Pricing mechanisms such as congestion pricing to manage demand, in coordination with Metro's Regional Congestion Pricing Study.

CORRIDOR: Highway 43

2. Highway 43 Planning (RTP 11664)

PROJECT EXTENTS: Arbor Drive to Sellwood Bridge, 5.4 miles

DELIVERY AGENCY: Metro

BUDGET (2019\$/YOE\$): \$4.8M /\$6.4M (*YOE project cost is a point-in-time estimate based on project descriptions and potential delivery timelines as of June 30, 2020, subject to change*)

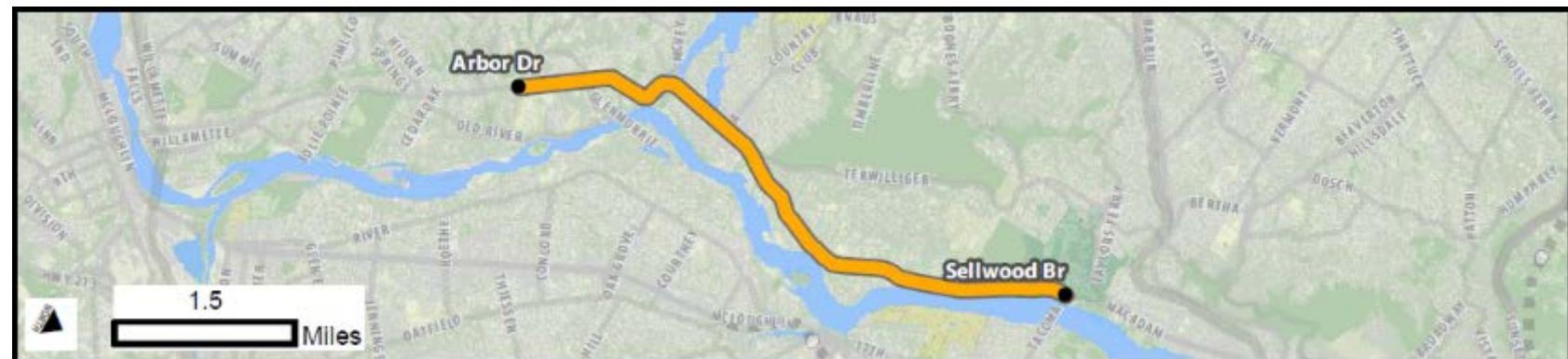
PROJECT SCOPE: Planning

Project Intent and Context:

Planning, community engagement, project development, and design for investments and policies necessary to improve multimodal safety, transportation system management, economic activity and land use potential.

Project Expectations:

- Extensive public and stakeholder outreach to develop a regional vision for the corridor.
- Consider compatibility with other corridor investments in West Linn, Lake Oswego, and Portland.
- Identify safety needs for all modes of travel in the corridor and further develop safety strategies for inclusion in design.
- Identify needed transportation infrastructure projects and service enhancements and document potential funding sources.
- Identify potential land use and transportation system plan changes to build equitable multimodal, transit-supportive communities along the corridor.
- Develop preliminary designs and cost estimates for the projects identified, including but not limited to survey and/or research to support feasibility assessment and development of cost estimates.
- Consider improvements to habitat connectivity for wildlife using appropriate bridge and culvert design when a project's alignment crosses a vegetated stream corridor, consistent with Metro's *Wildlife Crossings guide*.





GET MOVING 2020

Metro Council

Resolution No. 20-5122

Corridor Investment Package, Exhibit C

Memoranda of Understanding and Letters of Commitment

MEMORANDUM OF UNDERSTANDING

DELIVERY OF PROJECTS ON McLoughlin Corridor

This memorandum of understanding (MOU) between Clackamas County, ODOT, TriMet, and Metro demonstrates project partner support for delivering projects within the McLoughlin Corridor and outlines the preliminarily agreed to conditions of investment upon passage of Get Moving 2020, which will be finalized in binding intergovernmental agreements following passage of the measure.

Background

The Metro Council and regional partners are seeking to make travel in the Portland metropolitan region safer and easier for everyone. The Metro Council is considering whether to ask voters to approve a bold plan of regional transportation investments in 2020 (Get Moving 2020 Funding Measure). Built on a solid foundation of community and stakeholder engagement and partnership, the plan would invest to improve safety, reliability and transportation options on many of the busiest travel corridors in the region, making the transportation system work more equitably for everyone. The plan also advances key regional policies and goals for transportation, land use, racial equity, climate and job creation.

This plan calls for many of the solutions to be delivered by partner agencies who own, maintain and operate portions of the transportation system within the region. To help ensure transparency and accountability to the region's voters, Metro is working with these agencies to commit to delivering key elements and outcomes of investments proposed in the plan.

This MOU documents and describes the steps that each agency would take for successful development and delivery of investments on the McLoughlin Corridor. The current Get Moving 2020 Funding Measure proposal for the McLoughlin Corridor could make significant improvements for safety, transit and travel for all modes.

In 2019, Metro and TriMet identified key locations along the McLoughlin Corridor to prioritize transit investments to solve key transit delay and reliability concerns for the Line 33 and 99. The current Get Moving 2020 proposal for McLoughlin Boulevard builds off of this work and would make significant improvements for safety and transit.

The McLoughlin Corridor refers to the geographic area from Milwaukie to Oregon City within Clackamas County. The transit service and investments extend further south to Clackamas Community College.

McLoughlin enhanced transit and corridor planning refers to transit investments that may be funded through a combination of resources from the Get Moving 2020 Regional Investment Measure, Federal Transit Administration (FTA) competitive grant funds, and local sources.

McLoughlin safety and multimodal improvements include a set of comprehensive street upgrades that are defined in the project descriptions for the Get Moving 2020 Regional Investment Measure.

Agency Roles

- ODOT is the owner of Hwy 99E (McLoughlin Boulevard).
- Metro is the Agency referring the funding measure and will be responsible for disbursing funds. Metro leads planning until the selection of the Preferred Alternative and is responsible for the federal environmental review under the National Environmental Policy Act (NEPA) phase for transit projects funded through FTA. Metro generally leads planning for transit corridors in investment areas that require coordination with multiple agencies and community groups.
- TriMet is the region's transit agency and is responsible for operating light rail, buses and maintaining light rail stations and park and ride facilities, bus stops and shelters on McLoughlin Boulevard and is the grantee for funds received from the FTA for the construction of Capital Investment Grant (CIG) New and Small Start projects.
- Clackamas County has road authority for many major and minor arterials crossing McLoughlin and has land use authority for the unincorporated areas along McLoughlin, between Milwaukie and Gladstone.

Clackamas County agrees to:

- Support ODOT in the design and construction of road elements, including sidewalks, illumination, pedestrian crossings, bike lanes, water quality.
- Support TriMet in the design and construction of the transit elements, such as transit priority treatments, transit signal priority, stations, facility improvements and the Park Ave Park and Ride expansion.
- Coordinate related County construction projects with a coordinated delivery plan for McLoughlin and, if needed, coordinate with TriMet on roadway improvements to Park Ave between SE Oatfield and SE McLoughlin Blvd.
- Make best efforts to streamline design, land use and permitting approvals for project development.

ODOT agrees to:

- Lead in design, permitting and delivery of road elements for the McLoughlin Corridor.
- Coordinate with TriMet in the design and construction of the transit elements, such as transit priority treatments, transit signal priority, stations and facility improvements.
- Deliver the transit investments, in coordination with TriMet, unless partners agree to pursue FTA CIG funding, then TriMet would deliver transit project as defined by the project descriptions in the Get Moving 2020 Regional Investment Measure.
- Make best efforts to streamline design, land use and permitting approvals for project development.
- Coordinate currently funded STIP project designs in the corridor to align with projects included in the funding measure.
- Plan and develop conceptual design through a master designer that coordinates roadway and transit conceptual designs to 15%.

TriMet agrees to:

- Lead in the design, permitting and delivery of the Park Avenue Park & Ride expansion.

- Coordinate and support ODOT and regional partners on the design and construction of transit elements on McLoughlin. If the project is funded in part by competitive Capital Investment Grant funding through FTA, TriMet would lead the design and construction of the transit project subject to FTA approval.
- Purchase alternative fuel buses for operation on McLoughlin Blvd.
- Support Metro in the transit corridor planning.

Metro agrees to:

- Lead transit corridor planning.
- If the enhanced transit improvements are partially funded through the FTA CIG program, Metro will lead planning to a Preferred Alternative and complete environmental review.
- Fund and coordinate community strengthening elements to reduce potential for displacement and increase equitable economic growth.
- Coordinate and support local jurisdiction public engagement efforts during the design and construction to establish a consistent message framework.
- Facilitate timely review for any oversight needed for the regional funding measure process.

Partners agree to coordinate with jurisdictions with land use and stormwater management authority in the McLoughlin Corridor, including the following:

- Coordinated public and stakeholder engagement process through the design and construction and the associated Corridor Planning effort.
- Work with TriMet, as needed, and in compliance with FTA requirements, in the design and construction of the transit elements, such as transit priority treatments, transit signal priority, stations and facility improvements.
- Consider potential amendments to local plans, including Transportation System Plans (TSPs) to seek dedication of right of way needed to implement the plan and transit supportive policy changes
- Consider expedited design review, land use review and permitting approval process
- Facilitate stormwater management mitigation associated with McLoughlin Corridor projects

Investment Package Funding and Project Description

Agency partners agree to work together to deliver the McLoughlin Corridor projects as described in the Get Moving 2020 Investment Package to be adopted by the Metro Council prior to the measure's referral. The investment package recommendation for the McLoughlin Corridor covered in this MOU includes:

- Enhanced Transit (Harrison St in Milwaukie to Clackamas Community College)
- Safety improvements (Harrison St in Milwaukie to Clackamas Community College)
- Alternative fuel buses for operations on McLoughlin
- I-205 Ramp Improvements at McLoughlin
- Park Ave Park & Ride Expansion
- Corridor planning

The investment package also includes the following projects that are not part of this MOU:

- Trolley Trail Bridge

- Willamette Falls Bike/Ped Plan
- Portland Ave Streetscape improvements in Gladstone

Project Delivery with Passage of Get Moving 2020 (Regional Funding Measure)

Further project delivery coordination is needed on the corridor. The parties have agreed to move forward to coordinate the project delivery, guided by shared principles that include:

- Support the project descriptions developed for the McLoughlin Corridor as attached and included in the Get Moving 2020 transportation funding measure.
- Project delivery partners will consider using a master designer, under one contract, that will include the scope of work for both the safety and transit projects' design to get to at least 15% design and a cost-to-complete, to ensure that the scope of the improvements can be constructed within available funding, before entering agreements for further design and project delivery, designs are coordinated and maximize benefits in keeping with the guiding principles of safety, transit reliability and transit travel time improvements.
- Work together to develop a delivery package that maximizes public resources and minimizes impacts to the community.
- A commitment to community outreach and engagement.
- Agencies responsible for planning or designing an improvement that will be delivered, owned, or operated by another agency shall seek the approval of the other agency with regard before starting, advancing, or changing a plan or design for the improvement or seeking public input on proposed improvements.
- Partners will continue to refine some project elements to determine the scope of work that can be accomplished with the available funding from the investment package and the terms and conditions of any FTA grant agreement. Some of the elements that require better definition include:

- Coordinated designs to improve transit travel times and safety
- Stormwater management, including coordination with all water districts
- Right-of-Way needs
- Paving/resurfacing needs
- Roadway widening
- Pedestrian crossings
- Intersection design and signal operation for safe and efficient use by multiple modes
- Access management
- Extent and nature of transit improvements, including the number and locations of stations.
- Maintenance bus facility improvements, layover and transit center functions

Cost risks

- TriMet will be responsible for managing the project budget for delivery of the Park Avenue Park and Ride Expansion and alternative fuel vehicles. If projected project costs exceed the project budget, TriMet will work with regional partners to identify and implement changes to the scope or to leverage other funding.
- TriMet will be responsible for managing the design, budget and delivery of the enhanced transit along McLoughlin Boulevard if the improvements are partially funded through the

Federal CIG program. If the transit improvements are funded in part with a federal grant having project management oversight by FTA, the Expenditure Plan for the transit improvements, including any betterments, will be conformed to the scope, budget, and change management procedures under the federal grant agreement. If projected project costs exceed the project budget, TriMet will work with regional partners to identify and implement changes to the scope or to leverage other funding.

- ODOT will deliver the transit investments, in coordination with TriMet, unless partners agree to pursue FTA CIG funding, then TriMet would deliver transit project as defined by the project descriptions of the Get Moving 2020 Regional Investment Measure.
- ODOT will be responsible for managing the project budget for projects the agency has agreed to deliver within the funds allocated by Metro for the project. If those funds are exceeded, ODOT would work with partners to identify and implement changes to the scope or to leverage other funding.
- Clackamas County will work with partners to make best efforts to manage project scope and community engagement.
- A coordinated conceptual design (15%), potentially delivered through a master design process, will be approved by the project steering committee and will serve as the basis for further design and project delivery agreements including cost of project elements. The estimated cost of any plan or design for an improvement will not exceed the budget for the improvement without the approval of the agency responsible for managing the project delivery budget for the improvement. Project development and delivery of the transit improvements, if funded in part with federal grant funds, will be performed in compliance with FTA requirements; the transit improvements will be scoped to be competitive for CIG funding.

Agreed Next Steps

The partners acknowledge that an MOU describes the broad outlines of agreement, communicates mutually accepted expectations and intent, and is non-binding. The partners agree to work on the following next steps in advance of November 2020. If the ballot measure passes, the partners would undertake additional steps to develop and deliver a project or series of projects as defined in a final and definitive written agreement as described in the steps below.

Step	Lead/partner agencies	Due Date
Refine project elements and project delivery approach	Metro/Clackamas County/TriMet/ODOT	December 2020
Consider Small Start project strategy and concept	Metro/TriMet	January 2021
Coordinated Conceptual Design (15%) IGA	Metro/TriMet/ODOT	July 2021
Project delivery IGA(s)	Metro/TriMet/ODOT	December 2023

Signature Page to Follow

Metro Contract No. 936897

Clackamas County

DocuSigned by:

Jim Bernard

B69C7510257E43D...

Signature

Jim Bernard, Chair

Title

July 9, 2020

Date

State of Oregon (ODOT)

DocuSigned by:

Ryan Windsheiner

50612732246F41E...

Signature

Region 1 Manager

Title

July 13, 2020

Date

TriMet

DocuSigned by:

Steve Witter

5F099A1F82AF4E2...

Signature

Executive Director, Engineering and Construction

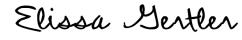
Title

July 9, 2020

Date

Metro

DocuSigned by:

Elissa Gertler

17FC897939B547B...

Signature

Planning and Development Director

Title

July 13, 2020

Date

MEMORANDUM OF UNDERSTANDING DELIVERY OF PROJECTS ON TV HIGHWAY

This memorandum of understanding (MOU) between Washington County, ODOT, TriMet, and Metro demonstrates project partner support for and commitment to deliver projects within the Tualatin Valley (TV) Highway Corridor and outlines the preliminarily agreed to conditions of investment upon passage of the Regional Transportation Investment Measure, which will be finalized in binding intergovernmental agreements following passage of the measure.

Background

The Metro Council and regional partners are seeking to make travel in the Portland metropolitan region safer and easier for everyone. The Metro Council is considering whether to ask voters to approve a bold plan of regional transportation investments in 2020 (Regional Funding Measure). Built on a solid foundation of community and stakeholder engagement and partnership, the plan would invest to improve safety, reliability and transportation options on many of the busiest travel corridors in the region, making the transportation system work more equitably for everyone. The plan also advances key regional policies and goals for transportation, land use, racial equity, climate and job creation.

This plan calls for many of the solutions to be delivered by partner agencies who own, maintain and operate portions of the transportation system within the region. To help ensure transparency and accountability to the region's voters, Metro is working with these agencies to commit to delivering key elements and outcomes of investments proposed in the plan.

In 2019, Metro provided funding to Washington County to develop a concept plan for TV Highway in partnership with TriMet, ODOT, and the cities along the corridor. This MOU documents completed work and describes the steps that each agency commits to take for successful development and delivery of investments on TV Highway. The current Get Moving 2020 Funding Measure proposal for TV Highway could make significant improvements for safety and transit.

TV Highway Corridor refers to the geographical area from Forest Grove to Beaverton and west Portland within which a set of projects has been identified to be funded through the Get Moving 2020 Regional Investment Measure.

TV Highway Concept Plan refers to the product developed by Washington County in 2019, which identifies projects within all jurisdictions along the corridor.

TV Highway Enhanced Transit refers to corridor planning and high capacity transit investments that may be funded through a combination of resources from the Get Moving 2020 Regional Investment Measure, Federal Transit Administration competitive grant funds, and local sources.

TV Highway Safety and Multimodal Improvements include a set of comprehensive street upgrades that are defined in the project description for the Get Moving 2020 Regional Investment Measure.

Agency Roles

- ODOT is the current owner of TV Highway.
- Metro is the Agency referring the funding measure and will be responsible for disbursing funds. Metro leads planning until the selection of the Preferred Alternative and is responsible for the federal environmental review under the National Environmental Policy Act (NEPA) phase for transit projects funded through the Federal Transit Administration (FTA). Metro also leads planning for high capacity transit corridor planning in investment areas that require coordination with multiple agencies and community groups.
- TriMet is the region's transit agency and is responsible for operating buses and maintaining bus stops and shelters on TV Highway and is the grantee for federal Capital Investment Grant funds received from the FTA.
- Washington County has road authority for many major arterials crossing TV Highway and has land use authority for the unincorporated areas along TV Highway.

Washington County agrees to:

- Perform work for ODOT, as needed, in the design and construction of the TV Highway Safety and Multimodal Improvements, subject to risk and liability agreements with ODOT for specific segments within available funding as detailed in a funding and delivery IGA after measure passage.
- Work with TriMet in the design and construction of the transit elements, such as transit priority treatments, transit signal priority, stations and facility improvements.
- Seek to align related planning and construction projects with TV Highway Concept Plan.
- Coordinate efforts to design and construct the Council Creek Trail subject to agreement with ODOT and local jurisdictions and TriMet as detailed in a funding and delivery IGA after measure passage.
- Coordinate with ODOT to consider a potential jurisdictional transfer of TV Highway.
- Make best efforts to streamline design, land use and permitting approvals for project development.

ODOT agrees to:

- Lead in design, permitting and delivery of road elements for the TV Highway Safety and Multimodal Improvements as defined in the project description for the Get Moving 2020 Regional Investment Measure.
- Work with TriMet in the design and construction of the transit elements, such as transit priority treatments, transit signal priority, stations and facility improvements.
- Make best efforts to streamline design, land use and permitting approvals for project development.
- Coordinate currently funded STIP project designs in the corridor to align with projects in the TV Highway Corridor as described in the project description for the Get Moving 2020 Regional Investment Measure.
- Collaborate with partners to seek funding to continue to invest in paving and fiber optic Intelligent Transportation System (ITS) communications as described in the TV Highway Concept Plan.
- Seek to coordinate investments of ongoing maintenance and near-term roadway improvements with the TV Highway Concept Plan.

TriMet agrees to:

- Lead in the design and delivery of the enhanced transit project if partially funded by competitive Capital Investment Grant funds awarded by the Federal Transit Administration (FTA), subject to FTA approval after completion of the master design.
- Coordinate design and construction of transit elements where no FTA funding is involved.
- Lead coordination with the railroad in partnership with Washington County and ODOT.
- Support Metro in the high capacity transit corridor planning.

Metro agrees to:

- Lead corridor planning and complete environmental review for the Enhanced Transit project. The inclusion of improvement alternatives, options, and designs in NEPA documents and concept plans shall require the approval of the agencies responsible for project delivery and, if different, the owner/operator of the improvements.
- Fund and coordinate community strengthening elements to reduce potential for displacement and increase economic growth.
- Coordinate and support local jurisdiction public engagement efforts to establish a consistent message framework.
- Facilitate timely review for any oversight needed for the regional funding measure process.

Partners agree to coordinate with jurisdictions with land use authority in the TV Highway Corridor and develop future agreements to address the following tasks:

- Participate with Metro on a coordinated public and stakeholder engagement process and community strengthening strategies through the design and construction of the projects and the associated Corridor Planning effort.
- Work with TriMet, as needed, in the design and construction of the transit elements, such as transit priority treatments, transit signal priority, stations and facility improvements.
- Amend local plans, including Transportation System Plans (TSPs), to seek dedication of right-of-way needed to implement the plan and land use and policy changes to support transit-oriented development and reduce displacement, as needed.
- Expedite design review, land use review and permitting approval process.
- Coordinate responsibilities for street lighting.
- Facilitate stormwater management and mitigation associated with TV Highway Concept Plan with Clean Water Services (CWS).

Investment Package Funding and Project Description

Agency partners agree to work together to deliver the projects in the TV Highway Corridor as described in the Get Moving 2020 Investment Package and in accordance with the Expenditure Plan, both to be adopted by the Metro Council prior to the measure's referral. The investment package recommendation for the TV Highway Corridor covered in this MOU includes:

- Safety and Multimodal Improvements (Forest Grove to 117th in Beaverton)
- Enhanced Transit (Forest Grove to Beaverton Transit Center)
- Alternative fuel buses for operation on TV Highway
- Corridor Planning (Forest Grove to Portland Union Station)

The investment package also includes the following projects that are not part of this MOU:

- Hillsboro Transit Center
- Biking/walking facilities on Canyon/West Slope
- Council Creek Trail (Hillsboro to Forest Grove)

Project Delivery with Passage of Get Moving 2020 (Regional Funding Measure)

Further project delivery coordination is needed on the corridor. The parties have agreed to move forward to coordinate the project delivery, guided by shared principles that include:

- Support the TV Highway Concept Plan and project descriptions within the TV Highway Corridor (attached).
- Consideration of a master designer, under one contract, to develop concept designs that will include the scope of work for both the safety, multimodal and transit projects' design to get to at least 15% conceptual design and a cost-to-complete to ensure that the scope of the improvements can be constructed within available funding before entering agreements for further design and project delivery, the designs are coordinated, and maximize benefits in keeping with the guiding principles of safety, transit reliability and transit travel time improvements.
- Work together to develop a delivery package that maximizes public resources and minimizes impacts to the community.
- A commitment to community outreach and engagement.
- Collaborate to seek additional funding for project elements to support the TV Highway Concept Plan.
- Agencies responsible for planning or designing an improvement that will be delivered, owned, or operated by another agency shall seek the approval of the other agency with regard before starting, advancing, or changing a plan or design for the improvement or seeking public input on proposed improvements.

Partners would need to continue to refine some project elements to determine the scope of work that can be accomplished with the available funding from the investment package. Some of the elements that require better definition include:

- Coordinated designs to improve transit travel times and safety
- Stormwater management (coordination with CWS)
- Use of railroad right-of-way and changes resulting from railroad interactions
- Right-of-way needs overall, but especially if railroad right-of-way cannot be utilized
- Paving/resurfacing needs
- Reallocation of existing roadway space or widening to provide transit priority at key locations
- Intersection design and signal operation for safe and efficient use by multiple modes

- Access management
- Extent and nature of transit improvements, including the number and locations of stations
- Maintenance bus facility improvements, layover and transit center functions

Cost risks:

- TriMet will be responsible for managing the project budget for delivery of the transit project elements within the funds allocated by Metro for the project.
 - If projected transit project costs exceed the project budget, TriMet will work with regional partners to identify and implement changes to the scope or to leverage other funding. If a Small Start grant is received, the Expenditure Plan for the transit improvements, including any betterments, will be conformed to match the scope, budget, and change management procedures under the federal grant agreement.
 - Project elements that may be funded in part by a Small Starts grant will be developed in compliance with FTA requirements and will be designed to be competitive for a grant award.
 - If a Small Start grant is not received, if the funding is less than anticipated, or if FTA imposes additional project match or requirements, the partners will need to revisit the project scope to optimize for safety and transit reliability and transit travel time improvements.
- ODOT will be responsible for managing the Safety and Multimodal Improvements project budget within the funds allocated by Metro for the project. If those funds are exceeded, ODOT will work with partners to modify the scope and/or seek additional funding.
- Washington County will work with partners to make best efforts to manage project scope and community engagement.
- Partners will develop a coordinated conceptual design (15%), potentially delivered through a master design process, to be approved by the project steering committee. The estimated cost of any plan or design for an improvement will not exceed the budget for the improvement without the approval of the agency responsible for managing the project delivery budget.

Agreed Next Steps

The partners agree to work on the following next steps. If the ballot measure passes, the partners would undertake additional steps to develop project IGAs and deliver a project or series of projects.

Step	Lead/partner agencies	Due Date
Refine project elements and project delivery approach	Metro/Washington County/TriMet/ODOT	November 2020
Develop Small Starts project strategy and concept	Metro/TriMet	January 2021
Coordinated Conceptual Design (15%) IGA	Metro/TriMet/Washington County/ODOT	December 2021
Project Delivery IGA(s)	Metro /TriMet/Washington County/ODOT	December 2023

Signature Page

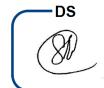
Washington County

DocuSigned by:

Ruth Osuna

801C62C2808C4E1...

Signature



June 30, 2020

Date

State of Oregon (ODOT)

DocuSigned by:

Rian Windsheiner

50612732246F41E...

Signature

Region 1 Manager

Title

June 30, 2020

Date

TriMet

DocuSigned by:

Steve Witter

5F099A1F82AF4E2...

Signature

Executive Director, Engineering and Construction

Title

June 30, 2020

Date

Metro

DocuSigned by:

Elissa Gentler

17FC897939B547B...

Signature

Planning and Development Director

Title

June 30, 2020

Date

CORRIDOR: TV Highway

1. Enhanced Transit (RTP 11589)

PROJECT EXTENTS: Forest Grove to Beaverton Transit Center, 16 miles

DELIVERY AGENCIES: Metro (Planning phase), TriMet

BUDGET (YOE\$): \$105M (Includes \$5M for planning phase. Assumes a federal match of \$100M)

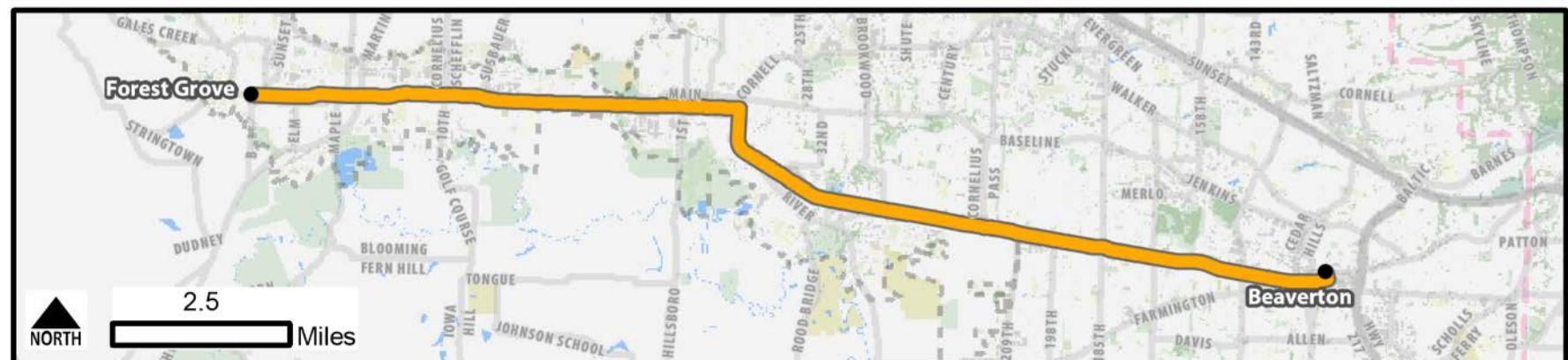
PROJECT TIMEFRAME: 2022-2029 (Planning through Construction)

Project Intent and Context:

- Improvements along the corridor to improve transit (Line 57) speed, reliability, station access, amenities and rider experience; including enhancements to transit stops, and upgraded transit signal priority and communication systems. These improvements will be implemented in conjunction with other improvements that will be undertaken by ODOT and Washington County.
- The project will be delivered consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor, Residential Corridor, Central Business District, Suburban Fringe (between Hillsboro and Cornelius only) and/or Urban Mix. The target speed will be consistent with the Blueprint for Urban Design. Reduction Review Route clear width dimensions will be maintained per ORS 366.215.

Project Expectations:

- 1 mile or more of bus priority (BAT) lanes at critical intersections consistent with Washington County's Basis of Estimate and Design Report (HDR, 2020). Consider curb-protected bikeways adjacent to BAT lanes and bus stop treatments.
- Approximately 60 traffic signals upgraded with NextGen transit signal priority.
- Enhancements to approximately 100 enhanced stations, such as wider platforms, bus pads, real-time traveler information displays, improved shelters and lighting.
- Twenty electric articulated buses and associated bus charging infrastructure.
- Improvements to bus layover facilities at both ends of the corridor.



CORRIDOR: TV Highway

2-5. Safety and Multimodal Improvements (RTP 10779, 10805, 10846, 11379, 11440, 11441)

PROJECT EXTENTS: B Street (Forest Grove) to 117th (Beaverton), 16 miles

DELIVERY AGENCIES: Washington County, Oregon Department of Transportation

BUDGET (2019\$/YOE\$): \$375M/\$512.8M

PROJECT TIMEFRAME: 2024-2028 (Design through Construction)

Project Intent and Context:

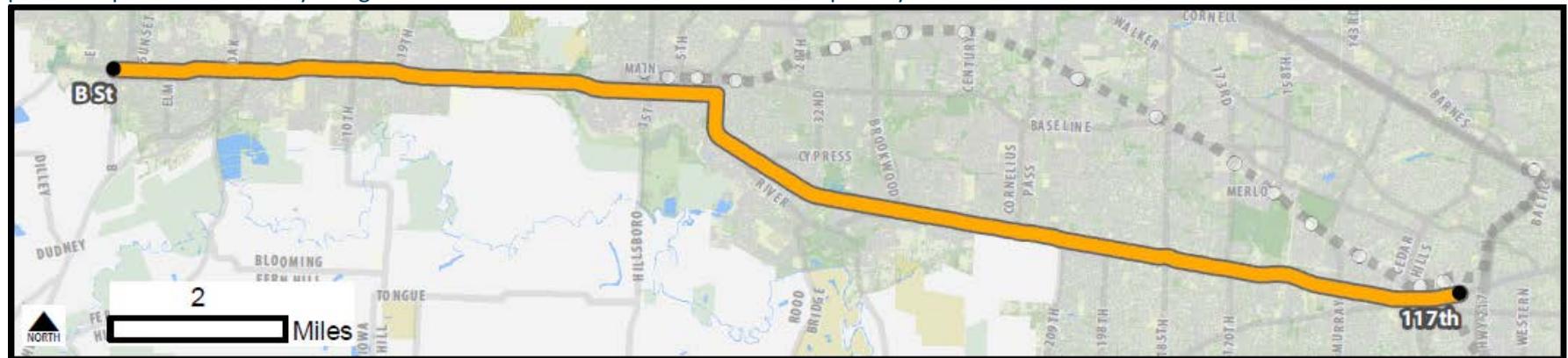
- TV Highway serves as a main street through Beaverton, Aloha, Cornelius and Forest Grove and provides access to developing communities along its length. It serves substantial employment and residential districts. It is a key transit corridor and freight route for Washington County.
- This project is intended to improve safety, increase transit ridership and support growing communities. It includes street upgrades to include sidewalks, lighting, transit improvements, bicycle facilities, safety features including medians and crosswalks, and stormwater facilities. These improvements will be implemented in coordination with other improvements that will be undertaken by TriMet.
- The project will be delivered consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor, Residential Corridor, Central Business District, Suburban Fringe (between Hillsboro and Cornelius only) and/or Urban Mix. The target speed will be consistent with the Blueprint for Urban Design. Reduction Review Route clear width dimensions will be maintained per ORS 366.215.
- Memorandum of understanding outlines additional commitments related to project delivery and refers to a refined scope, schedule and budget to be developed at 15% design. Expectations may be refined at that milestone. If budget limitations occur, safety scope elements including crossings, lighting, sidewalk gap filling, and access management will be prioritized for delivery.

Project Expectations:

- Intent is to deliver 24 or more new enhanced, marked pedestrian crossings of OR-8 to provide more crossing frequency in the corridor. Strive to provide marked crossings at all transit stops and trail crossings.
- Consider improvements to trail crossings such as Beaverton Creek Trail, Hwy 47 Trail, Westside Trail and Reedville Trail crossings.
- Project to deliver medians for access management consistent with Basis of Estimate and Design Report (2020) where feasible. Consider planted medians and additional access management at driveways.
- Project to deliver pedestrian refuge islands at all new marked pedestrian crossings. May not apply where intersection turn lane is in conflict and will comply with ORS 366.215.
- Provide Americans with Disabilities Act (ADA) accessible sidewalks with intent for an 8-foot minimum width of sidewalk plus buffer from roadway where sidewalk infill and sidewalk widening occurs.
- Boulevard treatments with medians (no widening of cross-section) on Canyon Road in downtown Beaverton. Consider planted medians.
- Provide separated or buffered bikeways consistent with Basis of Estimate and Design Report (2020). Intent is for minimum typical width of 8' which includes buffer. Intent is for curb-protected bikeway or pathway between Hocken and 11th (or comparable facility). Consider curb protected bikeways adjacent to bus priority/BAT lanes and bus stop treatments.
- Provide street lighting to enhance pedestrian safety at intersections, crosswalks, transit stops and trail crossings.
- Provide stormwater management facilities as required.
- Consider enhanced pavement and pavement markings where lanes are substantially shifted (more than 2 feet) or as required by pavement design.
- Project will deliver continuous bike facilities and walkways from 330th to Highway 47 by completing gaps.
- Consider modification to 6 or more railroad crossings in downtown Beaverton to implement quiet zone.
- Consider two grade-separated pedestrian/bike crossings over railroad.

2020 TRANSPORTATION FUNDING MEASURE: PROJECT DETAIL

- Minimize curb radii where possible where corners are modified to provide a pedestrian friendly design.
- Provide fiber optic communication for coordination and transit signal priority.



CORRIDOR: TV Highway

9. Corridor Planning (RTP 11589)

PROJECT EXTENTS: Forest Grove to Portland Union Station, 26 miles

DELIVERY AGENCY: Metro

BUDGET (2019\$): \$12M

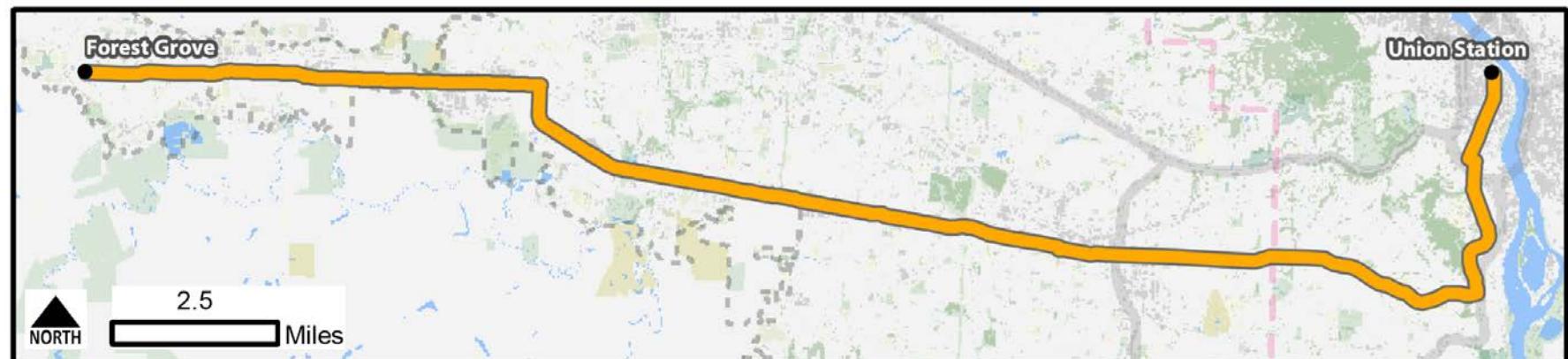
PROJECT TIMEFRAME: 2027-2028 (Planning)

Project Intent:

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.

Project Expectations:

- Plan to identify corridor investments that will improve transit speed and reliability.
- Alternatives analysis for the interface of all modes of transportation, including transit, as well as consideration of land use plans and proximity to and/or interface with the adjacent freight railroad.
- Alternatives analysis will address the ownership of the railroad, right-of-way limitations, consideration of an express bus and value of extending route to Hillsdale and downtown Portland.
- Plan will consider possibility of accommodating future transitway adjacent to Council Creek Trail.



MEMORANDUM OF UNDERSTANDING COORDINATED DELIVERY OF PROJECTS ON 82ND AVENUE IN CLACKAMAS COUNTY

This memorandum of understanding (MOU) between Clackamas County, ODOT, TriMet, and Metro demonstrates project partner support for delivering projects within the 82nd Avenue Corridor in Clackamas County and outlines the agreed to conditions of investment upon passage of Get Moving 2020, which will be finalized in binding intergovernmental agreements following passage of the measure.

Background

The Metro Council and regional partners are seeking to make travel in the Portland metropolitan region safer and easier for everyone. The Metro Council is considering whether to ask voters to approve a bold plan of regional transportation investments in 2020 (Get Moving 2020 Funding Measure). Built on a solid foundation of community and stakeholder engagement and partnership, the plan would invest to improve safety, reliability and transportation options on many of the busiest travel corridors in the region, making the transportation system work more equitably for everyone. The plan also advances key regional policies and goals for transportation, land use, racial equity, climate and job creation.

This plan calls for many of the solutions to be delivered by partner agencies who own, maintain and operate portions of the transportation system within the region. To help ensure transparency and accountability to the region's voters, Metro is working with these agencies to commit to delivering key elements and outcomes of investments proposed in the plan.

This MOU documents and describes the steps that each agency would take for successful development and delivery of investments on the 82nd Avenue Corridor in Clackamas County. The current Get Moving 2020 Funding Measure proposal could make significant improvements for safety, transit and travel for all modes.

There is a separate MOU focused on project delivery for the projects in the section of the 82nd Avenue Corridor within the City of Portland jurisdictional boundary.

Agency Roles

- ODOT is the current owner and responsible for the operations and maintenance of the 82nd Avenue roadway.
- Metro is the Agency referring the funding measure and will be responsible for disbursing funds. Metro leads planning until the selection of the Preferred Alternative and is responsible for the federal environmental review under the National Environmental Policy Act (NEPA) phase for transit projects funded through the Federal Transit Administration

(FTA). Metro generally leads planning for transit corridors in investment areas that require coordination with multiple agencies and community groups.

- TriMet is the region's transit agency and is responsible for operating buses on 82nd Avenue and is the grantee for funds received from the FTA for the construction of Capital Investment Grant (CIG) New and Small Start projects.
- The segment of 82nd Avenue from SE Clatsop to Sunnybrook is in Clackamas County. The county has road authority for many major arterials crossing 82nd Ave and has land use authority for the unincorporated areas along 82nd Ave. There is different MOU with PBOT, Metro, ODOT and TriMet for the extent of project improvements from north of SE Clatsop to Killingsworth.

Clackamas County agrees to:

- Support ODOT in the design and construction of road elements, including sidewalks, illumination, pedestrian crossings, bike lanes, water quality subject to risk and liability agreements with ODOT for specific segments within available funding.
- Support TriMet in the design and construction of the transit elements, such as transit priority treatments, transit signal priority, stations and facility improvements.
- Align related construction projects with a coordinated delivery plan for 82nd Ave, if needed.
- Make best efforts to streamline design, land use and permitting approvals for project development.

ODOT agrees to:

- Lead in design, permitting and delivery of road elements for the 82nd Ave Corridor in Clackamas County.
- Coordinate with TriMet in the design and construction of the transit elements, such as transit priority treatments, transit signal priority, stations and facility improvements.
- Make best efforts to streamline design, land use and permitting approvals for project development.
- Coordinate currently funded STIP project designs in the corridor to align with projects included in the funding measure.
- Plan and develop conceptual design through a master designer that coordinates roadway and transit conceptual designs to at least 15%.

TriMet agrees to:

- Coordinate design and construction of transit elements, for a coordinated single project from Killingsworth to Clackamas Transit Center.
- Seek FTA federal Small Start funds for the transit improvements. If funded in part by competitive Capital Investment Grant funds awarded by the Federal Transit Administration (FTA), deliver the transit elements of projects in segments subject to FTA approval after completion of the master design.
- If federal Small Starts funds are not secured, the parties will work to revise designs to fit with the funds available from the Regional Funding Measure proceeds for 82nd Avenue.

Metro agrees to:

- Lead environmental review for the transit project in coordination with ODOT, Clackamas County and TriMet.
- Fund and coordinate community strengthening elements to reduce potential for displacement and increase economic growth.
- Coordinate and support local jurisdiction public engagement efforts to establish a consistent message framework.
- Facilitate timely review for any oversight needed for the regional funding measure process.

Investment Package Funding and Project Description

Agency partners agree to work together to deliver the 82nd Ave Corridor project as described in the Get Moving 2020 Investment Package to be adopted by the Metro Council prior to the measure's referral. The investment package recommendation for 82nd Avenue covered in this MOU includes:

- Transit improvements (NE Cully/Killingsworth to Clackamas Transit Center)
- Safety improvements (Clatsop to Sunnybrook)

The investment package also includes the following projects that are not part of this MOU:

- State of good repair in Portland (Killingsworth to Clatsop)
- Safety in Portland (Killingsworth to Clatsop)
- MAX Station Access Planning – 82nd Ave Station
- Airport Way intersection with 82nd Avenue
- Alderwood-Killingsworth Path Planning

Project Delivery with Passage of Get Moving 2020

Further project delivery coordination is needed on the corridor. The parties have agreed to move forward to coordinate the project delivery, guided by shared principles that include:

- Support the project descriptions developed for the 82nd Avenue Corridor as attached and included in Get Moving 2020.
- Project delivery partners will aim to use one design contract that will include the scope of work for both the safety and transit projects' design to get to at least 15% design cost-to-complete, to ensure that the scope of the improvements can be constructed within available funding before entering agreements for further design and project delivery, the designs are coordinated and maximize benefits in keeping with the guiding principles of safety, transit reliability and transit travel time improvements.
- All partners intend to work together to determine the improvement alternatives, options, and designs in NEPA documents and concept plans.
- Work together to develop a delivery package that maximizes public resources and minimizes impacts to the community.

- Agencies responsible for planning or designing an improvement that will be delivered, owned, or operated by another agency shall seek the approval of the other agency with regard before starting, advancing, or changing a plan or design for the improvement or seeking public input on proposed improvements.
- A commitment to community outreach and engagement.

Partners will continue to refine some project elements to determine the scope of work that can be accomplished with the funding from the investment package. Some of the elements that require better definition include:

- Amount of sidewalk rebuild and widening (including right-of-way)
- Amount of full reconstruction of outer lane and material used
- Addressing the bike bill requirements, if needed
- Extent of changes to stormwater system
- Reallocation of existing roadway space rather than widening
- Transit priority improvements
- NextGen transit signal priority (TSP)
- Extent and nature of transit improvements, including the number and locations of stations
- Service Frequency
- Vehicle procurement (number of buses, technology and other requirements)
- Transit Center/Layover space and on route charging infrastructure
- Maintenance facility improvements
- Other improvements not currently identified
- Terms and conditions of any federal grant

Cost risks

- TriMet will be responsible for managing the project budget for delivery of the transit project elements. If projected project costs exceed the project budget, TriMet will work with regional partners to identify and implement changes to the scope or to leverage other funding.
 - If a Small Start grant is received, the Expenditure Plan for the transit improvements, including any betterments, will be conformed to match the scope, budget, and change management procedures under the federal grant agreement.
 - Project elements that may be funded in part by a Small Starts grant will be developed in compliance with FTA requirements and will be designed to be competitive for a grant award.
- ODOT will be responsible for managing the project budget for delivery of the safety and roadway elements within the funds allocated by Metro for the project. If those funds are exceeded, ODOT would work with partners to identify and implement changes to the scope or to leverage other funding.
- Clackamas County will work with partners to make best efforts to manage project scope and community engagement.
- A coordinated conceptual design (15%), potentially delivered through a master design process, will be approved by the project steering committee and will serve as the basis for project delivery agreements including cost of project elements. The estimated cost of any plan or design for an improvement will not exceed the budget for the improvement without the approval of the agency responsible for managing the project delivery budget

for the improvement. Project development and delivery of the transit improvements, if funded in part with federal grant funds, will be performed in compliance with FTA requirements; the transit improvements will be scoped to be competitive for CIG funding

Agreed Next Steps

The partners acknowledge that an MOU describes the broad outlines of agreement, communicates mutually accepted expectations and intent, and is non-binding. The partners agree to work on the following next steps in advance of November 2020. If the ballot measure passes, the partners would undertake additional steps to develop and deliver a project or series of projects as defined in a final and definitive written agreement as described in the steps below.

Step	Lead/partner agencies	Due Date
Refine project elements and project delivery approach	Metro/Clackamas County/TriMet/ODOT	December 2020
Consider Small Start project strategy and concept	Metro/TriMet	January 2021
Coordinated Conceptual Design (15%) IGA	Metro/ODOT/TriMet	July 2021
Project delivery IGA (s)	Metro/ODOT/TriMet	December 2023

Clackamas County

DocuSigned by:



B60C7516257E43D...

Signature

Jim Bernard, Chair

Title

July 13, 2020

Date

State of Oregon (ODOT)

DocuSigned by:



50612732246F41E...

Signature

Region 1 Manager

Title

July 15, 2020

Date

TriMet

DocuSigned by:



5F600A1F82AF4E2...

Signature

Executive Director, Engineering and Construction

Title

July 13, 2020

Date

Metro

DocuSigned by:



17FC897939B547B...

Signature

Planning and Development Director

Title

July 15, 2020

Date

Resolution No. 20-5122
Corridor Investment Package, Exhibit C
Letters of Commitment



Oregon

Kate Brown, Governor

Department of Transportation
Highway, Region 1, Roadway
123 NW Flanders Street
Portland, OR 97209
Phone: (503) 731-8200
Fax: (503) 731-8531

FILE CODE:

July 13, 2020

Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Metro President Peterson:

The Oregon Department of Transportation supports the Get Moving 2020 Transportation Measure. ODOT seeks to provide a safe and reliable multimodal transportation system that connects people and helps Oregon's communities and economy thrive. As such, our agency is pleased to join Metro Council as a partnering agency to deliver the Get Moving 2020 Transportation Measure when it passes.

The proposed investments will provide transportation options for businesses and workers across our region, support recovery from COVID-19 economic impacts and put people to work to rebuild and sustain a healthy regional economy. Upon voter passage, the measure will allow significant investments to improve safety, reliability and transportation options on many of the busiest travel corridors in the region, many of which are state highways. These investments will facilitate jurisdictional transfers and provide funding to help our region advance our goals for transportation, land use, racial equity and climate.

Governments in the Metro region are known for coming together to identify and raise funding for regionally-significant transportation projects. We appreciate Metro's role as a convener, facilitator and leader in raising much needed resources to put people back to work building a transportation system that will provide greater access for everyone.

As an agency that owns, maintains and operates aspects of the regional transportation system, the Oregon Department of Transportation is committed to delivering successful projects that will transform our communities. Upon voter passage of the measure, our agency is committed to delivering the projects for which our agency is defined as a lead or partnering agency on project delivery, as specified in the Get Moving 2020 project definition sheets. Our commitment to delivering these project concepts includes working through the different aspects of community engagement, planning, designing and constructing with multiple regional partners, dependent on the project-specific needs. The context for each project is different. We also recognize that the scope of the projects may need to change as we learn more about the stakeholder needs and proposed improvements in each corridor. We recognize that as designs mature from concept through the project development cycle the scope of the projects will adjust to maximize communities' desired outcomes within the allocated budget.

After the measure passes, we agree to the development of an intergovernmental agreement with Metro to further document program and project delivery roles and responsibilities.

ODOT will work with Metro and other project delivery agencies to deliver the projects listed below, partner on projects listed below and/or provide the following services listed below. The project concepts are described in greater detail in the project definition sheets.

- **82nd Avenue/City of Portland** – See MOU attached as reference. Agree to terms of Memorandum of Understanding (MOU) with Metro, ODOT and TriMet on the roles and responsibilities for delivering projects in this corridor within the City of Portland limits.
- **82nd Avenue/Clackamas County** – See MOU attached as reference. Lead in design and development of safety improvements from Clatsop Street to Sunnybrook Boulevard, partner with TriMet in the delivery of transit improvements in cooperation with Clackamas County.
- **82nd Avenue/Alderwood Path** – Partner with the Port of Portland and the City of Portland in the development of a plan to enhance safety and to address multi-modal connections on 82nd Avenue as it approaches Portland International Airport.
- **Tualatin Valley Highway** – See MOU attached as reference. Agree to terms of Memorandum of Understanding (MOU) with Metro, Washington County and TriMet on the roles and responsibilities for delivering projects in this corridor. Lead the design and delivery of safety elements between Forest Grove and Beaverton; engage as a participating agency in the development of the enhanced transit improvements led by Metro and TriMet and coordinate with Metro, TriMet and Washington County on how to deliver those improvements.
- **McLoughlin Boulevard** – See MOU attached as reference. Agree to terms of Memorandum of Understanding (MOU) with Metro, Clackamas County and TriMet on the roles and responsibilities for delivering projects in this corridor. Lead the design and delivery of safety elements between Milwaukie and Oregon City; engage as a participating agency in the development of the enhanced transit improvements led by Metro and TriMet and coordinate with Metro, TriMet and Clackamas County on how to deliver those improvements.
- **Powell Boulevard Corridor** – Partner with the City of Portland and TriMet in the development of safety elements from the Willamette River to I-205 and lead delivery of safety elements in coordination with the City of Portland and TriMet; participate in development of Enhanced Transit and Powell Corridor high capacity transit planning to be led by Metro and TriMet.
- **Hwy 212/Sunrise Corridor** – Partner with Clackamas County in the development and delivery of safety elements between 122nd Avenue and 172nd Avenue and associated right-of-way acquisitions.
- **Southwest Corridor** – A participant and partnering agency in the development and delivery of the Southwest Corridor project led by TriMet.
- **Highway 217 Design** – Lead the planning and design associated with highway and parallel improvements between Walker Road and Allen Boulevard, in coordination with Washington County, to address safety and congestion bottlenecks and remove weaving activity in the area between Walker Road entrance ramp and Allen Boulevard exit ramp on Highway 217 southbound, and implement transit and active transportation improvements on parallel or adjacent roadways.
- **Highway 43 Multimodal Improvements** – Partner with the City of West Linn as they deliver multimodal improvements between Arbor Drive and I-205.
- **Highway 43 Planning** – Partner with Metro as they lead a planning effort to improve multimodal safety, transportation system management, economic activity and land use potential on Highway 43 between Arbor Drive and the Sellwood Bridge.
- **Ross Island Bridgehead** – Partner with City of Portland as they deliver this project and participate in any agreements to reconstruct streets at west end of Ross Island Bridge to improve access, reduce neighborhood barriers, reduce regional traffic through residential neighborhoods, increasing public land available for development.

The intent of this letter of support is to show our commitment to working with Metro and our regional stakeholders to implement this transportation measure. After the measure passes, we intend to enter into corridor-specific intergovernmental agreements that will provide more detail and specificity regarding terms, agency roles, risks and oversight.

Thank you for leadership on the Get Moving 2020 Transportation Measure.

Sincerely,



Rian Windsheimer
Region 1 Manager
Oregon Department of Transportation



Brendan Finn
Office of Urban Mobility Director
Oregon Department of Transportation



Deborah Kafoury

Multnomah County Chair

June 29, 2020

Lynn Peterson
Metro Council President
600 NE Grand Ave
Portland, OR 97232

Dear President Peterson:

Multnomah County intends to enter into an Intergovernmental Agreement with Metro should the voters approve the Get Moving 2020 Transportation Measure in November. Upon voter passage of the measure, we are committed to delivering the projects for which our agency is defined as a lead or partnering agency on project delivery, as specified in the Get Moving 2020 Project Recommendation and project descriptions sheets.

Our commitment to delivering these projects depends on working through the different aspects of community engagement, planning, design and construction with multiple regional partners, dependent on the needs and projects identified in the project description sheets.

The County wishes to foster inclusive public engagement on individual projects or corridors, where it has not already been conducted; and in future planning, design or project development on individual projects or corridors, as needed.

If the measure passes, we agree to the development of an intergovernmental agreement with Metro to further document program and project delivery roles and responsibilities. The County will work with Metro and other project delivery agencies to deliver the projects listed below.

- 172nd and Foster Roundabout Project – Lead the design and construction of converting the intersection at 172nd Ave and SE Foster Rd to a roundabout to improve safety and ease traffic congestion.

- Earthquake Ready Burnside Bridge Project – Lead the design and construction of a seismically resilient Burnside Bridge to improve safety along a regionally established lifeline route.

If the Get Moving 2020 Transportation Measure is passed in November, the County intends to enter into an intergovernmental agreement that will provide more detail and specify terms regarding agency roles, risks and oversight.

Sincerely,

A handwritten signature in black ink, appearing to read "Deborah Kafoury".

Deborah Kafoury
Multnomah County Chair



BOARD OF COUNTY COMMISSIONERS
PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

July 9, 2020

Metro President Peterson & Metro Councilors
600 NE Grand Ave.
Portland, OR 97232

Dear President Peterson & Metro Councilors:

Clackamas County is committed to doing our part for Get Moving 2020. As an agency that owns, maintains and operates pieces of the regional transportation system, we appreciate the importance of working together with our regional partners to build a complete system that serves our collective community.

The context for each project is unique. Upon voter passage of the measure, we commit to working with you to further document project delivery roles and responsibilities through intergovernmental agreements that will provide more detail regarding agency roles, risks and oversight, as well as the community engagement, planning, design and construction needs for the projects within available budget allocations.

Through this non-binding letter of commitment*, we also express our intent to operate within the project delivery guidelines Metro establishes for:

- Participation in program oversight structures and procedures
- Adherence to conditions on project delivery for funding eligibility
- Following the process for managing project changes during project development
- Fostering inclusive public engagement in project planning, design and construction.

Clackamas County will work with Metro and other project delivery agencies to support delivery of projects within the corridors listed below and described in the proposed project definition sheets (attached).

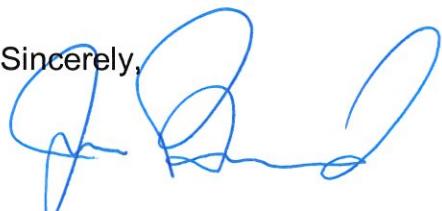
- **82nd Avenue**
- **Sunrise & Hwy 212 Complete Streets & Local Connections Project Planning & Design**
- **Hwy 212 Complete Streets & Local Connections Project**
- **Clackamas to Columbia Corridor (C2C)**
- **McLoughlin Blvd**

Pending Metro Council action on the package, the final project definition sheets will be included as an Exhibit to the Metro resolution that will refer the funding measure to the region's voters.

Clackamas County continues to be committed to working with Metro and the region to identify transportation solutions that serve all of the citizens of our county and our region.

Thank you for leadership in this effort.

Sincerely,

A handwritten signature in blue ink, appearing to read "JB".

Jim Bernard, Chair
Clackamas County Commissioner

**Metro and Clackamas County acknowledge that this letter shall be non-binding and that no party will be bound to an agreement unless and until they review, approve, execute and deliver a final and definitive written agreement related to Get Moving 2020. Until such time that a final and definitive written agreement has been executed, any party may terminate further negotiation and participation at their sole discretion.*



WASHINGTON COUNTY

OREGON

June 24, 2020

President Lynn Peterson
METRO
600 NE Grand Avenue
Portland OR 97232

Re: Washington County Letter of Commitment, Get Moving 2020 Measure Project Delivery

Dear President Peterson and Metro Councilors:

The Washington County Commission recognizes the many regional benefits of Metro's Get Moving 2020 Transportation Investment Measure and we are pleased to join Metro Council as a partnering agency. As an agency that owns, maintains and operates aspects of the regional transportation system, Washington County is committed to doing our part as the lead or partnering project delivery agency for several of the projects proposed in the Get Moving 2020 Project Recommendations.

The context for each project is unique. Upon voter passage of the measure, we commit to working with you to further document project delivery roles and responsibilities through intergovernmental agreements that will provide more detail regarding agency roles, risks and oversight, as well as the community engagement, planning, design and construction needs for the projects within available budget allocations.

Through this letter, we also express our intent to operate within the project delivery guidelines Metro establishes for:

- Participation in program oversight structures and procedures
- Adherence to conditions on project delivery for funding eligibility
- Following the process for managing project changes during project development
- Fostering inclusive public engagement in project planning, design and construction

Washington County will work with Metro and other project delivery agencies to deliver the projects listed below and described in the proposed project definition sheets (attached). Washington County will be the lead and/or a partner for delivery of these projects:

- Highway 217 planning project
- Highway 217 design project
- 185th Avenue Enhanced Crossings project
- 185th Complete Street project
- Council Creek Trail design and construction project
- Canyon/West Slope project

Board of County Commissioners

155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545

June 24, 2020

Washington County Letter of Commitment, Get Moving 2020 Measure Project Delivery

Page 2

We are simultaneously entering a Memorandum of Understanding, attached, to partner with Metro, ODOT and TriMet on project delivery for:

- TV Highway Safety and Multimodal project
- TV Highway Enhanced Transit project
- TV Highway Corridor Planning project

Pending Metro Council action on the package, the final project definition sheets will be included as an Exhibit to the Metro resolution that will refer the funding measure to the region's voters. We recognize the project sheets may be revised pending final Metro Council action on the transportation package.

Thank you for your leadership on the Get Moving 2020 Transportation Measure—another pillar in the Regional Investment Strategy. The proposed investments will strengthen market access and transportation options for businesses and workers across our region, support recovery from COVID-19 economic impacts and put people to work to rebuild and sustain a healthy regional economy and advance key regional policies and goals for transportation, land use, racial equity and climate.

Sincerely,



Chair Kathryn Harrington
Washington County Board of Commissioners

cc: Board of County Commissioners
 Stephen Rhodes, Washington County Administrator
 Stephen Roberts, Director of Land Use & Transportation
 Christina Deffebach, Senior Policy Analyst, LUT

CORRIDOR: Highway 217

1. Highway 217 Planning (RTP 11582 and new)

PROJECT EXTENTS: US 26 to I-5 including parallel or adjacent roadways, 7 miles

DELIVERY AGENCY: Washington County

BUDGET (2019\$): \$2M

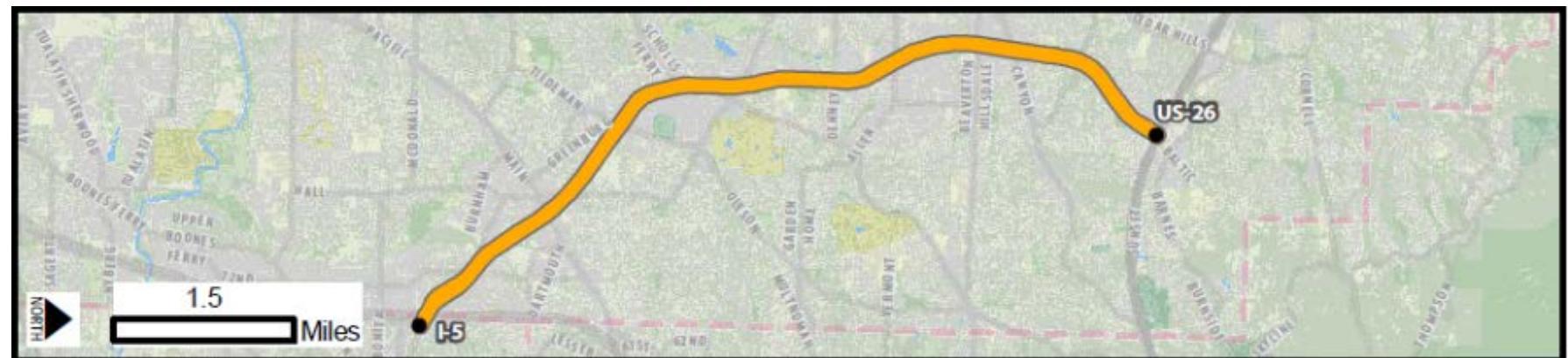
PROJECT TIMEFRAME: 2026-2027 (Planning)

Project Intent:

Corridor Plan for Highway 217 and parallel or adjacent roadways including motor vehicle and multimodal considerations.

Project Expectations:

- Plan will engage the diverse communities in the corridor to identify and prioritize transportation safety and connectivity needs through an equity, safety and climate lens, and considering other Task Force values.
- Planning process will provide opportunities to leverage planned transportation, affordable housing, park and trail investments by Metro, Washington County, ODOT, cities and others.
- Plan will consider future transit access, speed and reliability investments on parallel or adjacent arterials.
- Plan will consider arterial lighting, bus shelter amenities and other investments.
- Plan will consider active transportation investments on parallel or adjacent routes, including trail and sidewalk connections, as well as improved marked pedestrian crossings including at all transit stops.
- Plan will consider wildlife and habitat connectivity when a project's alignment crosses a vegetated stream corridor. Metro's *Wildlife Crossings Guidebook* provides information about what types of bridges, culverts or fencing can best accommodate wildlife.



CORRIDOR: Highway 217

2. Highway 217 Design (RTP 11978, 11988 and new)

PROJECT EXTENTS: Walker Rd to Allen Blvd, 1.5 miles

DELIVERY AGENCIES: Oregon Department of Transportation, Washington County

BUDGET (2019\$): \$10M

PROJECT TIMEFRAME: 2028-2029 (Design)

Project Intent:

- Project development for priority projects for Highway 217 and parallel or adjacent roadways. Projects may address safety and congestion bottlenecks and remove weaving activity in the area between Walker Road entrance ramp and Allen Boulevard exit ramp on Highway 217 southbound, and implement transit and active transportation improvements on parallel or adjacent roadways.
- Reduction Review Route clear width dimensions will be maintained on Highway 217 per ORS 366.215.

Project Expectations:

- To be determined following the planning and community engagement effort in the Highway 217 Planning Project. May include Environmental Assessment and preliminary engineering for the southbound auxiliary lane and ramp improvements on Highway 217 between Walker Road and Allen Boulevard and/or transit and active transportation improvements on parallel or adjacent roadways.
- Provide stormwater management facilities in design as required.
- Allocation of budget will be based on outcomes of Phase 1 planning and community engagement and will require concurrence of Metro, ODOT, and Washington County.



CORRIDOR: 185th Ave

3. Enhanced Crossings (RTP 11468)

PROJECT EXTENTS: West Union Road to Kinnaman Road (5 miles)

DELIVERY AGENCY: Washington County

BUDGET (2019\$): \$18M

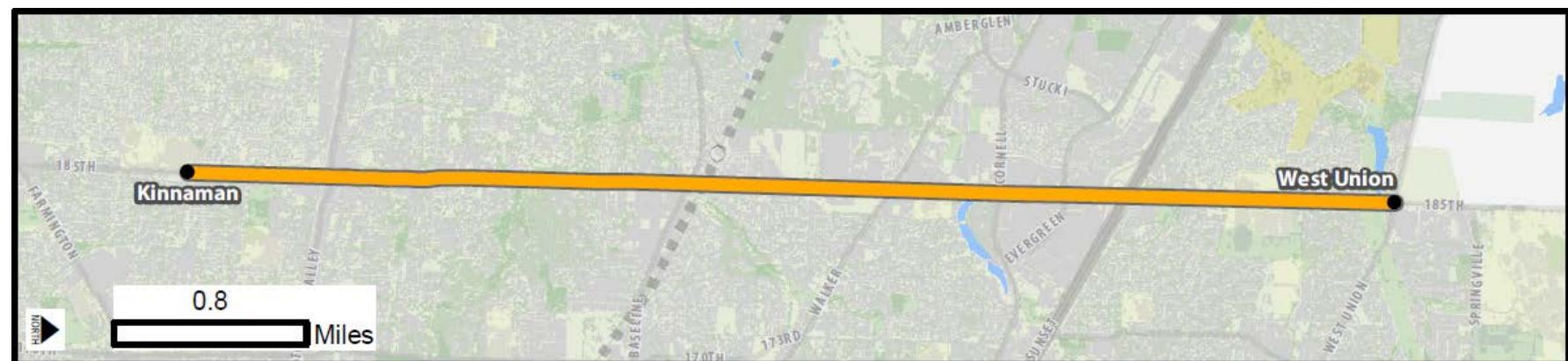
PROJECT TIMEFRAME: 2022-2023

Project Intent and Context:

- Add enhanced, marked pedestrian crossings to improve access for people walking and address bikeway gap near TV Highway. These improvements will be implemented in coordination with other improvements along 185th that will be undertaken by TriMet.
- Design parameters in accordance with Metro's Designing Livable Streets and Trails Guidelines as a Regional Street.

Project Expectations:

- Provide 10 new enhanced, marked pedestrian crossings of 185th with pedestrian refuge islands at priority locations such as transit stops and trail crossings. Coordinate with TriMet on transit stop locations. Includes signalized crossings at Blanton and Alexander. Other potential locations include Sandra, Pheasant, Cascade, Adrian/Westview HS, Pike, Ewan, Longacre, and/or Jay, subject to Washington County consideration.
- Provide street lighting to enhance pedestrian safety for pedestrians at intersections, crosswalks and transit stops.
- Fill in the gap between Alexander and TV Highway to create a continuous bike facility on 185th.



CORRIDOR: 185th Ave

5. Complete Street (RTP 11480 or 10582)

PROJECT EXTENTS: Kinnaman to Farmington, 0.7 miles

DELIVERY AGENCY: Washington County

BUDGET (2019\$): \$24.5M

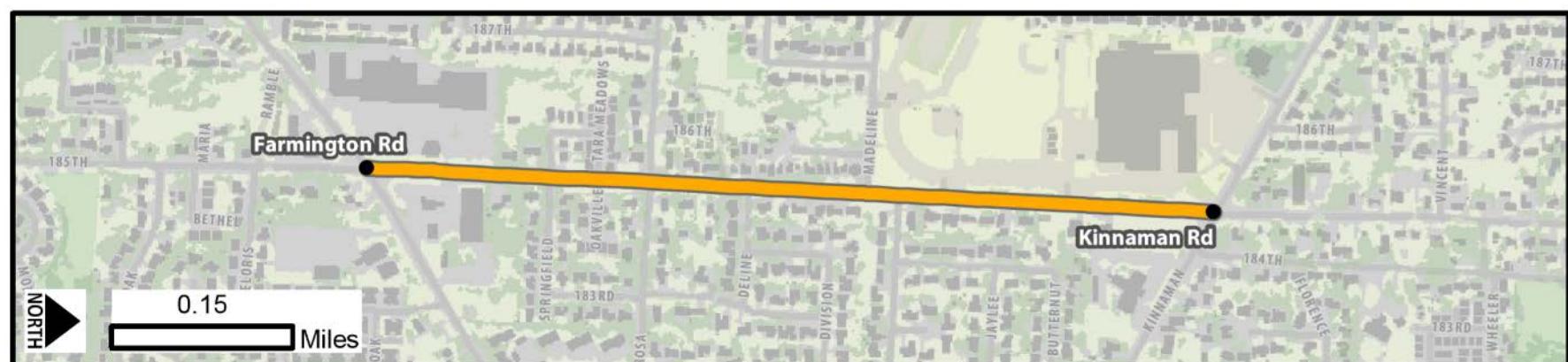
PROJECT TIMEFRAME: 2024-2027 (Design through Construction)

Project Intent and Context:

- Widen to 3 lanes, add curbs, sidewalks, enhanced marked crossings, lighting, bike and stormwater facilities to improve safety, mobility and visibility for all modes, especially for pedestrians accessing transit stops, and support a growing community. These improvements will be implemented in coordination with other improvements along 185th that will be undertaken by TriMet.
- Design parameters and target speed in accordance with Metro's Designing Livable Streets and Trails Guidelines as a Regional Street.

Project Expectations:

- Provide Americans with Disabilities accessible sidewalks, minimum 10-foot total width of sidewalk and buffer from street where new or widened.
- Provide separated bikeways, minimum 8-foot total width of facility and buffer. Consider protected bike intersection treatments.
- Auto lane width selection will maintain preferred design widths for bike facilities and sidewalks.
- Provide marked pedestrian crossings of 185th with refuge island at all transit stops. Refuge island does not apply where in conflict with intersection left-turn lane.
- Provide street lighting to enhance pedestrian safety at intersections, crosswalks and transit stops.
- Stormwater treatments where modifications trigger mitigation based on Clean Water Services standards.
- Minimize curb radii where possible to provide a pedestrian friendly design.



CORRIDOR: TV Highway

6. Council Creek Trail (RTP 11479)

PROJECT EXTENTS: Adams Street in Hillsboro to Douglas Street in Forest Grove, 5.5 miles

DELIVERY AGENCY: Washington County

BUDGET (2019\$): \$28M

PROJECT TIMEFRAME: 2023-2026 (Design through Construction)

Project Intent:

Regional trail connecting Hillsboro, Cornelius and Forest Grove.

Project Expectations:

- Construction of multi-use regional trail following regional design guidelines between Adams Street in Hillsboro and Douglas Street in Forest Grove.
- Preferred design that comes out of the RFFA 30% design effort will supersede this description with Metro concurrence.
- Screening and fencing for adjacent properties.
- All street crossings will include marked crossings. Use of signal or beacon control will be per best practices (e.g. NCHRP 562).
- Design may include separation of people walking and bicycling, soft-surface running path, park-like treatments, seating and other amenities.



CORRIDOR: TV Highway

7. Canyon/West Slope (RTP 11926)

PROJECT EXTENTS: 117th to Camelot, 2.9 miles

DELIVERY AGENCIES: Washington County, Oregon Department of Transportation

BUDGET (2019\$/YOE\$): \$10M/\$13.7M

PROJECT TIMEFRAME: 2025-2028 (Design through Construction)

Project Intent and Context:

- Improve safety and add or improve crossings at transit stops.
- The project will be delivered consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor, Residential Corridor and/or Urban Mix. The target speed will be consistent with the Blueprint for Urban Design.

Project Expectations:

- Provide Americans with Disabilities Act accessible sidewalks where infill, new or widened sidewalks occur.
- Strive to provide 4-5 new marked pedestrian crossings of Canyon Road to improve safety and access at transit stops.
- Provide street lighting to enhance pedestrian safety at intersections, crosswalks and transit stops.
- Provide stormwater management facilities as required.



June 16, 2020

Dear Metro Council President Lynn Peterson:

Through the Get Moving 2020 efforts, Metro has brought together business leaders, community stakeholders and government agencies to define improvements needed for our transportation system. The intent of this letter is to demonstrate the City of Gresham's commitment to working with Metro to implement the transportation measure proposed for November 2020. Upon voter passage of the measure, we will endeavor to enter into an intergovernmental agreement that will provide more detail and specify terms regarding agency roles, risks and oversight. Gresham will serve as a key project delivery agency for several capital projects, including improvements on 162nd, 181st/182nd, Burnside and Powell.

The projects within Gresham's jurisdiction are identified within the City's Transportation System Plan, Metro's Regional Transportation Plan, and are consistent with the regional and federal transportation priorities adopted by the Gresham City Council. Our commitment to delivering these projects includes completing milestones on community engagement, planning, designing and constructing with multiple regional partners, based on the needs within each travel corridor. We are committed to delivering the projects for facilities which Gresham owns and operates, and that Gresham is defined as a lead or partnering agency as specified in the Get Moving 2020 Project Recommendation.

In accordance with this letter of commitment, the City of Gresham is committed:

- To operate in accordance with the Expenditure Plan as adopted by the Metro Council for:
 - Participation in program oversight structures and procedures,
 - Adhering to conditions on project delivery for funding eligibility, and
 - Following the process for managing project changes during project development.
- To foster inclusive public engagement on individual projects or corridors, where it has not already been conducted; and future planning, design or project development on individual projects or corridors, as needed.
- After the measure passes, we agree to the development of an intergovernmental agreement with Metro to further document program and project delivery roles and responsibilities.

The City of Gresham will strive to work with Metro and other agencies to deliver, partner and/or provide the following services for the projects listed below.

- **162nd Avenue** – Lead in design and development of safety improvements from NE Glisan Street to I-84; lead the design and development of pedestrian and bicycle improvements under the railroad crossing north of I-84 pending successful coordination with the railroad; and engage as a participating agency in the delivery of transit improvements in cooperation with TriMet and Portland.
- **Burnside Street** – Lead the design and delivery of safety elements between the Gresham City Limits and Powell Boulevard; and engage as a participating agency in the development of the enhanced transit improvements led by Metro and TriMet and coordinate in agreements on how to deliver those improvements.
- **Clackamas to Columbia/181st Avenue** – Lead the design and delivery of safety elements between Sandy Boulevard and Powell Boulevard; lead the design and construction of the

CITY OF GRESHAM

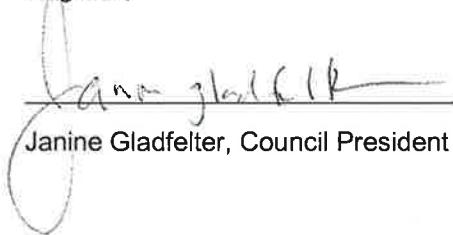
190th/Highland Bridge upgrade; continue planning and coordination efforts with Multnomah and Clackamas Counties and Happy Valley; and engage as a participating agency in enhanced transit improvements in cooperation with TriMet.

- **Powell Boulevard Corridor** – Lead the development of safety elements from the Gresham City Limits to the Mt. Hood Highway, including a downtown protected bikeway; lead in the design and construction of intersection capacity improvements between Powell and Burnside on Hogan; and participate in the development of Enhanced Transit and Powell Corridor high capacity transit planning to be led by Metro and TriMet.

The proposed investments will create jobs and support economic recovery from COVID-19 impacts. Built on a solid foundation of community and stakeholder partnership, these projects invest in improved safety, reliability and transportation options on many of the busiest travel corridors in our city. These investments will advance key policy goals for transportation, land use, racial equity and climate.

We look forward to continued coordination with Metro on these transportation investments.

Regards,



Janine Gladfelter

Janine Gladfelter, Council President



PORLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Ave, Suite 1331, Portland OR 97204

Main: 503-823-5185 TTY: 503-823-6868 Fax: 503-823-7576

Chloe Eudaly Commissioner **Chris Warner** Director

July 8, 2020

Dear President Peterson:

We wish to express support for the Get Moving 2020 Transportation Measure. We recognize the many regional benefits of this measure and are pleased to join Metro Council as a partnering agency to deliver the Get Moving 2020 Transportation Measure when it passes.

The proposed investments will strengthen market access and transportation options for businesses and workers across our region, support recovery from COVID-19 economic impacts and put people to work to rebuild and sustain a healthy regional economy. Built on a solid foundation of community and stakeholder engagement and partnership, the measure will allow governments to invest in improved safety, reliability and transportation options on many of the busiest travel corridors in the region. These transportation investments will advance key regional policies and goals for climate, racial equity, safety, and land use. Governments in the Metro region are known for coming together to identify and raise funding for regionally significant transportation projects. Metro has a history of bringing counties, cities, community organizations, and other agencies together to work for a common goal. We appreciate Metro's role as a convener, facilitator and leader in raising much needed resources to put people back to work building a transportation system that will provide greater mobility and access for everyone.

As an agency that owns, maintains and operates aspects of the regional transportation system, the City of Portland is committed to doing our part. Upon voter passage of the measure, we are committed to delivering the projects for which our agency is defined as a lead or partnering agency on project delivery, as specified in the Get Moving 2020 Project Recommendation. Our commitment to delivering these projects depends on working through the different aspects of community engagement, planning, designing and constructing with multiple regional partners, dependent on the needs and projects identified in the project description sheets. The context for each project is different.

Through this letter of commitment, we agree to the following:

- **To operate in accordance with the Expenditure Plan as adopted by the Metro Council for:**
 - Participation in program oversight structures and procedures,
 - Adhering to conditions on project delivery for funding eligibility, and
 - Following the process for managing project changes during project development.



The City of Portland ensures meaningful access to city programs, services, and activities to comply with Civil Rights Title VI and ADA Title II laws and reasonably provides: translation, interpretation, modifications, accommodations, alternative formats, auxiliary aids and services. To request these services, contact 503-823-5185, City TTY 503-823-6868, Relay Service: 711.

- **To foster inclusive public engagement on individual projects or corridors**, where it has not already been conducted; and future planning, design or project development on individual projects or corridors, as needed.
- **After the measure passes, we agree to the development of an intergovernmental agreement with Metro to further document program and project delivery roles and responsibilities.**

The City of Portland will work with Metro and other project delivery agencies to deliver the projects listed below, partner on projects listed below and/or provide the following services listed below.

- **122nd Avenue** – Lead in design and delivery of all projects on 122nd Avenue, including safety elements from NE Marine Drive to SE Foster Road and enhanced transit improvements from NE Skidmore Street to SE Foster Road; will consult with TriMet during design of transit-related improvements.
- **162nd Avenue** – Lead in design and development of safety improvements from NE Sandy Blvd to Gresham city limit and from SE Stark St (Gresham city limit) to SE Powell Blvd. Lead the delivery of transit improvements within the City of Portland in consultation with TriMet.
- **82nd Avenue** – Agree to terms of Memorandum of Understanding (MOU) with Metro, ODOT, and TriMet on the roles and responsibilities for delivering projects in this corridor within the City of Portland limits.
- **Burnside Street** – Lead the design and delivery of safety elements between NE 12th Avenue and the Gresham City limit; engage as a participating agency in the development of the enhanced transit improvements led by Metro and TriMet and coordinate agreements on how to deliver those improvements.
- **Central City** – Lead the development and delivery of the Central City in Motion strategy in consultation with TriMet; participate in the development of the MAX Tunnel Planning in cooperation with Metro and TriMet. Lead development of the Naito Main Street/Ross Island Bridgehead project and coordinate delivery of project elements with ODOT and TriMet noting that the project cannot proceed until jurisdiction of Naito Parkway transfers from ODOT to PBOT.
- **Powell Boulevard Corridor** – Participate in development of Enhanced Transit and Powell Corridor high capacity transit planning to be led by ODOT, Metro and TriMet.
- **Albina Vision** – Lead in developing and delivering streetscape improvements on the Broadway/Weidler couplet between the Broadway Bridge and NE 7th Avenue, Multnomah Street between Interstate Avenue and NE 7th Avenue, the Vancouver/Williams couplet between NE Russell and NE Multnomah, Lloyd Boulevard between the Steel Bridge and NE 7th Avenue, Interstate Avenue between NE Tillamook Street and the Steel Bridge; develop an urban design strategy in partnership with Metro and the Albina Vision Trust.
- **Southwest Corridor** – A participant and partnering agency in the development and delivery of the Southwest Corridor project led by TriMet.

The intent of this letter of support is to show our commitment to working with Metro to implement this transportation measure. After the measure passes, we intend to enter into an intergovernmental agreement that will provide more detail and specify terms regarding agency roles, risks and oversight.

Thank you for leadership on the Get Moving 2020 Transportation Measure.



Chris Warner
Director, Portland Bureau of Transportation



May 27, 2020

Metro President Lynn Peterson
600 NE Grand Ave.
Portland, OR 97232

Dear President Peterson:

The Port of Portland is proud to have been part of the Get Moving T2020 process for the past year-plus, and we are encouraged to be at the point of offering this letter showing our commitment to working with Metro to successfully implement the measure.

The Port is not a transportation agency in the traditional sense of owning and operating a large system of roads and highways. The successful operation of our facilities, however, ranging from marine terminals to Portland International Airport, strongly rely on those systems. The intersection of NE 82nd and Airport Way is a unique exception in that we own both facilities (82nd north of Alderwood and Airport Way west of I-205). The intersection represents a major pinch point both for airport access and regional traffic.

At a total project cost of \$87 million, the proposed contribution from the T2020 measure would bring the Port's share to \$52 million. The proposed 82nd Ave. and Airport Way improvement project (RTP 10362) ("Project") has been a priority for the Port for a decade and, despite significant financial impacts related to COVID-19, we remain committed to partnering with Metro to deliver the Project following voter passage of the T2020 measure, as specified in the attached Project description sheet. Similarly, and also reflected in the attached project description sheet, we are committed to partner with the Oregon Department of Transportation (ODOT) and the Portland Bureau of Transportation (PBOT) on planning and design for the Alderwood-Killingsworth path (RTP 11803), should T2020 funds be authorized and available to fund this work.

Understanding that the context, design and funding landscape for each project is unique - our successful partnership ultimately depends on working through these complexities. Through this letter of commitment, the Port is agreeing to, upon passage of the T2020 measure, work with Metro in good faith to develop an intergovernmental agreement to further document program and Project delivery roles, risks and responsibilities and present the intergovernmental agreement to the Port of Portland Commission for final approval. We also intend to operate in accordance with the Expenditure Plan, as adopted by the Metro Council, for participation in program oversight structures and procedures, adhering to conditions on Project delivery for funding eligibility and following the process for managing project changes during Project development. Finally, we will continue to foster inclusive public engagement on the Project and participate in PBOT and ODOT efforts surrounding the Alderwood-Killingsworth path planning and design.

Our mission at the Port is fundamentally tied to the safe and efficient movement of people and goods. Both have become more difficult as our region has grown faster than our ability to invest in the transportation system we need. We support a Metro region where every person can get where they need to go on time, safely and in the mode of their choice. The proposed T2020 investments will do just that, while advancing key regional policies and goals for racial equity and climate. Thank you for your leadership.

Sincerely,

A handwritten signature in black ink, appearing to read "Curtis Robinhold".

Curtis Robinhold
Executive Director

CORRIDOR: 82nd Ave

4. Alderwood-Killingsworth Path Planning (RTP 11803)

PROJECT EXTENTS: Alderwood to Killingsworth, 1 mile

DELIVERY AGENCY: Port of Portland in collaboration with City of Portland and the Oregon Department of Transportation

BUDGET (2019\$): \$500,000

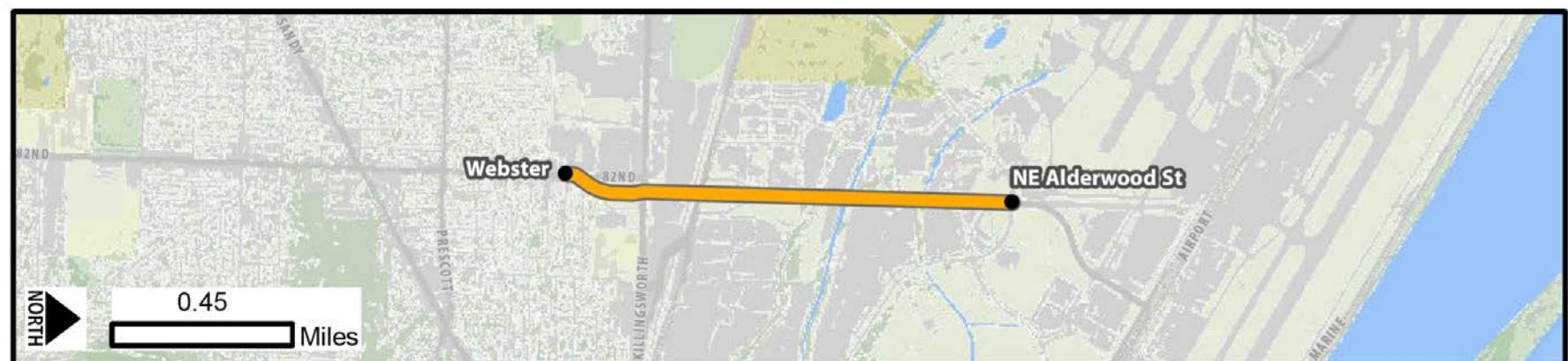
PROJECT TIMEFRAME: 2023 (Planning)

Project Intent:

Design multi-use path to provide safe walking/biking facility.

Project Expectations:

- Design a separated multi-use pathway to fill gap following regional design guidelines for trails or walkways and bikeways.
- Design of a pathway that would serve people walking and biking, meet Americans with Disabilities Act design criteria, and provide a direct route under the railroad tracks.



CORRIDOR: 82nd Ave

2. Airport Way (RTP 10362)

PROJECT EXTENTS: Airport Way at intersection with NE 82nd Avenue
DELIVERY AGENCY: Port of Portland
BUDGET (YOE\$): \$35M (Assumes additional Port of Portland match of \$52M)
PROJECT TIMEFRAME: 2022-2025 (Construction)

Project Intent:

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

Project Expectations:

- Construct grade-separation for eastbound NE Airport Way over NE 82nd Avenue.
- TriMet MAX light rail tracks remaining at-grade.
- A pedestrian/bicycle path will cross Airport Way on the eastside of NE 82nd Avenue with signal protection.
- Pedestrian scale street lighting at intersections, crosswalks and walkway underpass.





June 29, 2020

Lynn Peterson
Metro Council President
600 NE Grand Avenue
Portland, OR 97212

RE: TriMet's Letter of Commitment for Get Moving 2020 Programs

Dear President Peterson:

We wish to express TriMet's enthusiastic support for the Get Moving 2020 Transportation Measure. We recognize the many regional benefits of this measure, and are pleased to join Metro Council as a partnering agency to deliver the Get Moving 2020 Transportation Measure when it passes.

The proposed investments will improve overall mobility, market access and transportation options for businesses, tourists, and residents across our region, support recovery from COVID-19 economic impacts and put people to work to rebuild and sustain a healthy regional economy. Built on a solid foundation of community and stakeholder engagement and partnership, the measure will allow governments to invest in improved safety, reliability and transportation mobility options on many of the busiest travel corridors in the region. These investments will advance key regional policies and goals for transportation, land use, racial equity and climate.

TriMet commits to do its part to plan, design and construct the transit improvements recommended for regional funding, as these improvements are further refined through project development or in grant agreements. Our ability to deliver these projects depends on the results of Metro's planning processes, collaboration with partnering agencies, community support, and for several corridors, FTA's approval of discretionary grants. As part of this commitment, TriMet agrees to:

- Help foster inclusive public engagement;
- Collaborate with Metro and our other regional partners in project development and delivery;
- To work in good faith to reach agreement with partnering agencies on project development and delivery agreements consistent with the Memoranda of Understandings; and
- To seek FTA capital investment grants as described in the Expenditure Plan.

In making this commitment, we assume the following based on discussions with Metro staff and other regional partners:

- The estimated cost of the plans or design for the transit improvements developed for the regional funding measure will not exceed the budgeted amount in the Expenditure Plan unless additional funding is made available.



- Any potential added operations and maintenance costs of the transit improvements included in the Regional Funding Measure will be considered along with TriMet's regionwide funding requirements and obligations.
- Plans and designs for the transit improvements and assumed service levels will not be advanced through project development without TriMet's concurrence.
- For those projects or phases of a project for which TriMet is not the lead agency for planning or designing transit improvements, the agency responsible for planning or designing the transit improvements will seek TriMet's concurrence before advancing or modifying the transit improvement.

Working with Metro and other project delivery agencies, TriMet will seek FTA capital investment grants to deliver the projects listed below. In order to obtain FTA support for discretionary grants, project development and, federally funded project construction, delivery of the transit improvements must be performed in compliance with FTA requirements. In addition, the transit improvements must be scoped to be competitive for the capital investment grants. We also assume, based on discussion with Metro staff and other regional partners, if an FTA discretionary grant is received for a transit improvement that:

- (a) The Expenditure Plan for the transit improvements, including any locally funded betterments, will be conformed to match the scope, budget, federal oversight, and change management process in the federal grant or grant agreement; and
- (b) The associated regional funds will be made available to TriMet in a manner that accounts for the federal oversight, maximize the efficient use of the funds and staff resources, and avoids the need for TriMet to incur interim borrowing costs.

Projects that TriMet is anticipating to deliver that include Federal Capital Investment Grant funds:

- Southwest Corridor – Lead in the design and delivery of the Southwest Corridor Project. This federalized project will be coordinated with Metro, ODOT, Washington County, and cities of Portland, Tigard, Tualatin and Durham and is subject to a Federal Grant Agreement.
- 82nd Avenue Enhanced Transit Corridor ("ETC") – Lead in the design and delivery of enhanced transit improvements and bus procurement in the corridor in agreement with terms of Memorandum of Understanding (MOU) with Metro, ODOT, and the City of Portland.
- TV Highway ETC – Lead in the design and delivery of enhanced transit improvements and bus procurement in the corridor in agreement with terms of Memorandum of Understanding (MOU) with Metro, ODOT, and Washington County.
- Burnside Street ETC - Lead the design and delivery of enhanced transit improvements and bus procurement in coordination with Metro, Washington County, City of Gresham and the City of Portland. TriMet will coordinate these improvements with design and construction work being done by the City of Portland on the safety elements between Beaverton Transit Center and Gresham Transit Center.

- McLoughlin Boulevard – TriMet will be the lead in the procurement of vehicles and the expansion of the Park Avenue park-and-ride. If an FTA discretionary grant is not obtained for the transit improvements, ODOT is expected to be the Project Delivery Agency for the infrastructure and signal improvements along McLoughlin Boulevard, and TriMet will support the design and delivery of enhanced transit and safety improvements in coordination with ODOT and Clackamas County. If an FTA discretionary grant is obtained, TriMet will be the Project Delivery Agency for the transit improvements along McLoughlin Boulevard, in collaboration with ODOT and other regional partners. TriMet will work with Metro and other project delivery agencies to partner on projects listed below

TriMet is expected to be the Project Delivery Agency for the following non-federal projects:

- SW 185th Avenue Overcrossing – Lead in design and delivery of the light rail overcrossing of SW 185th Avenue.
- Park Avenue Park & Ride Expansion – Lead in the design and delivery of the expansion of the existing Park Avenue Park & Ride structure at the MAX Orange Line terminus.
- Hillsboro Transit Center – This will be led by the City of Hillsboro and TriMet will support in the design and development of the transit center improvements to improve circulation of the transit center and meet the community needs and goals.
- Powell Boulevard Corridor - Lead the development of transit improvements from the Willamette River to the Gresham City Limits; participate in development of the Powell Corridor high capacity transit planning effort to be co-led by Metro and TriMet.
- Garage Modifications for Bus Electrification – Lead in the design and delivery for bus garage modifications to accommodate standard and articulated battery electric buses needed to operate the 82nd Avenue, TV Highway, Burnside and SE McLoughlin Blvd ETC projects.

In addition, TriMet will collaborate with Metro and other project delivery agencies on the projects listed below. These projects are anticipated to be funded with proceeds from the regional funding measure, without an FTA capital investment grant or federal oversight.

- 122nd Avenue – The City of Portland will be the Project Delivery Agency and TriMet will support in design and delivery of transit and safety improvements from NE Skidmore Street to SE Foster Road.
- 162nd Avenue – Support in design and development of transit and safety improvements from NE Sandy Blvd to Gresham city limit, lead the delivery of transit improvements in coordination with the cities of Portland and Gresham.
- 181st Avenue – Support in the design and development of the transit and safety improvements from NE Sandy Blvd to SE Powell Blvd., in coordination with Multnomah County and the cities of Portland and Gresham.
- SW 185th Avenue – Support in the design and development of the transit improvements from Rock Creek Blvd to Farmington in coordination with the safety improvements on SW 185th Avenue.
- Central City - Support the Ross Island Bridgehead project and the transit related projects in the Central City in Motion strategy that will be led by the City of Portland.



TriMet will participate in coordination with Metro and other project delivery agencies to partner on the planning projects listed below:

- MAX Tunnel Plan
- TV Highway Corridor Plan
- McLoughlin Boulevard Corridor Plan
- Powell Boulevard High Capacity Transit/Corridor Plan
- 82nd Avenue MAX Station Access Plan
- Sunset and Gresham Transit Centers Planning

The intent of this letter is to show our commitment to working with Metro to implement this important and vital transportation measure. After the measure passes, we intend to enter into an intergovernmental agreement that will provide more detail and specify terms regarding agency roles, risks and oversight.

Thank you for your personal leadership on the Get Moving 2020 Transportation Measure.



Doug Kelsey,
General Manager, TriMet



July 1, 2020

Lynn Peterson
Metro Council President
600 NE Grand Avenue
Portland, OR 97212

RE: TriMet's Letter of Commitment for Get Moving 2020 Projects

Dear President Peterson:

Upon voter passage of the measure, we are committed to delivering the programs for which our agency is defined as a lead or partnering agency on project delivery, as specified in the Get Moving 2020 regionwide program concepts. Our commitment to delivering these programs depends in some cases on reaching agreement with the relevant government entities, community partners such as public and private school districts and community-based organizations.

With the understanding that program size will be determined by the funding made available through the Get Moving 2020 measure, through this letter we make the following commitments regarding the Get Moving 2020 programs:

1. Affordable Fares for Students

- Establish a usage-based transit pass accounting system based on the Hop platform and work with public and private schools and selected youth-oriented community-based organizations to distribute youth HOP cards to all high school, GED and alternative school students in the region.
- Design and implement the program in such a way that Metro receives the benefit of TriMet's discounted Youth fare, free transfer window and Hop's fare capping program.
- Work with schools and youth-oriented CBOs to facilitate broad distribution of Hop cards and adoption of the program and pass through funding from Metro for program administration.
- Provide quarterly and annual reports to Metro regarding card distributions and usage.
- Participate with Metro in a review after two years to determine if sufficient funding is available in the Affordable Fares for Students program to expand access to HOP cards to all or some defined subset of middle-school students. TriMet and Metro will work together to assess the appropriate administrative structure and cost for such a program.
- Participate with Metro in a program review after an additional one to two years to determine if any additional expansion of the Affordable Fares for Students program can be achieved with available funds, including expansion of the program to primary school students over the age of seven.

2. Electric Bus

- Aggressively pursue implementation of TriMet's adopted plan to convert TriMet's diesel bus fleet to battery electric technology.



- Deploy electric buses using an equity lens that prioritizes use of the vehicles on routes serving minority and low-income areas to the extent possible given route length and the evolving travel capacity of the vehicles.
- Expand battery electric bus charging facilities to serve more electric buses and allow electric buses to run out of all TriMet's garages, permitting battery buses to serve all areas of the TriMet region, within the limits of the technology.
- Pursue innovative partnerships to reduce the cost of bus charging infrastructure and improve electric grid integration.
- Continue to pursue new approaches to the acquisition of battery electric buses, including the retrofitting of diesel vehicles with battery technology.

3. Better Bus

- Work with Metro and local jurisdictions to prioritize, plan, design, engineer and implement investments that improve bus travel through congested areas.
- Focus investments in rapidly growing, heavily congested corridors and employment areas to improve reliability, transit travel times and access.
- Prioritize those changes that improve transit travel time on high-ridership lines that serve low income and minority areas and connect those areas to employment centers.
- Work with local jurisdictions to leverage Better Bus improvements through integration of transit improvements with planned roadway maintenance and improvement projects.
- Track travel time improvements and evaluate best practices and encourage integration of Better Bus treatments in all roadway project planning on facilities that support frequent service bus lines.

The intent of this letter of support is to show our commitment to working with Metro to implement this important and critical transportation measure. After the measure passes, we intend to enter into an intergovernmental agreement that will provide more detail and specify terms regarding agency roles, risks and oversight.

Thank you for your personal leadership on the Get Moving 2020 Transportation Measure. We look forward to continuing our partnership on these critical transportation initiatives.



Doug Kelsey
TriMet General Manager



7/9/2020

Get Moving 2020: Racial Equity Analysis Summary

Introduction

For more than 18 months, Metro has been working with partners and the community on a collaborative, comprehensive investment plan that makes getting around greater Portland safer, easier and more affordable for everyone. Early in this process, the Metro Council directed that this plan must advance Metro's racial equity goals, and include investments that create opportunity and serve community goals throughout the region. As currently envisioned, the measure will include approximately \$4.2 billion of investments in more than a dozen major travel corridors across the region, as well as \$1 billion, over 20 years, in regionwide programs that seek to improve safety, expand access to reliable transit, and deepen community stability across the region.

The Metro Council has been advised in this process by a diverse and regionally inclusive Transportation Funding Task Force, appointed by the Council in early 2019. The Task Force met 22 times between February 2019 and April 2020. It reviewed Metro Council's direction and policy regarding the measure; identified additional desired outcomes; provided input to Council on priority corridors, regionwide programs and possible revenue mechanisms; and made recommendations for corridor investments. Additionally, Metro engaged thousands of residents through workshops, forums and online surveys, with a specific focus on working with community-based organizations to center the voices and experiences of communities of color and other historically marginalized communities.

Both the Metro Council and the Task Force agreed that racial equity must be transparently served by the Get Moving 2020 measure's engagement, investments, implementation, oversight and accountability. This analysis provides a foundational step to ensuring racial equity goals are prioritized and that we are addressing a long history of racism, disenfranchisement, disinvestment and displacement in how our transportation system is planned, funded and managed.

Background

The Racial Equity Analysis builds on Metro's overall commitment to advancing racial equity as identified in the Strategic Plan to Advance Racial Equity, Diversity, and Inclusion (SPARED). More specifically the transportation funding measure creates an opportunity to advance the following goals:

- Goal A: Metro convenes and supports regional partners to advance racial equity
- Goal B: Metro meaningfully engages communities of color
- Goal D: Metro creates safe and welcoming services programs and destinations
- Goal E: Metro's resource allocation advances racial equity

Further, the transportation funding measure is a core strategy in implementing the 2018 Regional Transportation Plan (RTP) and the findings of the Transportation Equity Analysis conducted in the Plan, which identified the need to prioritize transportation investments in marginalized and under-invested communities. The 2018 RTP Equity Analysis identified equity focus areas which are areas with high concentrations of people of color, people with limited English proficiency, and people in poverty and assessed how a long-term investment strategy would perform at increasing access, safety, and affordability for marginalized and under-invested communities at a board scale. Based on a geographical representation of corridors in the region 79% of the proposed projects are located in equity focus areas. This analysis aims to expand on our understanding of how communities of color would benefit or be impacted by these investments.

Finally, the selection of the projects included in the measure was guided by the Transportation Task Force. The Task force identified a set of core values that guided their work. The analysis is also a response to some of the values and outcomes, including:

- Improving safety
- Prioritizing investments that support communities of color
- Making it easier to get around
- Supporting economic growth
- Increasing access to opportunity for low-income Oregonians
- Supporting clean air, clean water, and healthy ecosystems

Methodology

This analysis was designed to explore how communities of color could benefit from the projects included in the transportation funding measure. This point-in-time analysis will be updated routinely throughout the implementation of Get Moving 2020, should it pass. This analysis identifies potential benefits and will be followed by the development of an accountability framework that includes mechanisms for achieving racial equity outcomes.

Data for the analysis was drawn from the **U.S. Census 2017 American Community Survey 5-year estimates**¹ with an emphasis on Equity Focus Areas (EFA), which are areas with high concentrations of people of color, people with limited English proficiency and people living in poverty. For the purpose of the analysis, **People of Color Equity Focus Areas (POC EFA)** is the defining study area. There are limitations with using this data source including the inability to reflect the lived experiences of communities of color. We also acknowledge that future data collected by the U.S. Census will further refine conditions in the analysis.

Key Findings

The analysis identified four key findings that indicate measure investments would work to advance Metro's racial equity goals:

1. Project investments are strongly weighted toward areas where people of color live.
 - **About one quarter of the region's census tracts have both a high concentration of people of color and are located within the investment area**, which is defined as census tracts within $\frac{1}{4}$ of a mile from an investment corridor. **63% (1,058,000)** of the region's total population live within the investment area, while **68% (323,800)** of the region's people of color live in the investment area.

¹ U.S. Census 2017 American Community Survey 5-year estimates <https://www.census.gov/acs/www/data/data-tables-and-tools/data-profiles/2017/>

- For the purpose of this analysis, **equitable investment is defined as levels investment of 25% or higher** in areas of the region where high concentrations of people of color live in order to address under-investment and dis-investment in communities of color.
- 2. More than half (60%) of the total corridor investments are located in areas of the region where high concentrations of people of color live.**
- 3. Safety investments are strongly weighted toward areas where people of color live.**
- **50-60% of the measure's safety investments are located within POC EFAs**, which make up one-quarter of the region's census tracts. Investments include new sidewalk, safe marked crossings, new street lights and improved bikeway infrastructure.
 - **More than three quarters of estimated crash reductions are located in POC EFAs over 20 years².**
- 4. Investments in Transit Access are strongly weighted toward areas where people of color live.**
- 85% of transit signal priority additions and 59% of new bus lanes are located in POC EFAs, which will improve the speed and efficiency of the transit system in these areas.
 - According to TriMet ridership surveys, 42% of the riders on the lines impacted by the measure are people of color, which is above the system average of 36%.

In summary, project investments proposed in the measure demonstrate intentional investment in areas where people of color live. The **Investment Corridor Profiles** provide baseline data about who lives along each corridor and the state of transportation safety, housing access and affordability and displacement factors to support advancing racial equity goals. Together, this work suggests that communities of color stand to benefit from these investments – but Metro and our partners must be diligent to make these potential benefits a reality for communities of color, while minimizing harm and displacement.

Staff also conducted community engagement through virtual workshops to gather insight on community benefits and racial equity outcomes. The **Community Recommendations for Racial Equity Outcomes and Strategies** document summarizes input from community partners while incorporating best practices from the Parks and Natural Areas Bond and Regional Housing Bond. These recommendations were the basis for Metro's **Get Moving 2020 Racial Equity Outcomes and Strategies** which articulates specific equity outcomes and strategies to realize potential benefits while minimizing harm to Black, Indigenous, and communities of color.

² Based on an analysis of safety performance of identified corridors and Highway Safety Manual principles, using documented Crash Reduction Factors also used by FHWA, ODOT and City of Portland.



2020 TRANSPORTATION FUNDING MEASURE

Racial Equity Analysis: Investment Corridor Profiles

Introduction

The package-level racial equity analysis for Get Moving 2020 sought to identify specific equity-based outcomes, strategies and accountability mechanisms that ensure that communities of color benefit from the proposed transportation investments. As part of this work, Metro's Diversity, Equity and Inclusion team led the creation of a series of corridor-level profiles that document recent conditions along the 16 corridors slated for investment. These profiles do not necessarily speak to the lived experience of the communities who reside, work and recreate along the corridors, but they do provide critical baseline data about who lives along each corridor, and the state of transportation safety, housing access and affordability, and displacement factors.

These profiles were created for several purposes, including:

- To provide important and detailed context for ongoing measure development and implementation.
- To cement the expectations that Metro has for our jurisdictional partners regarding place-based approaches, equity-informed analysis and a deliberate focus on communities of color and their stability.
- To begin the conversation about key racial equity metrics for ongoing monitoring and analysis that can speak both to the benefits and harm communities of color might experience.

While the corridor profiles capture only a snapshot in time, they are intended to be routinely updated with additional input from community partners and jurisdictions as new data becomes available and our communities continue to change. Four corridors were not included in this analysis: SW Corridor, Central City, Albina Vision and Highway 26. Central City was not included because investments in that area, more than any other, substantially benefit people who live elsewhere. SW Corridor and Albina Vision were not included because extensive work around these corridors—who lives there, what their needs are, and past and potential displacement—has already been done and can be referenced directly (see [SW Corridor Plan](#) and [Albina Vision](#)). Highway 26 was a late addition to the measure.

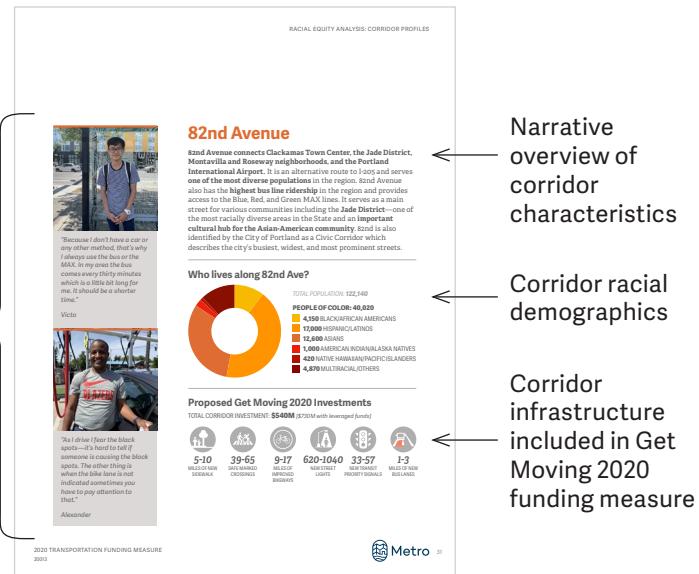
How to read the profiles

INVESTMENT CORRIDORS

McLoughlin	p. 4
Clackamas-to-Columbia/181st	p. 7
Sunrise/212	p. 11
Highway 43	p. 14
TV Highway	p. 17
SW 185th Ave	p. 21
Pacific Hwy 99W	p. 24
Highway 217	p. 28
82nd Ave	p. 31
Burnside	p. 35
122nd Ave	p. 39
162nd Ave	p. 43
Powell Blvd	p. 47
APPENDIX	p.51

Each corridor profile follows a similar format, moving from a general description of the overall area to a detailed analysis of various metrics and indicators that help us understand localized conditions.

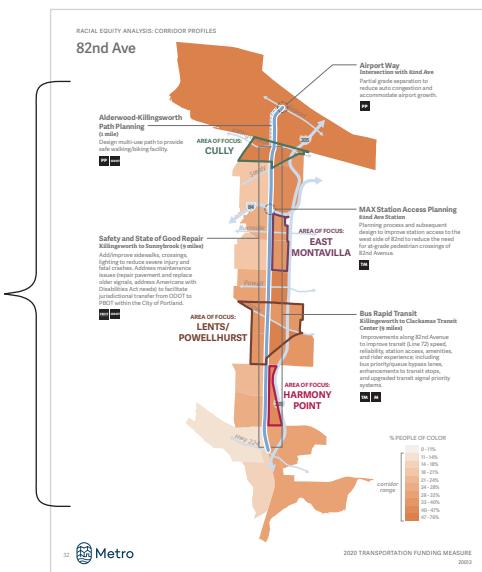
Photos of and quotes from people who live and travel along the corridor. (Not all corridors were able to be covered pre-pandemic.)



DELIVERY AGENCIES

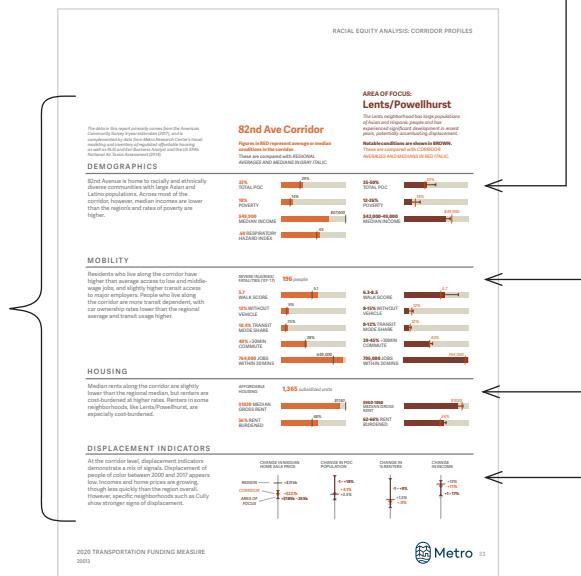
ODOT	Oregon Department of Transportation
M	Metro
TM	TriMet
PBOT	Portland Bureau of Transportation
WC	Washington County
CC	Clackamas County
PP	Port of Portland
G	City of Gresham
MW	City of Milwaukie
GL	City of Gladstone
OC	Oregon City
WL	City of West Linn

Corridor map locates and describes Get Moving 2020 projects. The colors of adjacent census tracts indicate the relative concentration of people of color (darker orange = higher concentration).

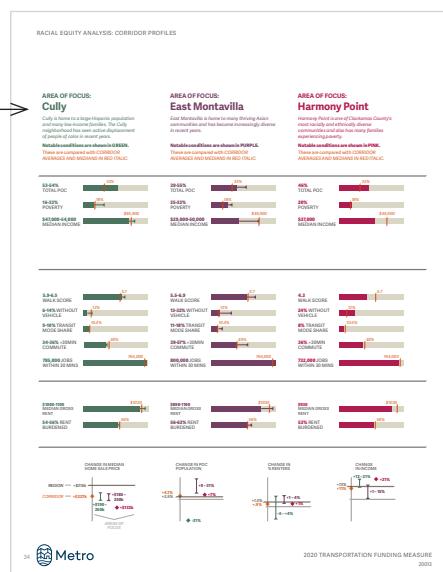


How to read the profiles (*continued*)

Data at a variety of scales (region, corridor, selected neighborhoods) puts information in context. Selected neighborhoods, or "*areas of focus*," are meant to highlight hyper-local dynamics where there are particularly high concentrations of people of color, high poverty rates, or areas where data indicates displacement may have occurred.



Areas of focus are color-coded to correspond with geographic data set boundaries shown on each corridor map.



- **Demographics:** high-level socio-economic information about who lives along the corridor and in areas of focus.

Mobility: We want to know how people are already getting around, and how safely (or unsafely) they are able to do so. This section provides information about traffic fatalities and injuries, access to jobs and transit, and the percentage of people who walk or take transit to work.

Housing: Housing access and affordability is a critical piece of context as we try to understand how corridors may be impacted by transportation investments. This section includes information about median rents, housing cost burden, and the number of publically subsidized affordable housing units.

Displacement Indicators: We acknowledge the history of large public infrastructure investments displacing communities of color. While we do not speak to risk of future displacement, nor speak conclusively to whether or not displacement is currently happening, this section provides relevant data (change in median home sale price, change in POC population, change in % of renters and change in median income) that can help suggest whether or not population-level displacement has already happened. This information is meant to help add context to continuing conversations about displacement in communities across the region.



"It's pretty wild to be a pedestrian on McLoughlin with the traffic and everything. My husband drives home from work and he's pretty sketched out about it because of the drivers and traffic."

Brittney



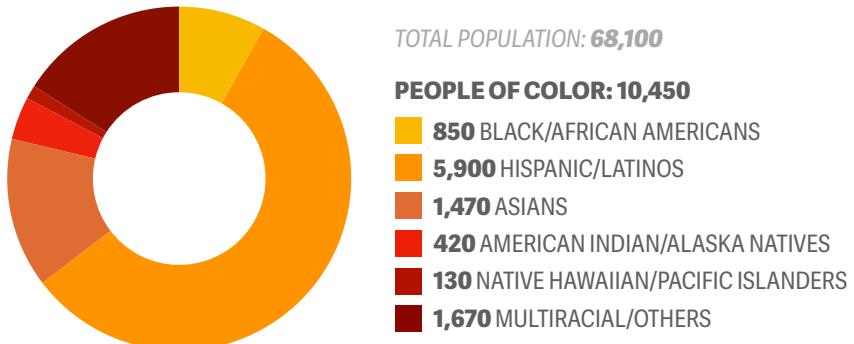
"From what I've learned, high crash corridors and historically marginalized populations usually coincide. It doesn't surprise me that McLoughlin has a lot of crashes, because my kids go to school with a lot of low income children."

Martine

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**. TriMet lines 33 and 99, and the MAX Orange Line travel along this route. Locally, McLoughlin is a main street for various communities, and provides local access to neighborhoods and community gathering hubs like **Historic Milwaukie** and **Gladstone Main Street**. Communities along the corridor also include the **highest Hispanic populations in Clackamas County**.

Who lives along McLoughlin Blvd?



Proposed Get Moving 2020 Investments



McLoughlin Blvd

Park Ave Park & Ride expansion

Expand the parking capacity of the existing park & ride structure at the MAX Orange Line terminus.



Bus Rapid Transit

Full Line 33 route (Clackamas Community College to Clackamas Town Center)

Enhancements to Lines 33 and 99 to improve speed and reliability including electric buses, bus priority lanes and new bus stations with realtime arrival info.



Safety

Milwaukie to Oregon City (6.5 miles)

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



Corridor Planning

Milwaukie to Oregon City (6.5 miles)

Design for longer term transportation improvements including transit.



**AREA OF FOCUS:
JENNINGS
LODGE/
EAST OAK
GROVE**

MILWAUIKE

Courtney

Thiessen

Concord

Oatfield

Jennings

GLADSTONE

WEST LINN

205

OREGON CITY

43

**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.



% PEOPLE OF COLOR
corridor range

0 - 11%
11 - 14%
14 - 18%
18 - 21%
21 - 24%
24 - 28%
28 - 33%
33 - 40%
40 - 47%
47 - 76%

Portland Ave streetscape Abernethy to Arlington (.5 miles)

Redesign Gladstone main street to improve walking, biking, and downtown revitalization. Includes: street trees, street lighting and improved Trolley Trail connection.



Trolley Trail bridge

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



I-205 ramp improvements

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



AREA OF FOCUS: Jennings Lodge/ East Oak Grove

Jennings Lodge and East Oak Grove is home to the corridors most racially and ethnically diverse population, many of whom are low income and experiencing high rent burden.

Notable conditions are shown in BROWN.
These are compared with **CORRIDOR AVERAGES AND MEDIAN IN RED ITALIC.**

McLoughlin Blvd Corridor

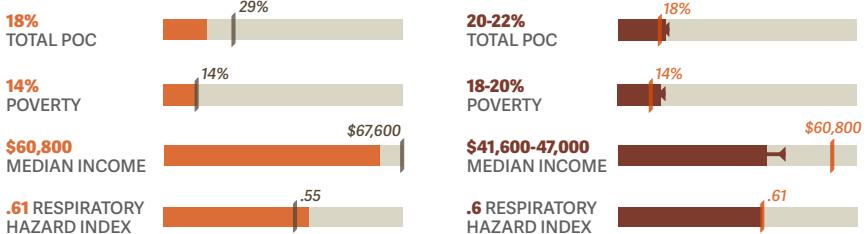
Figures in RED represent average or median conditions in the corridor.

These are compared with REGIONAL AVERAGES AND MEDIAN IN GRAY ITALIC.

The data in this report primarily comes from the American Community Survey 5-year estimates (2017), and is complemented by data from Metro Research Center's travel modeling and inventory of regulated affordable housing as well as RLIS and Esri Business Analyst and the US EPA's National Air Toxics Assessment (2014).

DEMOGRAPHICS

About 18% of the corridor's population is people of color, which is lower than the regional average of 29%. Poverty rates are slightly lower than the regional average, though peak at rates around 20% in areas like Jennings Lodge and East Oak Grove. The median income of the corridor, though, sits below the regional median. Incomes in Jennings Lodge and East Oak Grove are 30-40% lower than the regional median.



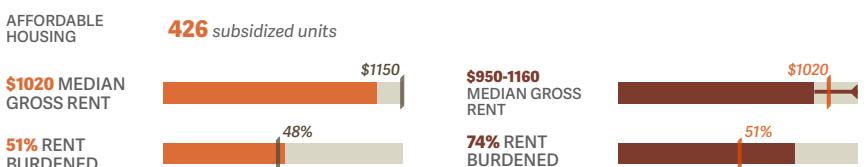
MOBILITY

The corridor has slightly longer than average commute times to major employers and lower than average access to low and middle-wage jobs. Car ownership is slightly lower than the regional median with especially low rates in Jennings Lodge and East Oak Grove.



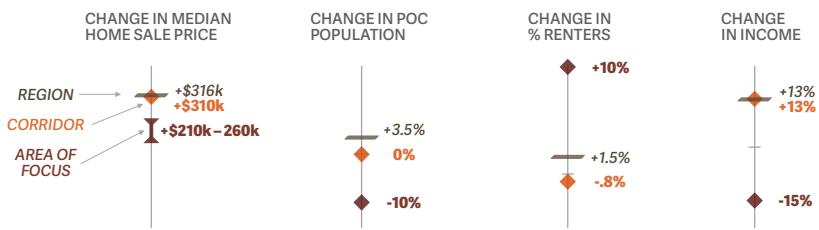
HOUSING

The median rent along the corridor is slightly lower than the regional median, however more renters and homeowners are cost burdened. That's especially true in Jennings Lodge, where 74% of renters are cost burdened.



DISPLACEMENT INDICATORS

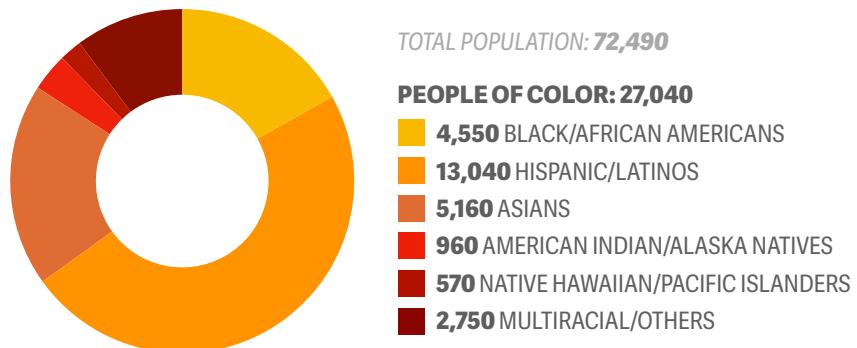
At the corridor level, displacement indicators demonstrate a mix of signals. Property values are increasing at rates comparable to the regional median and the share of renters is decreasing slightly. However, income growth along the corridor is less than the regional median. There has been no overall change in populations of color across the corridor between 2000 and 2017. Some areas, like Jennings Lodge, do show a significant loss in people of color.



Clackamas-to-Columbia / 181st Ave

C2C/181st Ave 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 areas with affordable housing, schools, parks and other neighborhood amenities. Additionally, Gresham's residents include many immigrant communities, with over 50% migrating from Latin America, 18% from Asia, and 7% from Africa.

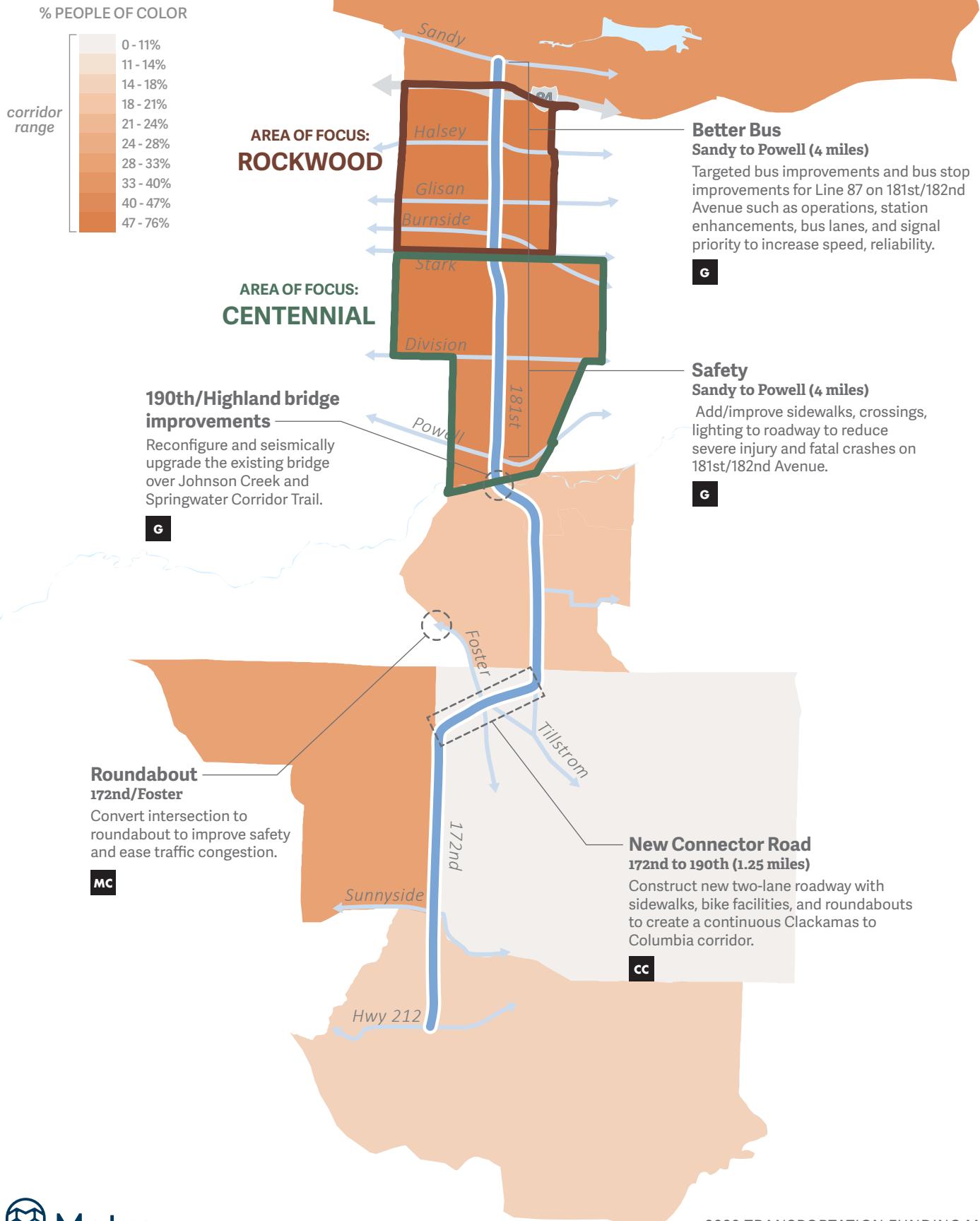
Who lives along Clackamas-to-Columbia/181st Ave?



Proposed Get Moving 2020 Investments



Clackamas-to-Columbia / 181st Ave



AREA OF FOCUS: Rockwood

People of color make up 49-59% of Rockwood, with large Black, Hispanic and Asian communities. Median incomes are especially low in this area and there is an increasing community concern about displacement.

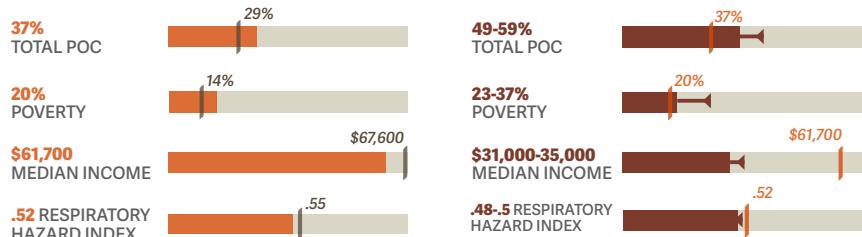
Notable conditions are shown in BROWN.
These are compared with **CORRIDOR AVERAGES AND MEDIAN IN RED ITALIC.**

Clackamas-to-Columbia/ 181st Ave Corridor

Figures in RED represent average or median conditions in the corridor.
These are compared with REGIONAL AVERAGES AND MEDIAN IN GRAY ITALIC.

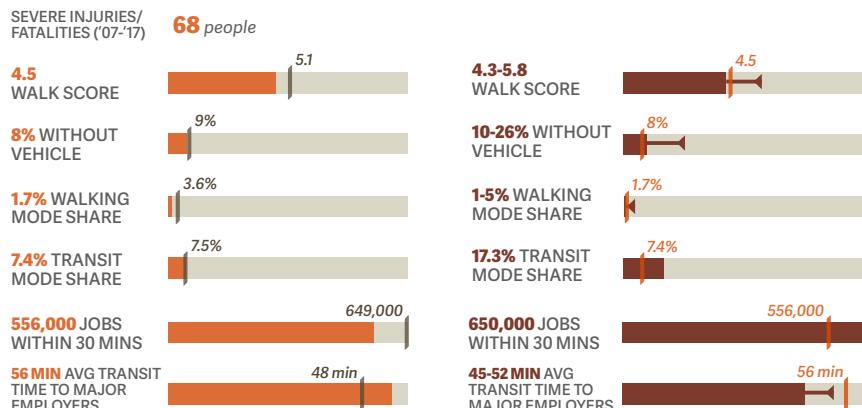
DEMOGRAPHICS

The corridor is slightly more racially diverse than the region, though people of color are most concentrated on the northern half of the corridor. Similarly, the corridor's median income is roughly that of the region, but incomes are significantly lower in the northern half.



MOBILITY

This corridor has worse access to jobs, commute burdens and transit access to major employers than much of the region. Vehicle ownership rates are slightly higher than the region.



HOUSING

Median rents are lower than the region but rates of rent burden are similar to the regional median.



DISPLACEMENT INDICATORS

At the corridor level, displacement indicators suggest minimal displacement activity. Property values and incomes are increasing, though less quickly than the regional median. The percent of people of color along the corridor increased significantly more than the region, and the change in the percentage of renters has increased at about the same rate.

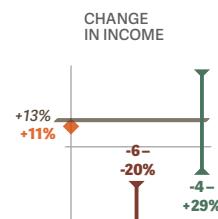
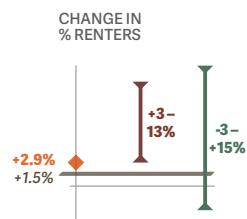
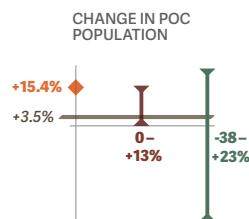
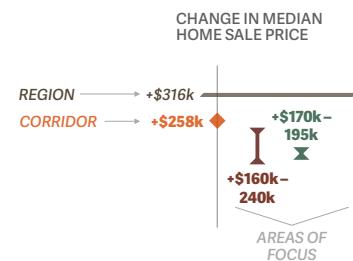
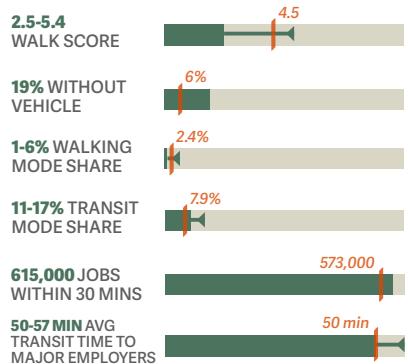
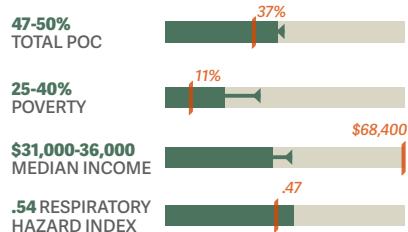
SEE GRAPHS ON NEXT PAGE

AREA OF FOCUS:**Centennial**

Centennial has large and growing Hispanic and Black populations and high rates of poverty. Parts of Centennial show signs of displacement, an increasing concern for the area's residents of color.

Notable conditions are shown in GREEN.

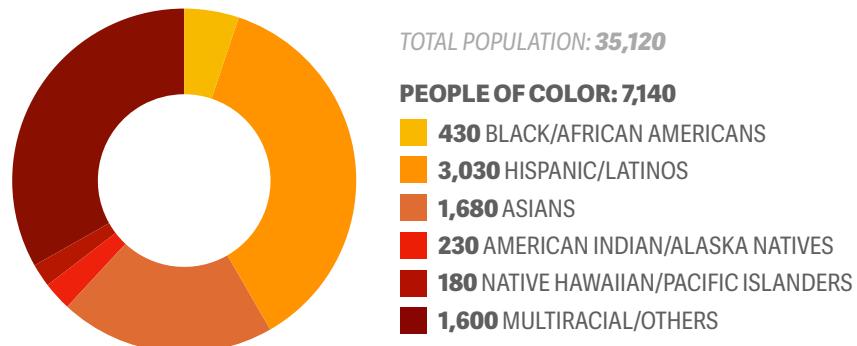
These are compared with **CORRIDOR AVERAGES AND MEDIAN IN RED ITALIC**.



Highway 212 / Sunrise

Highway 212 and the Sunrise Corridor connect future residential and commercial 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 alternate 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**. Although portions of the corridor include rural farmland, communities situated within Highway 212 include **working class and low income households including 10 mobile home parks along or near the corridor.**

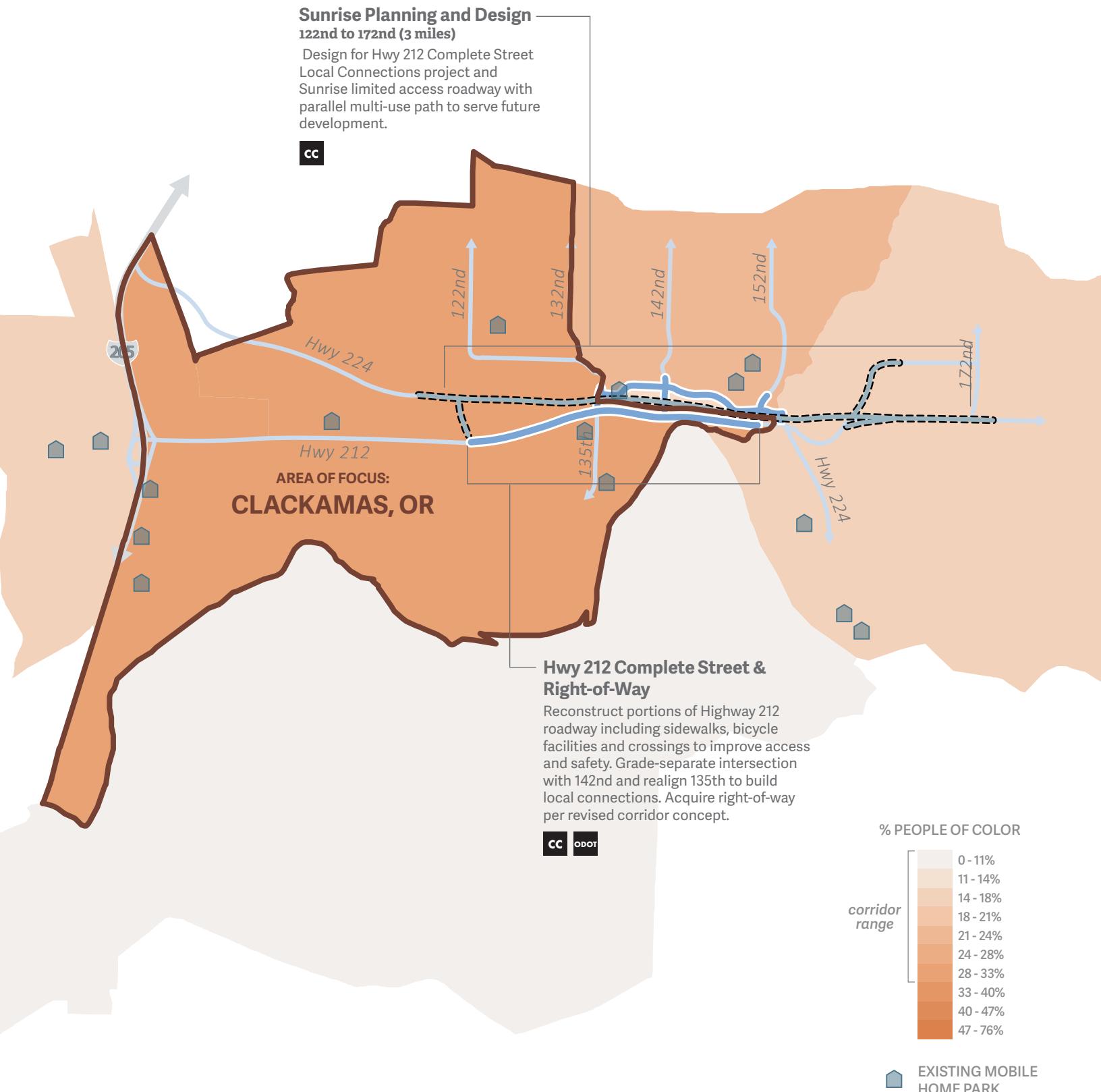
Who lives along Highway 212/Sunrise?



Proposed Get Moving 2020 Investments



Highway 212 / Sunrise



AREA OF FOCUS: Clackamas, OR

The unincorporated community of Clackamas and its surrounding area is home to the corridor's most racially and ethnically diverse communities and multiple mobile home parks, which are at a higher risk of displacement.

Notable conditions are shown in BROWN.
These are compared with REGIONAL
AVERAGES AND MEDIAN IN GRAY ITALIC.

Highway 212 / Sunrise Corridor

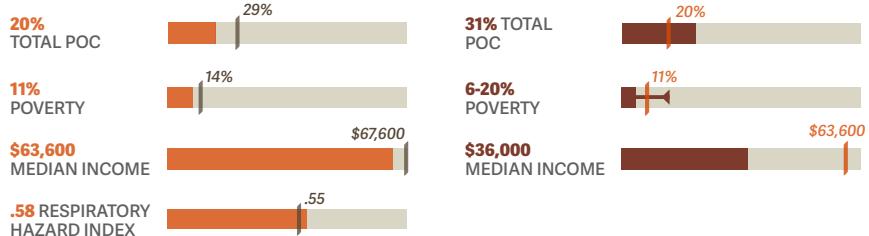
Figures in RED represent average or median conditions in the corridor.

These are compared with REGIONAL
AVERAGES AND MEDIAN IN GRAY ITALIC.

The data in this report primarily comes from the American Community Survey 5-year estimates (2017), and is complemented by data from Metro Research Center's travel modeling and inventory of regulated affordable housing as well as RLIS and Esri Business Analyst and the US EPA's National Air Toxics Assessment (2014).

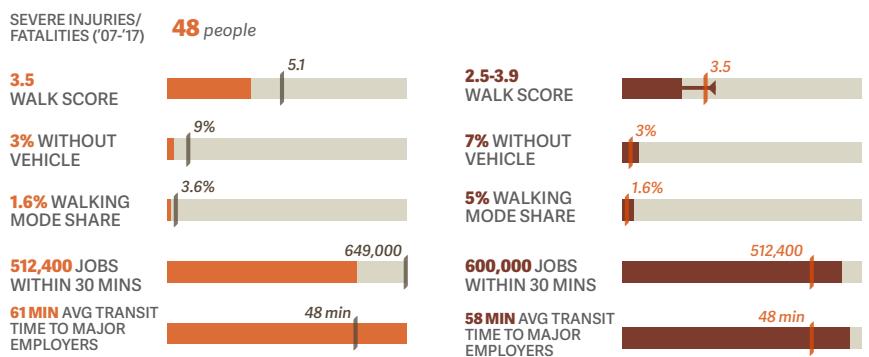
DEMOGRAPHICS

About 20% of the corridor's population is people of color, which is lower than the regional average. Poverty rates are slightly lower than the regional average, though peak at rates around 20% in areas like Clackamas. The median income of the corridor sits slightly below the regional median, but is drastically lower in Clackamas.



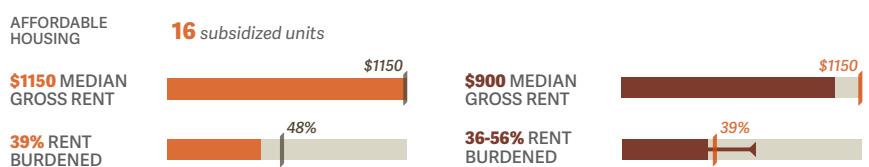
MOBILITY

This corridor has less access to jobs than much of the region, and less transit access to major employers. However, commute burdens are on par with other parts of the region. Vehicle ownership rates are significantly higher along this corridor and rates of commuting by transit and walking are substantially lower than the regional median. Residents of Clackamas walk at a much higher rate than the rest of the corridor, despite the fact that the area walk score is well below the regional average.



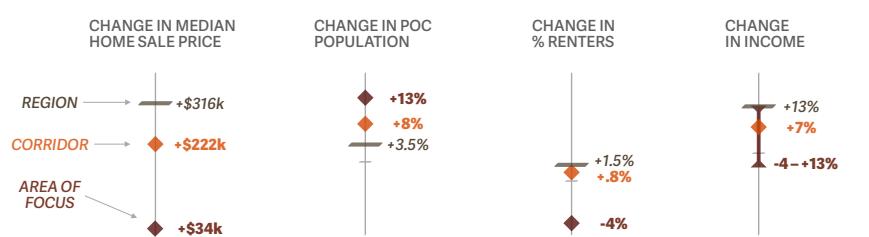
HOUSING

Median rent along the corridor is on par with the region's median, except in areas like Clackamas, which see lower rents. Fewer renters are cost-burdened along the corridor than residents across the region, though rates peak at 56% in parts of Clackamas.



DISPLACEMENT INDICATORS

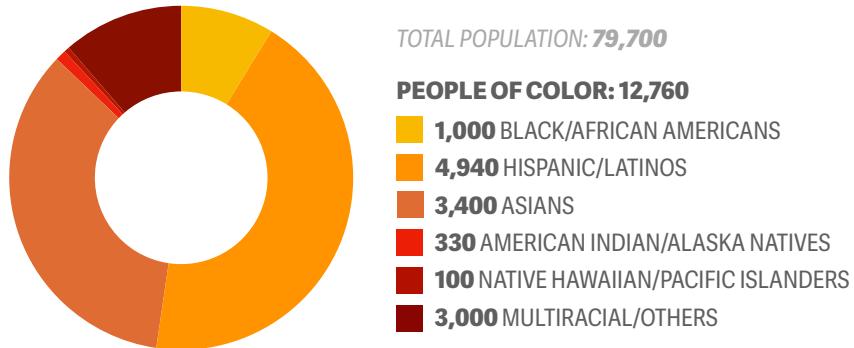
Indicators do not suggest patterns of displacement: the share of people of color is growing, there has been a slight gain in the share of renters, and there have been lower than average increases in income. Property sale prices have also grown less than the regional median. However, several mobile home parks are located along the corridor, and may be more susceptible to displacement than other communities in the area.



Highway 43

Highway 43 is a major regional corridor connecting Clackamas County to Portland with over 21,000 vehicle trips daily. It includes the Hidden Springs Road intersection south to the I-205 interchange within the City of West Linn, which provides services to tens of thousands within a two- to three-mile radius, as well as access to Lake Oswego and Oregon City. Although transit stops exist within the corridor, such as transit centers connecting Oregon City and Lake Oswego, they are often isolated and disconnected from the surrounding neighborhoods by a lack of sidewalks. 52% of those residing within the corridor travel by car and only 8% travel by bus or train. The corridor contains several sites along the highway identified by ODOT as having high safety issues based on crash statistics. Growing congestion and fewer gaps in traffic have also contributed to pressure and constraints on turning movements and safe crossing opportunities.

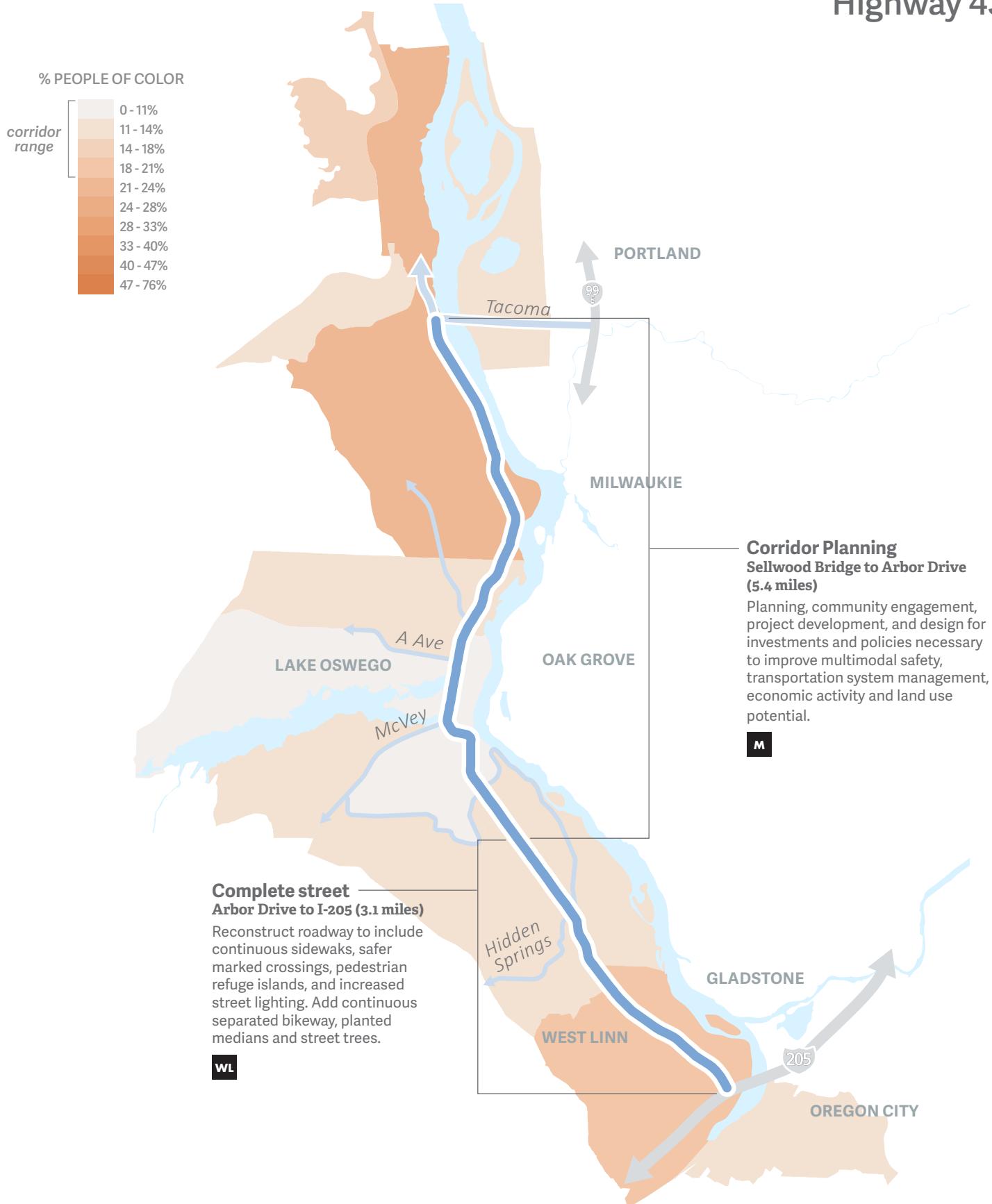
Who lives along Highway 43?



Proposed Get Moving 2020 Investments



Highway 43



The data in this report primarily comes from the American Community Survey 5-year estimates (2017), and is complemented by data from Metro Research Center's travel modeling and inventory of regulated affordable housing as well as RLIS and Esri Business Analyst and the US EPA's National Air Toxics Assessment (2014).

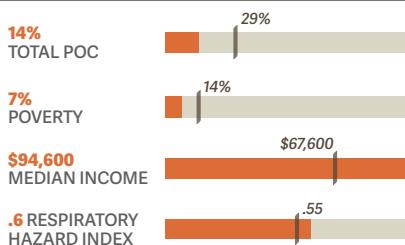
DEMOGRAPHICS

The corridor is home to some communities of color, primarily Asian and Hispanic communities, though the corridor as a whole is about half as racially diverse as the region. Communities who live along the corridor also have significantly higher median incomes than the region.

Highway 43 Corridor

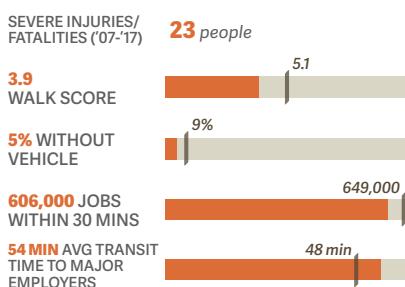
Figures in RED represent average or median conditions in the corridor.

These are compared with REGIONAL AVERAGES AND MEDIAN IN GRAY ITALIC.



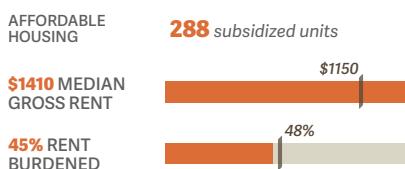
MOBILITY

This corridor has similar access to jobs, transit access to major employers, and rates of vehicle ownership than the rest of the region. The median commute burden is slightly lower while transit ridership rates and rates of walking to work are higher.



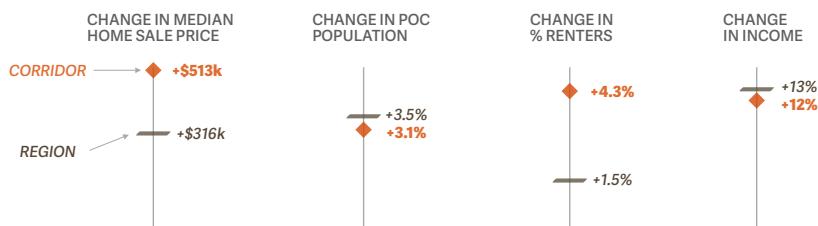
HOUSING

Median rents along the corridor are higher than the regional median. Rates of cost-burden among renters and homeowners are similar to the regional median.



DISPLACEMENT INDICATORS

Displacement indicators suggest displacement pressure may be higher than the region as a whole—property values and income are increasing faster than the region. However, the percent of growth in people of color is higher than the region at 4.1% compared to 3.5%.





"I either ride the bus or drive, so I know a lot about this road. Pedestrians don't have enough crosswalks, sidewalks or lights. There are a lot of cracks in the road. I've seen a lot of accidents on TV Highway."

Eddie



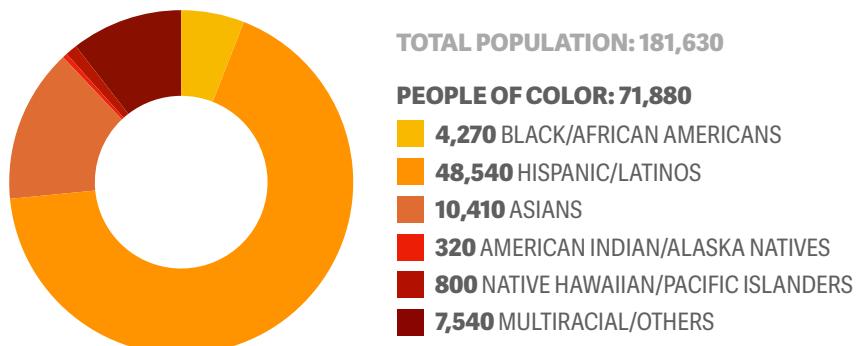
"Transportation is too crowded on TV Highway. We need wider space for pedestrians to walk because I only walk. Definitely make the pedestrian crossing wider."

Paul

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, many of which rely on public transit. TriMet line 57, which runs along TV Highway, has **one of the highest riderships in the region**. The corridor also supports **significant freight movement**. It has **multiple regional trail crossings** and serves several Urban Growth Boundary expansion areas.

Who lives along TV Highway?

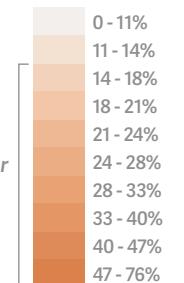


Proposed Get Moving 2020 Investments



TV Highway

% PEOPLE OF COLOR

**Bus Rapid Transit****Forest Grove to Beaverton Transit Center
(16 miles)**

Improvements along the corridor to improve transit (Line 57) speed, reliability, station access, amenities and rider experience; including enhancements to transit stops, and upgraded transit signal priority and communication systems.

WC TM

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

Construct regional multi-use trail connecting Hillsboro, Cornelius and Forest Grove.

WC

Hillsboro Transit Center

Convert transit center to 2-way and modify adjacent streets and traffic control to allow buses to circulate safely, more quickly and more directly through the transit center and surrounding streets.

WC H TM

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

Improve safety and add or improve crossings at transit stops.

WC ODOT

**AREA OF FOCUS:
EAST FOREST GROVE****AREA OF FOCUS:
WEST HILLSBORO****AREA OF FOCUS:
CENTRAL BEAVERTON****Safety
Forest Grove to 117th in
Beaverton**

Comprehensive street upgrades to include: sidewalks, lighting, transit improvements, bicycle facilities, safety features including medians and crosswalks, and stormwater facilities.

WC ODOT TM

**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.

M WC TM

The data in this report primarily comes from the American Community Survey 5-year estimates (2017), and is complemented by data from Metro Research Center's travel modeling and inventory of regulated affordable housing as well as RLIS and Esri Business Analyst and the US EPA's National Air Toxics Assessment (2014).

DEMOGRAPHICS

This corridor is home to some of the region's most racially and ethnically diverse communities – with particularly large populations of Hispanic and Asian residents. The median income along the corridor varies greatly, but is slightly less overall than the regional median. Poverty rates are slightly higher, with areas such as west Hillsboro seeing poverty rates as high as 49%.

MOBILITY

This corridor has less access to jobs than much of the region, and poorer transit access to major employers. However, commute burdens are on par with other parts of the region. Vehicle ownership rates are lower than the regional median, with significantly lower ownership rates in some areas.

HOUSING

While median rents are slightly lower than the regional median, rates of cost-burden among renters and homeowners are on par with the region and many low-income communities of color who live along the corridor are cost-burdened at much higher rates – for example, in west Hillsboro, where 76% of renters are cost-burdened.

DISPLACEMENT INDICATORS

At the corridor level, displacement indicators demonstrate a mix of signals. Property values, incomes and racial diversity are increasing, though less quickly than the regional median. In some areas signals are clearer – for example, in west Hillsboro, there has been a loss in people of color by 5% to 20% between 2000 and 2017 and growth in income of up to 40%.

AREA OF FOCUS: East Forest Grove

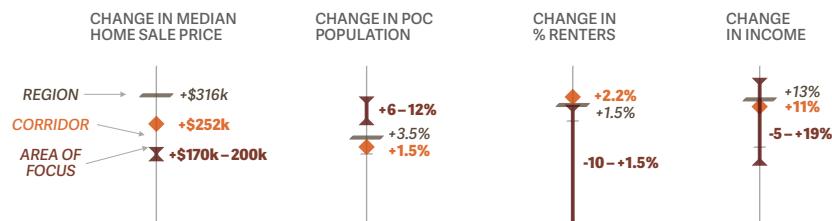
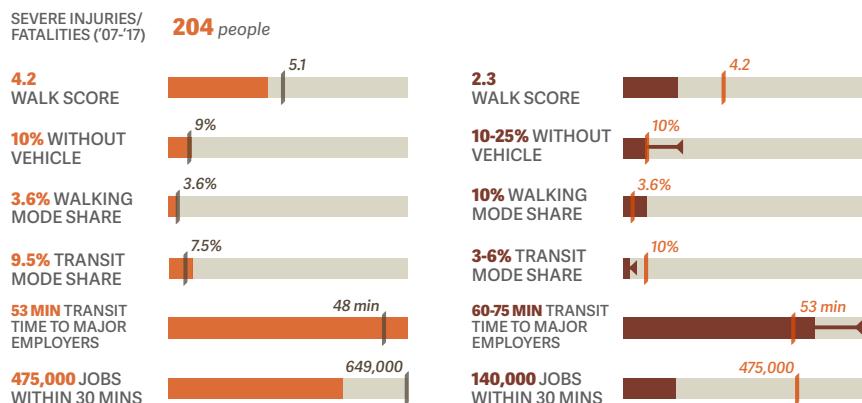
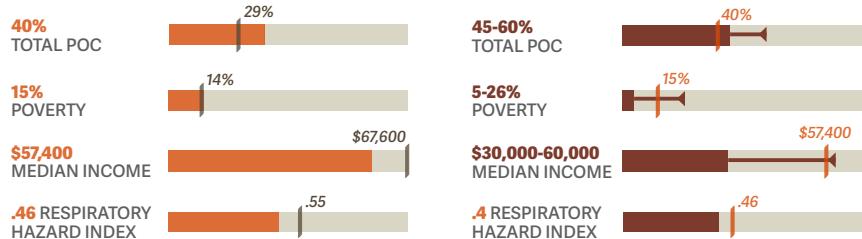
East Forest Grove includes some of the region's most racially and ethnically diverse neighborhoods, including a large Hispanic population.

Notable conditions are shown in BROWN.
These are compared with REGIONAL AVERAGES AND MEDIAN IN GRAY ITALIC.

TV Highway Corridor

Figures in RED represent average or median conditions in the corridor.

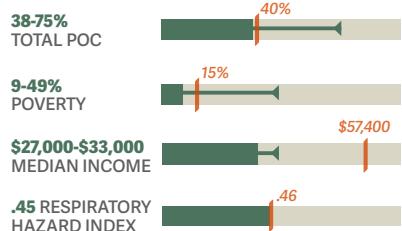
These are compared with REGIONAL AVERAGES AND MEDIAN IN GRAY ITALIC.



AREA OF FOCUS: West Hillsboro

This racially and ethnically diverse area has seen rapid growth in income and significant displacement of people of color in recent years.

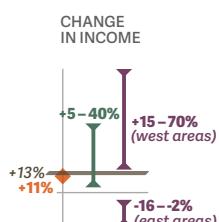
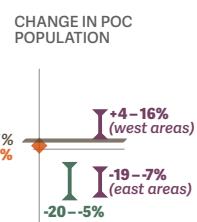
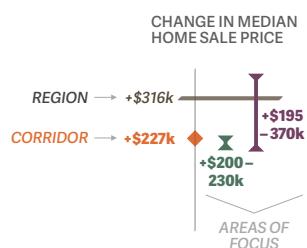
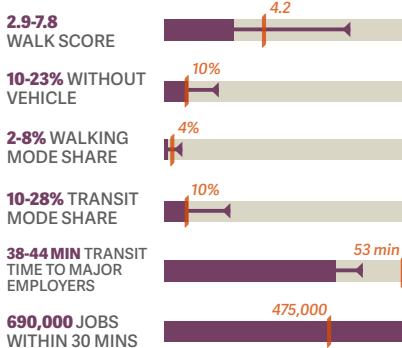
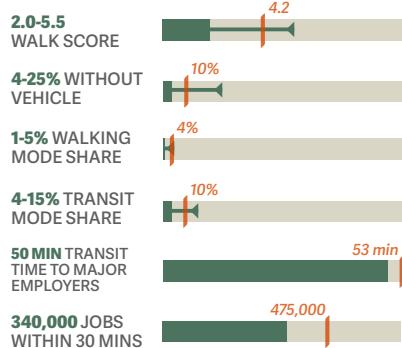
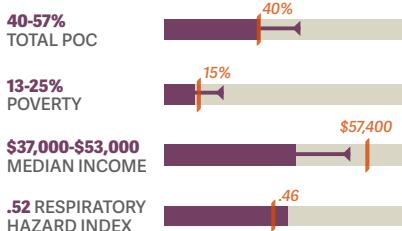
Notable conditions are shown in GREEN.
These are compared with CORRIDOR
AVERAGES AND MEDIANS IN RED ITALIC.



AREA OF FOCUS: Central Beaverton

Central Beaverton has a large Hispanic population and a high rate of poverty. Communities of color in parts of this area have been displaced in recent years.

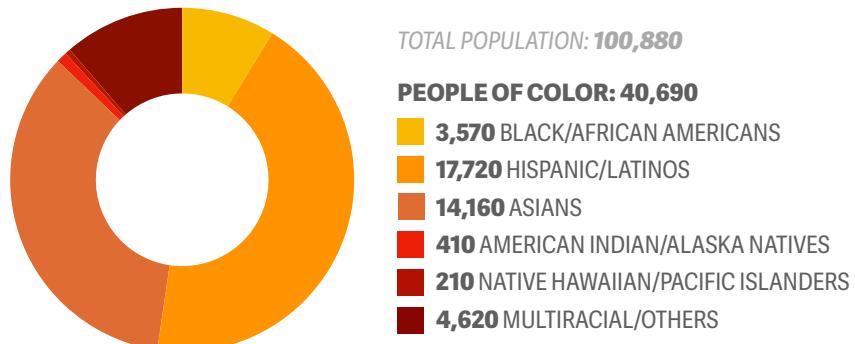
Notable conditions are shown in PURPLE.
These are compared with CORRIDOR
AVERAGES AND MEDIANS IN RED ITALIC.



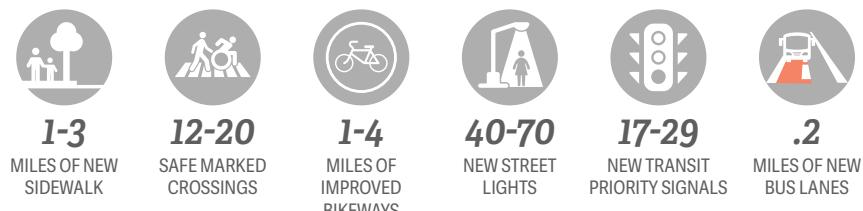
SW 185th Ave

SW 185th Avenue carries up to 65,000 vehicles and over 3,900 people on transit each day. It serves a concentration of communities of color, immigrant communities, and lower-income communities. This corridor provides access to education centers including the Portland Community College Willow Creek and Rock Creek Campus, medical clinics, and parks. It has high transit ridership potential and significant safety concerns.

Who lives along SW 185th Ave?

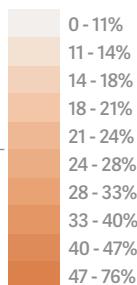


Proposed Get Moving 2020 Investments



SW 185th Ave

% PEOPLE OF COLOR



corridor range

**Better Bus**Rock Creek Blvd to Farmington
(entire corridor, 5 miles)

Targeted bus enhancements for Line 52 such as operations, station enhancements, targeted bus lanes, and signal priority to improve speed and reliability throughout corridor.

wc TM

**AREA OF FOCUS:
ALOHA**

Springville

West Union

Rock Creek

26

Cornell

Walker

Baseline

TV Hwy

Farmington

**New crosswalks and signals
Cascade to West Union (4 miles)**

Add enhanced, marked pedestrian crossings to improve access for people walking and address bikeway gap near TV Highway.

wc

**MAX overcrossing
185th/Baseline**

Build bridge for MAX Line over SW 185th to reduce traffic and bus delays and reduce pedestrian and bicycle conflicts.

TM

Complete street

Kinnaman to Farmington (.7 miles)

Widen to 3 lanes, add curbs, sidewalks, enhanced marked crossings, lighting, bike and stormwater facilities to improve safety, mobility and visibility for all modes, especially for pedestrians accessing transit stops, and support a growing community.

wc

AREA OF FOCUS: Aloha

Along this racially diverse corridor, Aloha has a particularly high concentration of people of color, namely Hispanic communities and fairly large Asian and Black communities. In recent years Aloha has seen growing populations of color.

Notable conditions are shown in BROWN.
These are compared with **CORRIDOR AVERAGES AND MEDIAN IN RED ITALIC.**

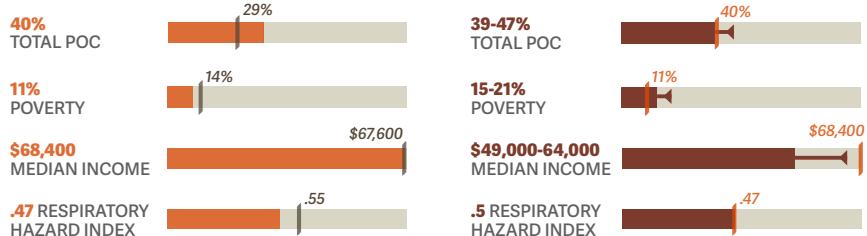
SW 185th Ave Corridor

Figures in RED represent average or median conditions in the corridor.
These are compared with REGIONAL AVERAGES AND MEDIAN IN GRAY ITALIC.

The data in this report primarily comes from the American Community Survey 5-year estimates (2017), and is complemented by data from Metro Research Center's travel modeling and inventory of regulated affordable housing as well as RLIS and Esri Business Analyst and the US EPA's National Air Toxics Assessment (2014).

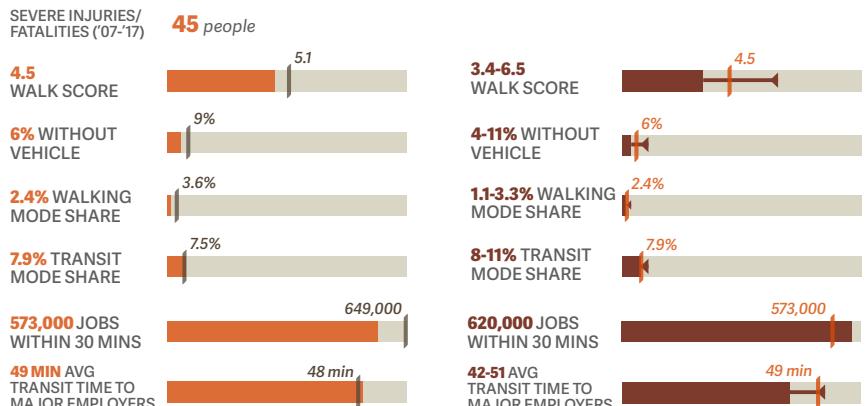
DEMOGRAPHICS

SW 185th Ave is a racially diverse corridor with a particularly high concentration of people of color, with large Hispanic, Asian and Black communities. The corridor has similar median incomes and rates of poverty as the region.



MOBILITY

This corridor has less access to jobs than much of the region, but similar transit access to major employers. Commute burdens are slightly lower than other parts of the region. Vehicle ownership rates are slightly higher than the regional median.



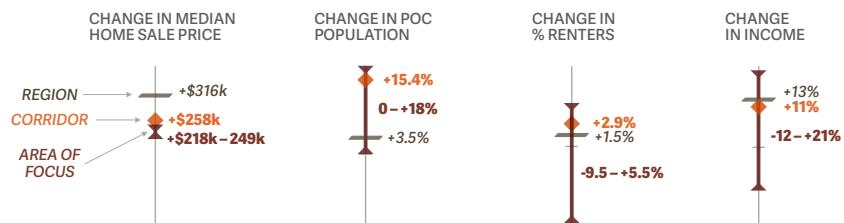
HOUSING

Median rents and rates of cost-burden are similar to the regional median, however some communities of color who live along the corridor are cost-burdened at higher rates – like in Aloha where 60% of renters are cost-burdened.



DISPLACEMENT INDICATORS

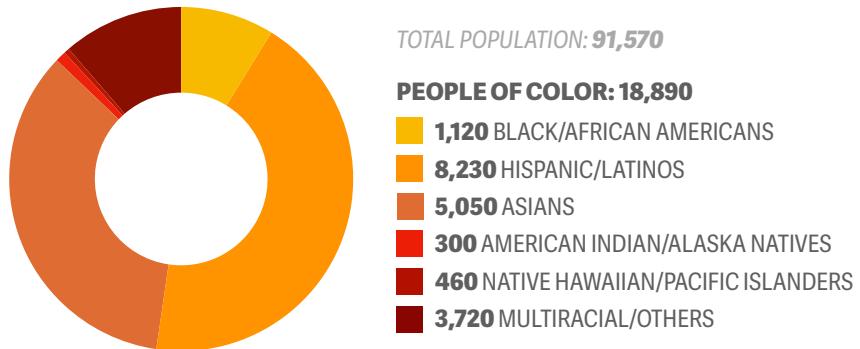
At the corridor level, displacement indicators suggest minimal displacement activity. Property values and incomes are increasing, though less quickly than the regional median. The percent of people of color along the corridor increased significantly more than the region and the change in % renters has increased slightly more.



Pacific Highway 99W

Highway 99W plays an essential role in our regional and state transportation systems. This corridor links the cities of Tigard, Tualatin, and Sherwood and connects the Portland Metro area to the greater Willamette Valley. It serves a concentration of communities of color, limited English proficiency speakers, and lower income communities. Highway 99W runs through the center of cities along the corridor, separating residential areas from commercial areas, making it difficult for pedestrians to cross the highway. The envisioned corridor will provide opportunities for lower-wage earners to access a range of employment throughout the region.

Who lives along Pacific Highway 99W?

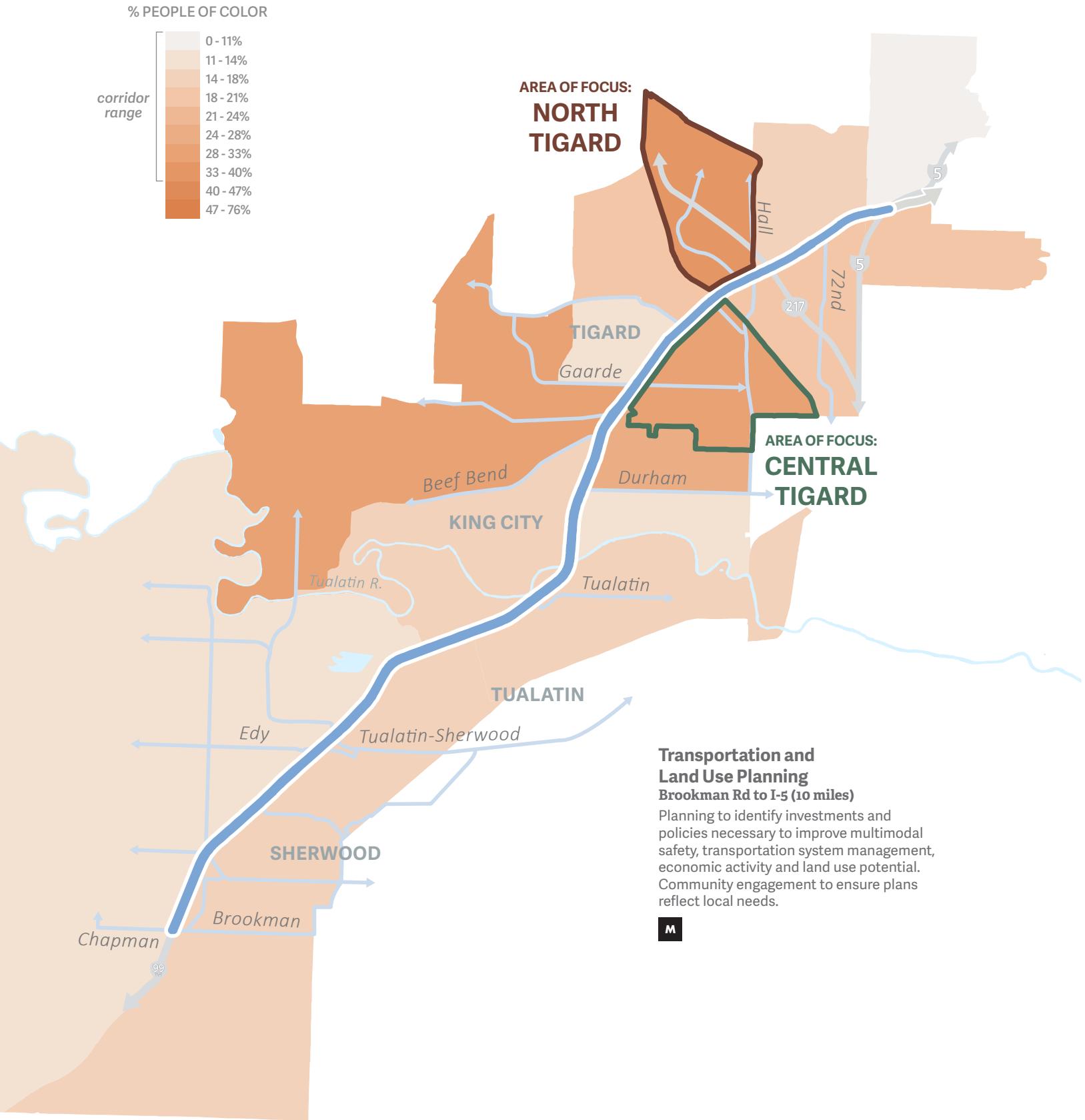


Proposed Get Moving 2020 Investments



PLANNING AND
STAKEHOLDER
ENGAGEMENT FOR
FUTURE IMPROVEMENTS

Pacific Highway 99W



The data in this report primarily comes from the American Community Survey 5-year estimates (2017), and is complemented by data from Metro Research Center's travel modeling and inventory of regulated affordable housing as well as RLIS and Esri Business Analyst and the US EPA's National Air Toxics Assessment (2014).

DEMOGRAPHICS

This corridor as a whole is less racially and ethnically diverse than the region, but has similar median incomes. The corridor is home to large Hispanic and Asian communities, as well as a sizable Black population.

MOBILITY

This corridor has similar access to jobs, transit access to major employers, car ownership rates, and commute burden as the rest of the region. Rates of transit ridership and walking to work are slightly lower.

HOUSING

Median rents along the corridor similar to the regional median, as are rates of cost-burden among renters and homeowners.

DISPLACEMENT INDICATORS

Displacement indicators at the corridor level suggest mixed signals—property values are increasing on par with the region but the growth of populations of color is significantly slower, as is the increase in incomes. Some areas, like North Tigard, are experiencing a loss of people of color, suggesting displacement.

Pacific Highway 99W Corridor

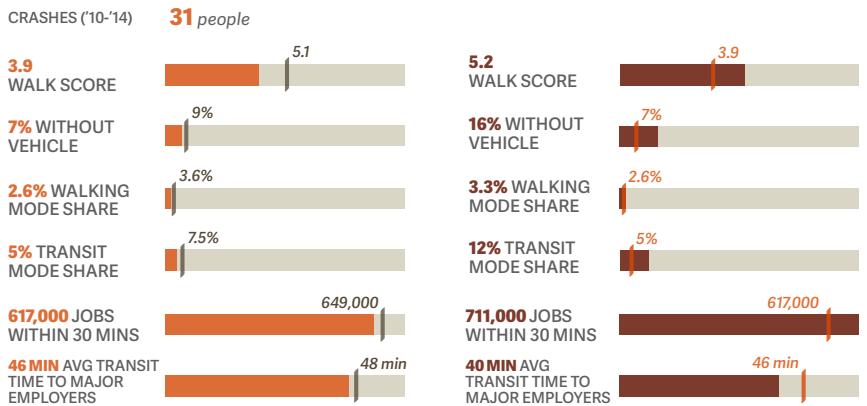
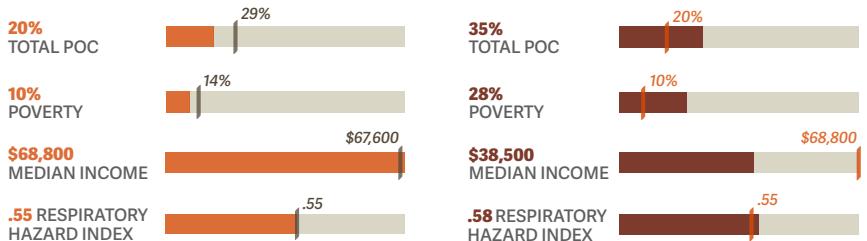
Figures in RED represent average or median conditions in the corridor.

These are compared with REGIONAL AVERAGES AND MEDIANES IN GRAY ITALIC.

AREA OF FOCUS: North Tigard

North Tigard is home to the corridor's largest Black population, as well as a sizable Hispanic population. Median incomes, however, are almost half the regional median and a loss in the percentage of people of color suggests displacement is occurring.

Notable conditions are shown in BROWN.
These are compared with CORRIDOR AVERAGES AND MEDIANES IN RED ITALIC.



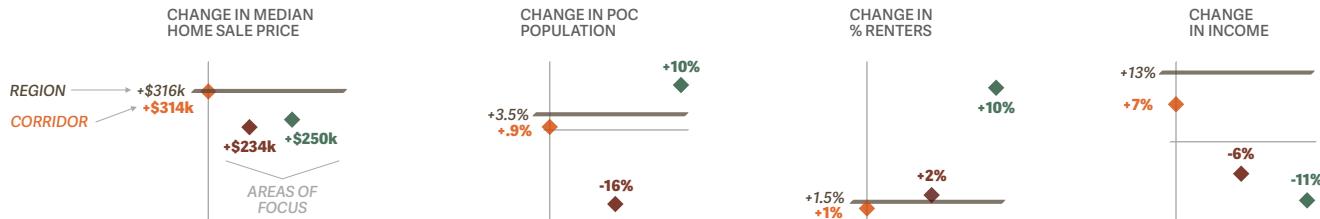
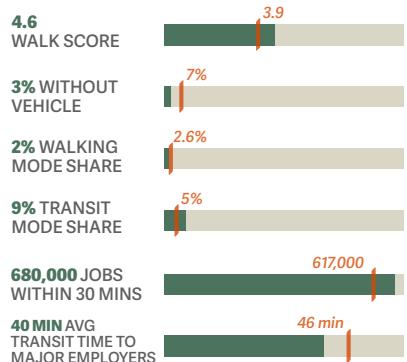
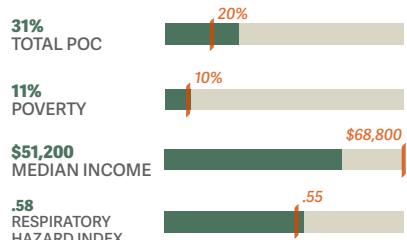
SEE GRAPHS ON NEXT PAGE

AREA OF FOCUS:**Central Tigard**

Central Tigard has a large and growing Hispanic community. Median incomes are lower than the corridor and regional medians.

Notable conditions are shown in GREEN.

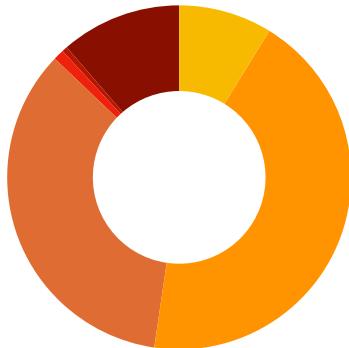
These are compared with CORRIDOR AVERAGES AND MEDIAN IN RED ITALIC.



Highway 217

Highway 217 is a regionally-important north-south highway linking US 26 and I-5, and carrying up to 118,000 vehicles per day. In addition to being a freight route, the greater corridor includes frequent bus service on Hall Boulevard and critical light rail (MAX) and train (WES) service that provides access to jobs to and from Washington County. **Almost 30% of people residing in the census tracts adjacent to 217 identify as non-white.** Allen Boulevard includes culturally and racially diverse residents and businesses that cater to Spanish, Arabic, and Korean-speaking communities. The corridor experiences safety and mobility problems, including recurring bottlenecks, unreliable travel times and has several sites along the highway identified by ODOT as having high safety issues based on crash statistics.

Who lives along Highway 217?



TOTAL POPULATION: 73,280

PEOPLE OF COLOR: 20,550

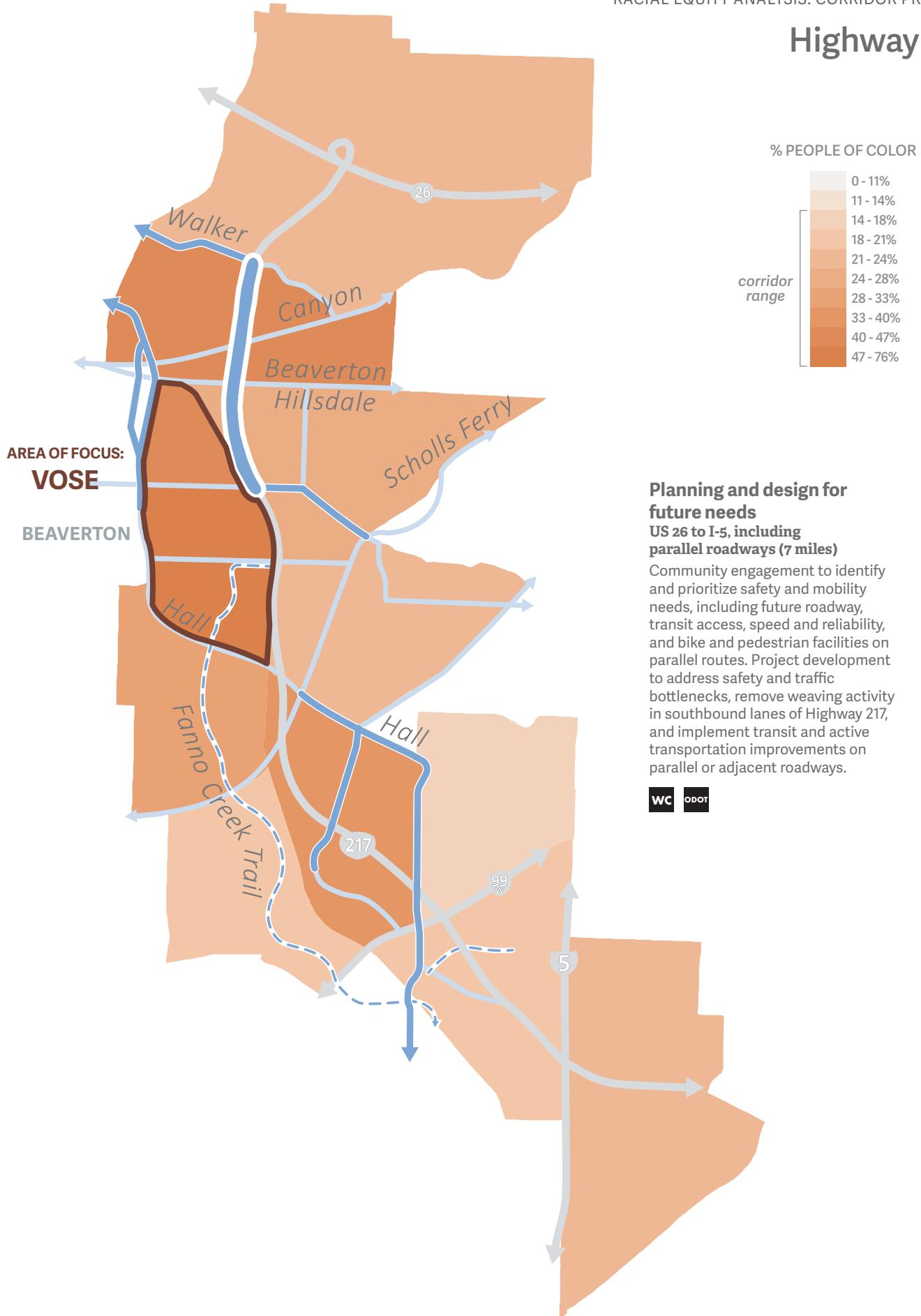
1,920	BLACK/AFRICAN AMERICANS
11,680	HISPANIC/LATINOS
3,730	ASIAN
210	AMERICAN INDIAN/ALASKA NATIVES
130	NATIVE HAWAIIAN/PACIFIC ISLANDERS
2,880	MULTIRACIAL/OTHERS

Proposed Get Moving 2020 Investments



PLANNING, DESIGN AND
STAKEHOLDER ENGAGEMENT
FOR FUTURE IMPROVEMENTS

Highway 217



AREA OF FOCUS: Vose

The Vose neighborhood, just south of Central Beaverton, is home to the corridor's most racially and ethnically diverse communities with over 45% of people identifying as non-white. Incomes in this area are also some of the corridor's lowest.

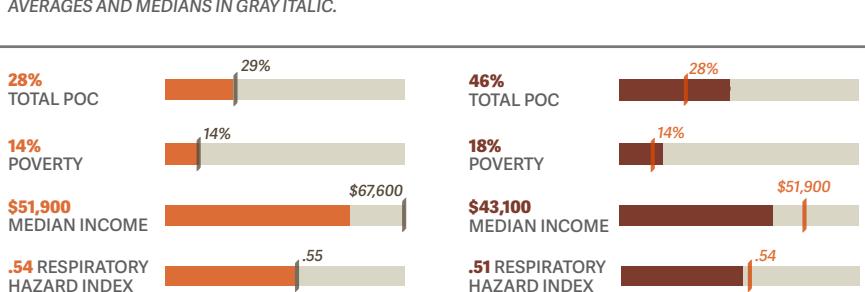
Notable conditions are shown in BROWN.
These are compared with **CORRIDOR AVERAGES AND MEDIAN IN RED ITALIC.**

Highway 217 Corridor

The data in this report primarily comes from the American Community Survey 5-year estimates (2017), and is complemented by data from Metro Research Center's travel modeling and inventory of regulated affordable housing as well as RLIS and Esri Business Analyst and the US EPA's National Air Toxics Assessment (2014).

DEMOGRAPHICS

This corridor as a whole has similar racial and ethnic diversity as the region, though it has lower median incomes. The corridor is home to a large Hispanic population, and has sizable Asian and Black communities as well.



MOBILITY

This corridor has slightly better access to jobs and transit access to major employers than the rest of the region. The median commute burden is slightly lower while transit ridership rates are higher.



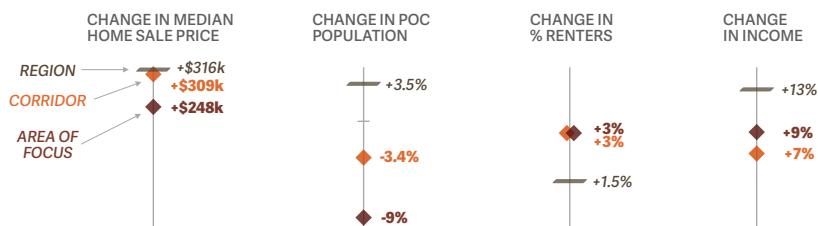
HOUSING

Median rents along the corridor are lower than the regional median. Rates of cost-burden among renters and homeowners are similar to the regional median.



DISPLACEMENT INDICATORS

Displacement indicators suggest displacement may be occurring, with a -3.4% drop in the percent of people of color along the corridor. While property values are increasing in step with the region, income is increasing more slowly.





"Because I don't have a car or any other method, that's why I always use the bus or the MAX. In my area the bus comes every thirty minutes which is a little bit long for me. It should be a shorter time."

Victo



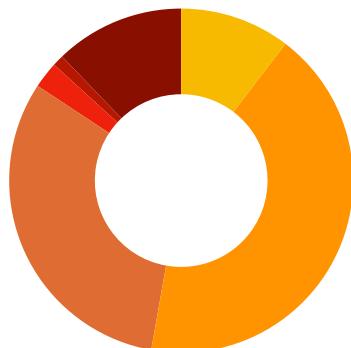
"As I drive I fear the black spots—it's hard to tell if someone is causing the black spots. The other thing is when the bike lane is not indicated sometimes you have to pay attention to that."

Alexander

82nd Avenue

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 including the **Jade District**—one of the most racially diverse areas in the State and an **important cultural hub for the Asian-American community**. 82nd is also identified by the City of Portland as a Civic Corridor which describes the city's busiest, widest, and most prominent streets.

Who lives along 82nd Ave?



TOTAL POPULATION: 122,140

PEOPLE OF COLOR: 40,020

- 4,150 BLACK/AFRICAN AMERICANS
- 17,000 HISPANIC/LATINOS
- 12,600 ASIANS
- 1,000 AMERICAN INDIAN/ALASKA NATIVES
- 420 NATIVE HAWAIIAN/PACIFIC ISLANDERS
- 4,870 MULTIRACIAL/OTHERS

Proposed Get Moving 2020 Investments



82nd Ave

Alderwood-Killingsworth Path Planning (1 mile)

Design multi-use path to provide safe walking/biking facility.



Safety and State of Good Repair Killingsworth to Sunnybrook (9 miles)

Add/improve sidewalks, crossings, lighting to reduce severe injury and fatal crashes. Address maintenance issues (repair pavement and replace older signals, address Americans with Disabilities Act needs) to facilitate jurisdictional transfer from ODOT to PBOT within the City of Portland.



AREA OF FOCUS: CULLY

Killingsworth

Sandy

Burnside

Powell

Foster

AREA OF FOCUS: LENTS/ POWELLHURST

Hwy 224

AREA OF FOCUS: EAST MONTAVILLA

AREA OF FOCUS: HARMONY POINT

Airport Way Intersection with 82nd Ave

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



MAX Station Access Planning 82nd Ave Station

Planning process and subsequent design to improve station access to the west side of 82nd to reduce the need for at-grade pedestrian crossings of 82nd Avenue.

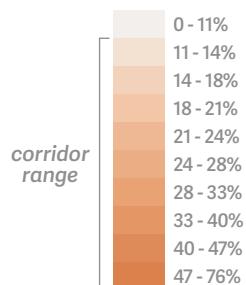


Bus Rapid Transit Killingsworth to Clackamas Transit Center (9 miles)

Improvements along 82nd Avenue to improve transit (Line 72) speed, reliability, station access, amenities, and rider experience; including bus priority/queue bypass lanes, enhancements to transit stops, and upgraded transit signal priority systems.



% PEOPLE OF COLOR



AREA OF FOCUS: Lents/Powellhurst

The Lents neighborhood has large populations of Asian and Hispanic people and has experienced significant development in recent years, potentially accentuating displacement.

Notable conditions are shown in BROWN.
These are compared with **CORRIDOR AVERAGES AND MEDIAN IN RED ITALIC.**

The data in this report primarily comes from the American Community Survey 5-year estimates (2017), and is complemented by data from Metro Research Center's travel modeling and inventory of regulated affordable housing as well as RLIS and Esri Business Analyst and the US EPA's National Air Toxics Assessment (2014).

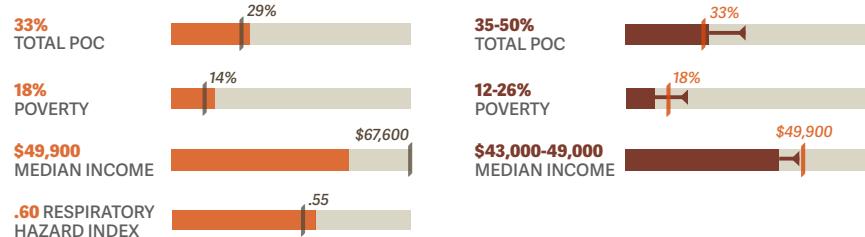
DEMOGRAPHICS

82nd Avenue is home to racially and ethnically diverse communities with large Asian and Hispanic populations. Across most of the corridor, however, median incomes are lower than the region's and rates of poverty are higher.

82nd Ave Corridor

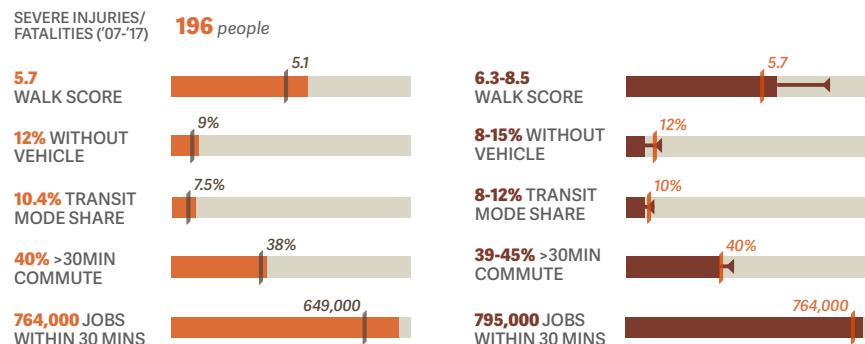
Figures in RED represent average or median conditions in the corridor.

These are compared with **REGIONAL AVERAGES AND MEDIAN IN GRAY ITALIC.**



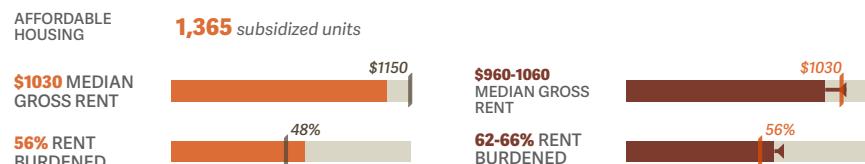
MOBILITY

Residents who live along the corridor have higher than average access to low and middle-wage jobs, and slightly higher transit access to major employers. People who live along the corridor are more transit dependent, with car ownership rates lower than the regional average and transit usage higher.



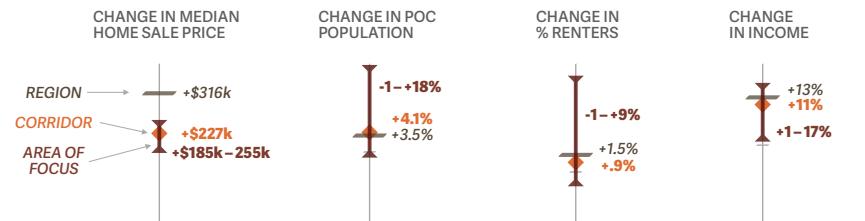
HOUSING

Median rents along the corridor are slightly lower than the regional median, but renters are cost-burdened at higher rates. Renters in some neighborhoods, like Lents/Powellhurst, are especially cost-burdened.



DISPLACEMENT INDICATORS

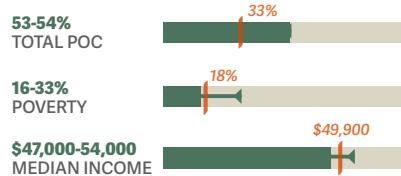
At the corridor level, displacement indicators demonstrate a mix of signals. Displacement of people of color between 2000 and 2017 appears low. Incomes and home prices are growing, though less quickly than the region overall. However, specific neighborhoods such as Cully show stronger signs of displacement.



AREA OF FOCUS: Cully

Cully is home to a large Hispanic population and many low-income families. The Cully neighborhood has seen active displacement of people of color in recent years.

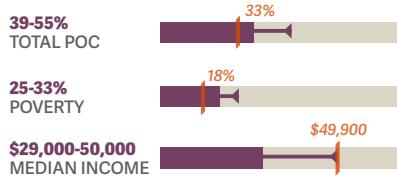
Notable conditions are shown in GREEN.
These are compared with CORRIDOR
AVERAGES AND MEDIAN IN RED ITALIC.



AREA OF FOCUS: East Montavilla

East Montavilla is home to many thriving Asian communities and has become increasingly diverse in recent years.

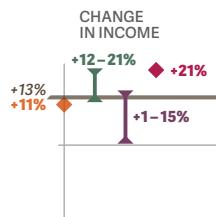
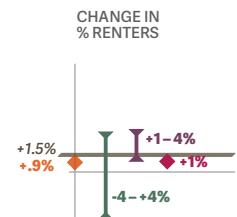
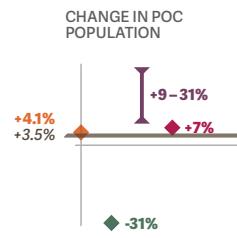
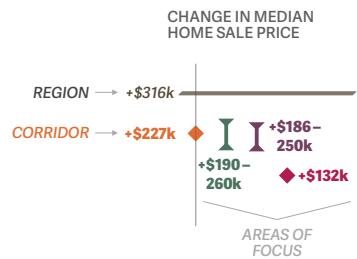
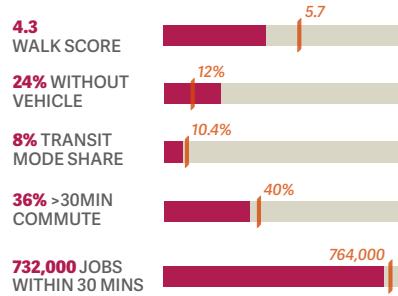
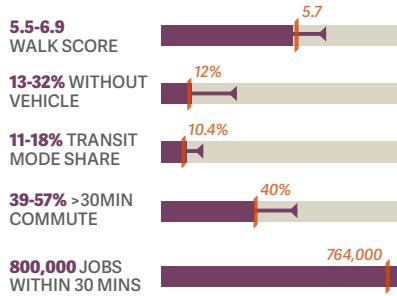
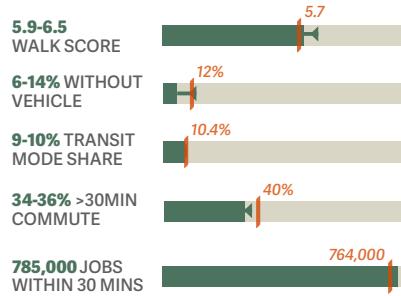
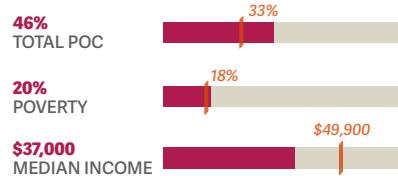
Notable conditions are shown in PURPLE.
These are compared with CORRIDOR
AVERAGES AND MEDIAN IN RED ITALIC.



AREA OF FOCUS: Harmony Point

Harmony Point is one of Clackamas County's most racially and ethnically diverse communities and also has many families experiencing poverty.

Notable conditions are shown in PINK.
These are compared with CORRIDOR
AVERAGES AND MEDIAN IN RED ITALIC.





"I go by a set schedule. I've got to be out at 105th by ten o'clock. In winter time bus reliability is different. Bad weather affects the schedule of the buses. It's a hassle, but I catch the bus five days a week."

Kevin



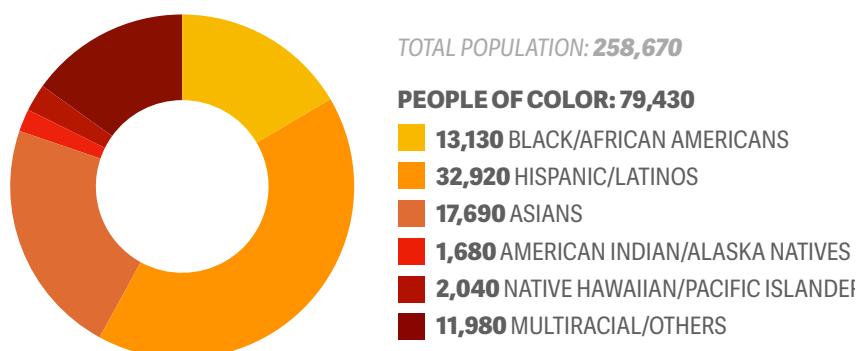
"It's interesting to watch the ways transit changes from season to season. When it rains, nobody wants to ride their bikes so everybody is flooding on the buses—there's so many people. I think a lot of people use it in the wintertime when it's crappy out."

Shay

Burnside

Burnside is a major corridor that connects Washington County and East Multnomah County through downtown Portland. The corridor splits northern and southern neighborhood residents. Although there is a lower concentration of communities of color living along the corridor, the corridor acts as a key throughway for many diverse communities. It also acts as a critical Willamette River crossing for many transportation modes and has been referred to by some entities as an “emergency lifeline” road. The corridor serves as a main street for numerous formal and informal commercial centers and provides connections to MAX and Gresham transit facilities. It is a high crash corridor and has been identified by TriMet as a key corridor to increase transit ridership.

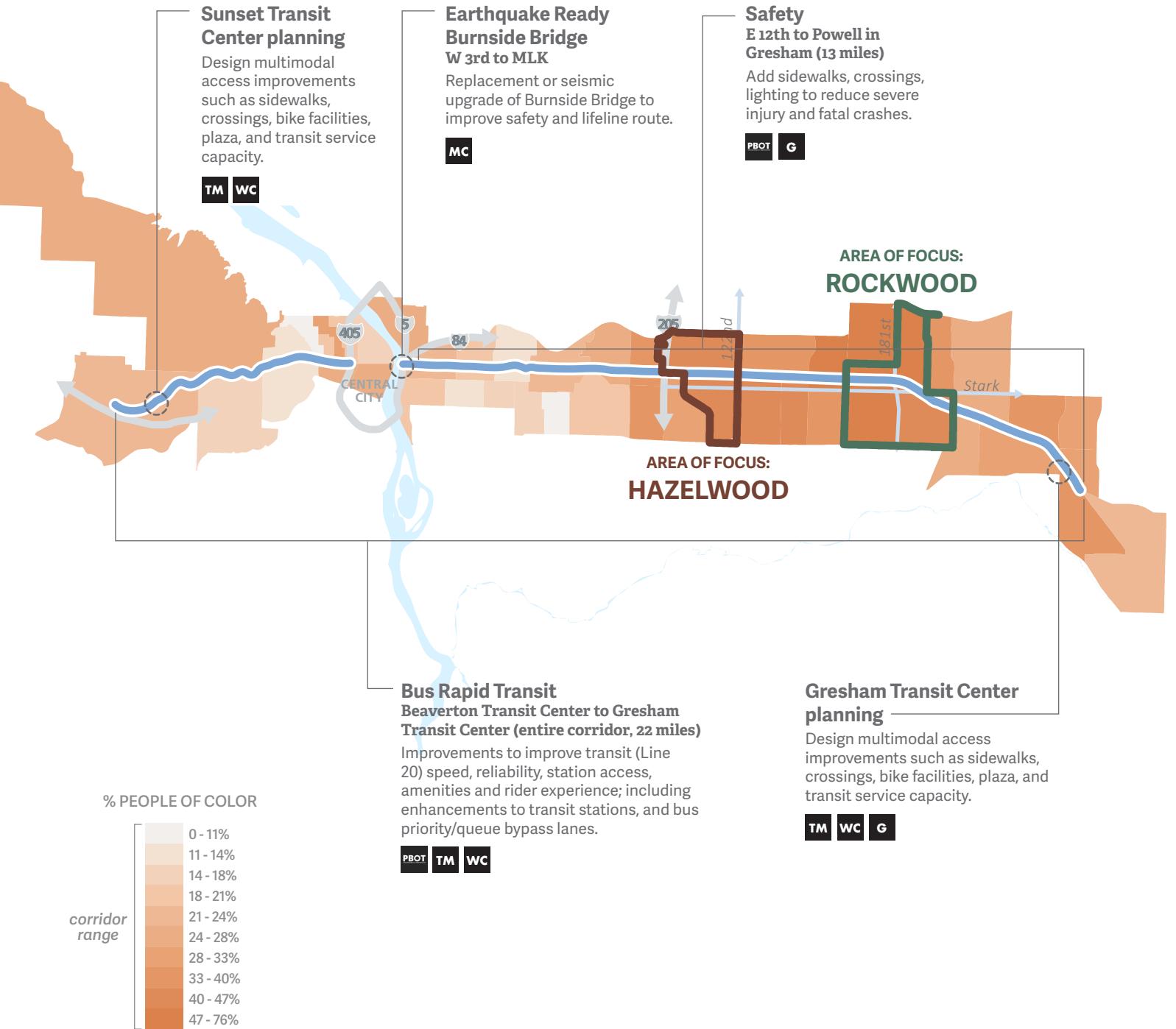
Who lives along Burnside?



Proposed Get Moving 2020 Investments



Burnside



AREA OF FOCUS: Hazelwood

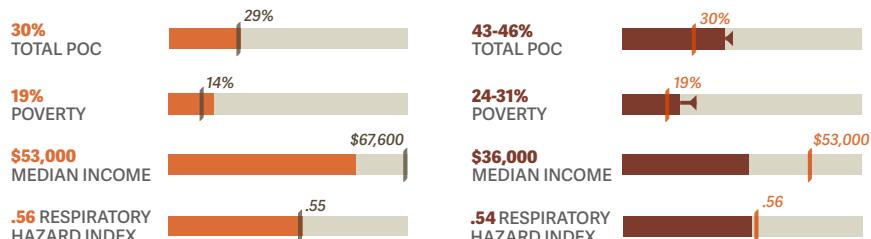
Burnside Corridor

Figures in RED represent average or median conditions in the corridor.

These are compared with REGIONAL AVERAGES AND MEDIAN IN GRAY ITALIC.

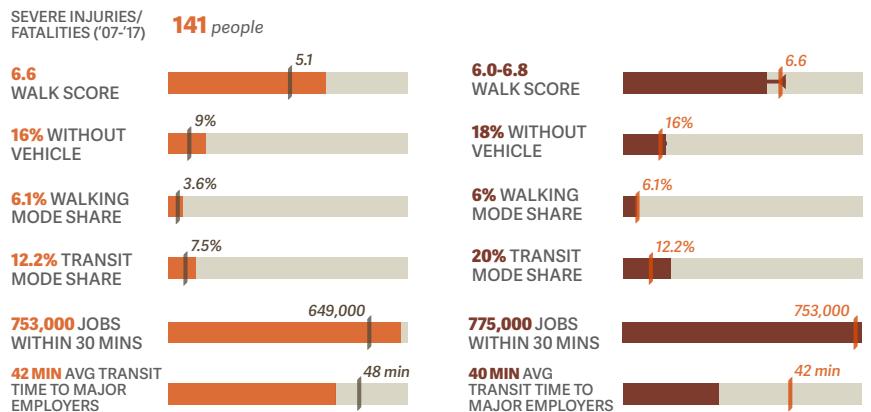
DEMOGRAPHICS

Burnside is about as racially diverse as the region with areas of higher concentrations of people of color towards the east and less diverse neighborhoods to the west. Income also varies widely across the corridor, but overall the corridor has a median income approximately 20% lower than the regional median.



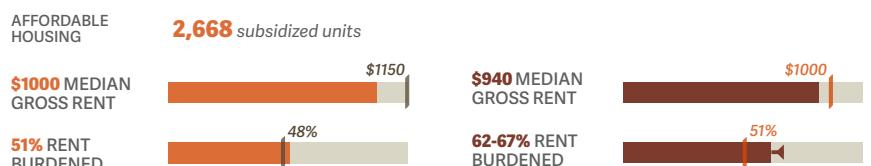
MOBILITY

This corridor has better access to jobs than much of the region, and better transit access to major employers. The median commute burden is lower. Vehicle ownership rates are significantly lower than the region and transit ridership rates are substantially higher.



HOUSING

Median rents along the corridor are lower than the regional median, though this varies widely across the corridor. Rates of cost-burden among renters and homeowners are similar to the regional median.



DISPLACEMENT INDICATORS

Displacement indicators at the corridor level give mixed signals – home prices are increasing similar to the regional median but incomes are increasing faster than the region and the share of renters is decreasing. Corridor-wide the share of people of color is increasing, though some neighborhoods along the corridor see a loss in people of color.

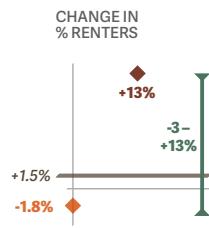
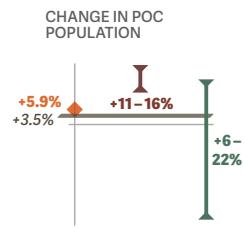
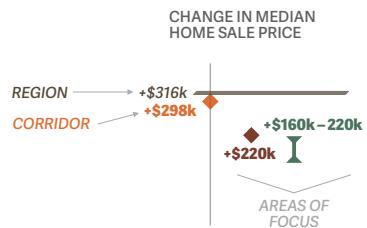
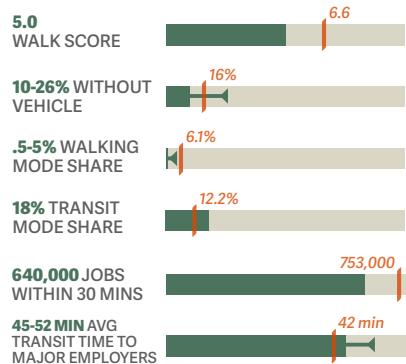
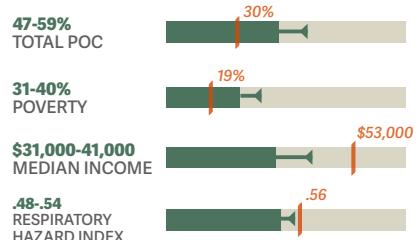
SEE GRAPHS ON NEXT PAGE

AREA OF FOCUS:**Rockwood**

People of color make up 47-59% of Rockwood, with large Black, Hispanic and Asian communities. Median incomes are especially low in this area and there is an increasing community concern about displacement.

Notable conditions are shown in GREEN.

These are compared with CORRIDOR AVERAGES AND MEDIAN IN RED ITALIC.





"I'm usually all over Portland, I ride TriMet all the time. I think that TriMet should run at all hours in a busy city like this. TriMet has the ability to offer people the city experience, what it's like to be in Portland, so it should really be focused on that."

Victor

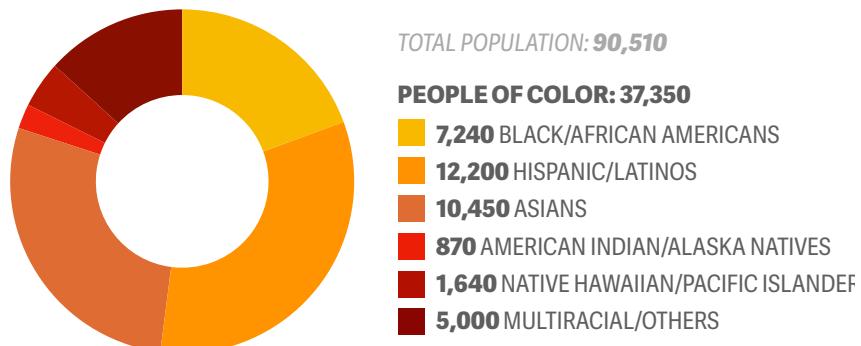
"I bus from 162nd and Sandy Blvd to 122nd, that's right by the 7-Eleven and Parkrose High School. During rush hour the buses are either late or there's a traffic jam because people got into a car wreck or people walk all over the place—they just walk in the middle of the streets."

Izaya

122nd Ave

122nd Ave connects Foster Road to Marine Drive. The corridor serves TriMet's diverse ridership on 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. Included within this corridor is the **Parkrose neighborhood, which has large Black, Hispanic and Asian populations.** Critical resources are located near 122nd Ave, such as **BeginRight Employment Services, Unite Oregon, Columbia Care Services, and Northwest Tibetan Cultural Association.**

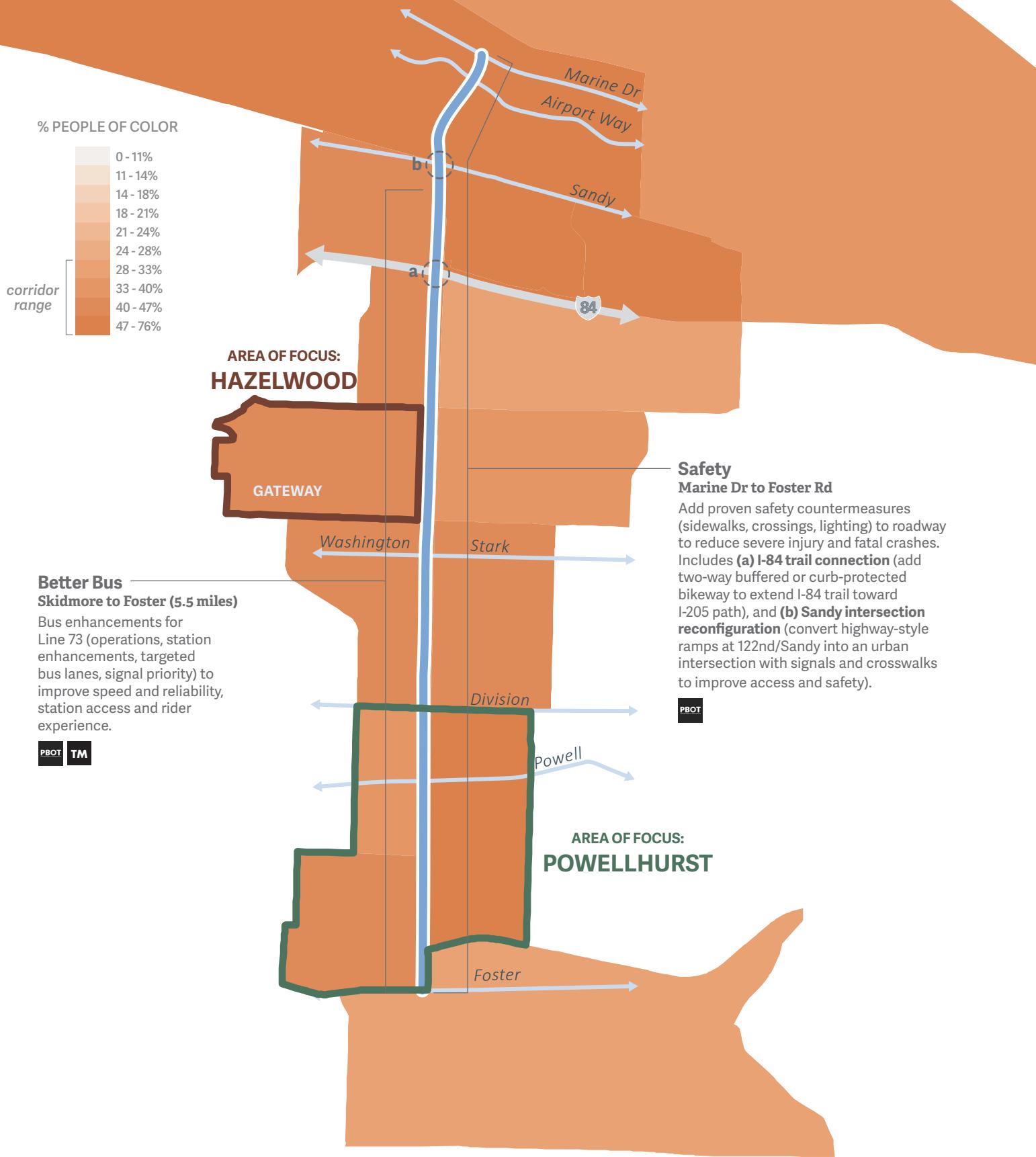
Who lives along 122nd Ave?



Proposed Get Moving 2020 Investments



122nd Ave



AREA OF FOCUS: West Hazelwood

West Hazelwood has a large Black population, who make up 13% of the area's residents. The area also has median incomes significantly lower than the region.

Notable conditions are shown in BROWN.
These are compared with **CORRIDOR AVERAGES AND MEDIAN IN RED ITALIC**.

122nd Ave Corridor

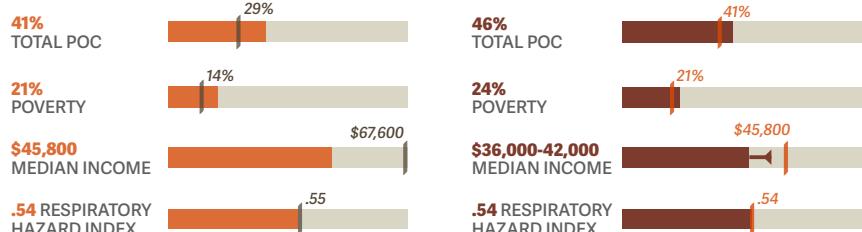
The data in this report primarily comes from the American Community Survey 5-year estimates (2017), and is complemented by data from Metro Research Center's travel modeling and inventory of regulated affordable housing as well as RLIS and Esri Business Analyst and the US EPA's National Air Toxics Assessment (2014).

DEMOGRAPHICS

SE 122nd is more racially diverse than the region with people of color making up 41% of residents. The corridor has a notably large Black population, and sizable Asian and Hispanic communities as well. The corridor's median income is significantly lower than the region, with areas such as West Hazelwood and Powellhurst seeing even lower incomes.

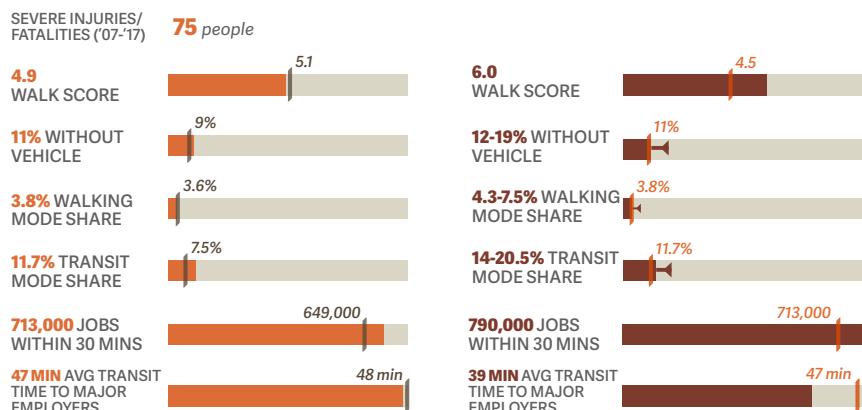
MOBILITY

This corridor has better access to jobs than much of the region, and similar transit access to major employers. Vehicle ownership rates are slightly lower than the region and transit ridership rates are higher.



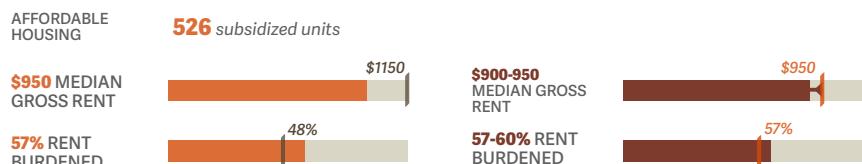
HOUSING

Median rents along the corridor are significantly lower than the regional median, but rates of rent burden are higher.



DISPLACEMENT INDICATORS

At the corridor level, displacement indicators suggest minimal displacement activity. Property values and incomes are increasing, though less quickly than the regional median. The percent of people of color along the corridor increased significantly more than the region, and the change in the percentage of renters has increased slightly more than the region.



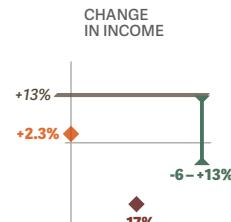
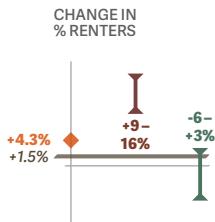
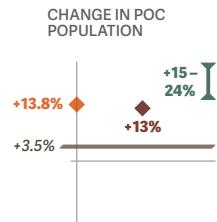
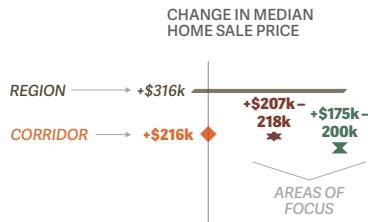
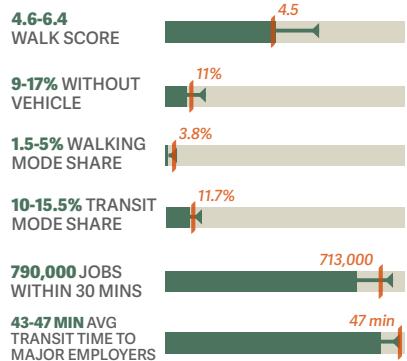
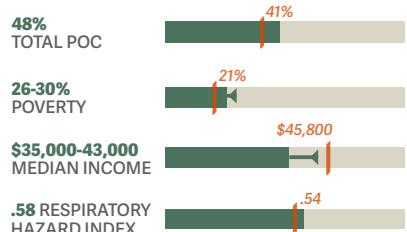
SEE GRAPHS ON NEXT PAGE

AREA OF FOCUS:**Powellhurst**

Powellhurst has large populations of Black, Hispanic and Asian people, who make up almost half of the area's residents. The area also has a high rate of poverty.

Notable conditions are shown in GREEN.

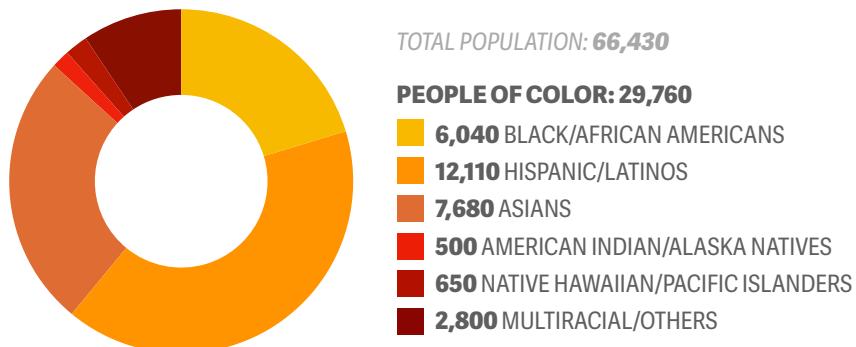
These are compared with CORRIDOR AVERAGES AND MEDIAN IN RED ITALIC.



162nd Avenue

162nd Ave 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. Rockwood has an income lower than 69.8% of U.S. neighborhoods, with only two major grocery stores: Winco Foods located on NE 122nd and Albertson's on 181st. This corridor is home to the **Rosewood Initiative, Su Casa Super Mercado, Day Break Shelter, and Hispanic Network**. 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.

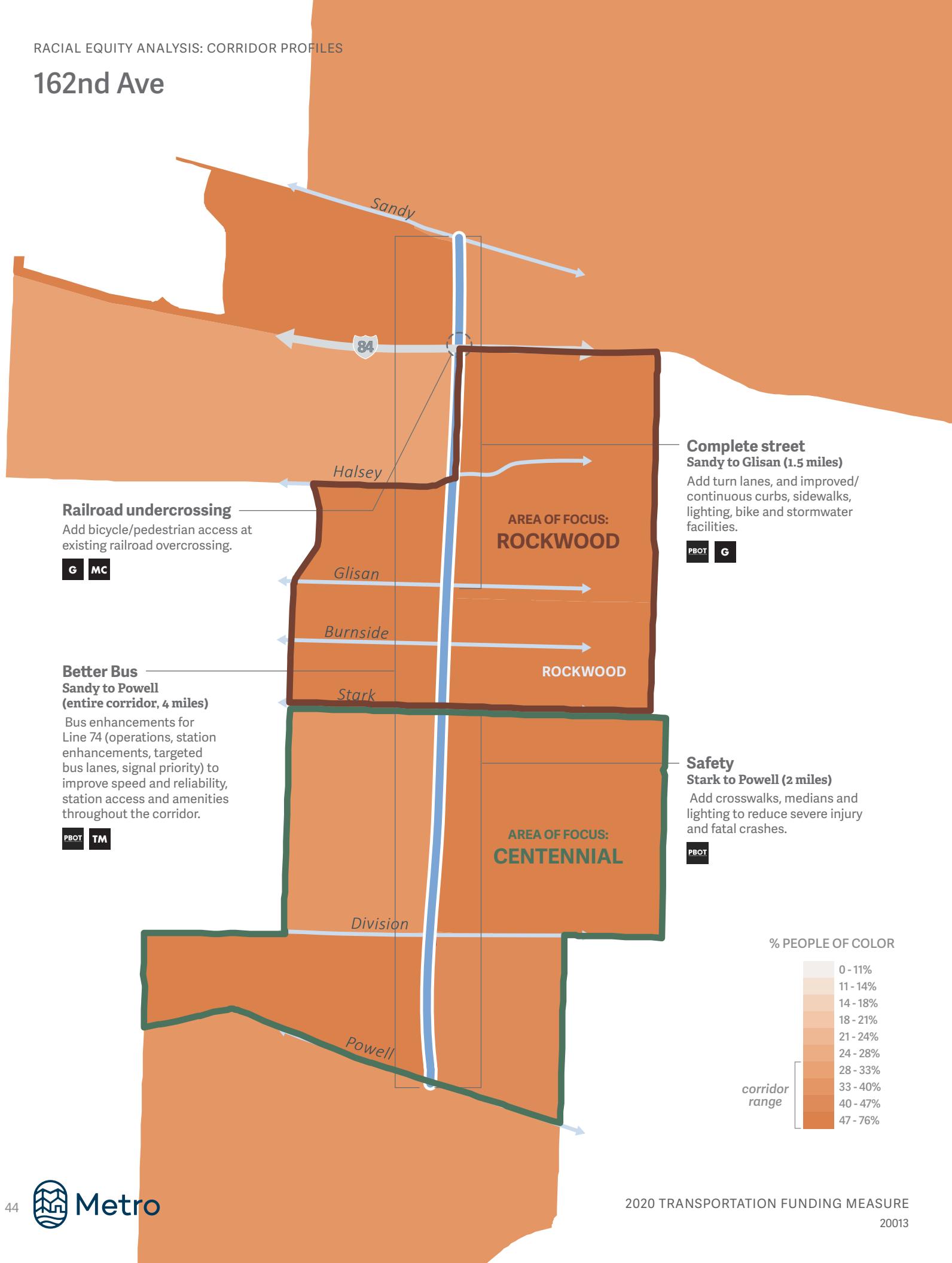
Who lives along 162nd Avenue?



Proposed Get Moving 2020 Investments



162nd Ave



AREA OF FOCUS: Rockwood/Wilkes East

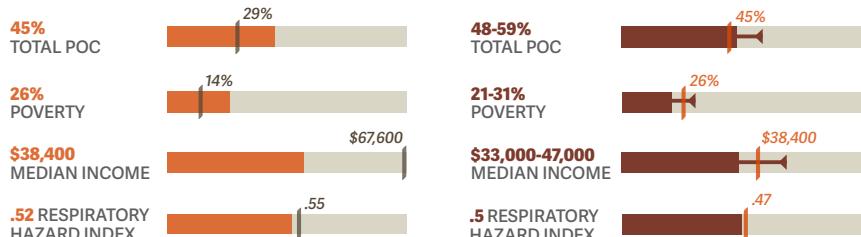
162nd Ave Corridor

Figures in RED represent average or median conditions in the corridor.

These are compared with REGIONAL AVERAGES AND MEDIAN IN GRAY ITALIC.

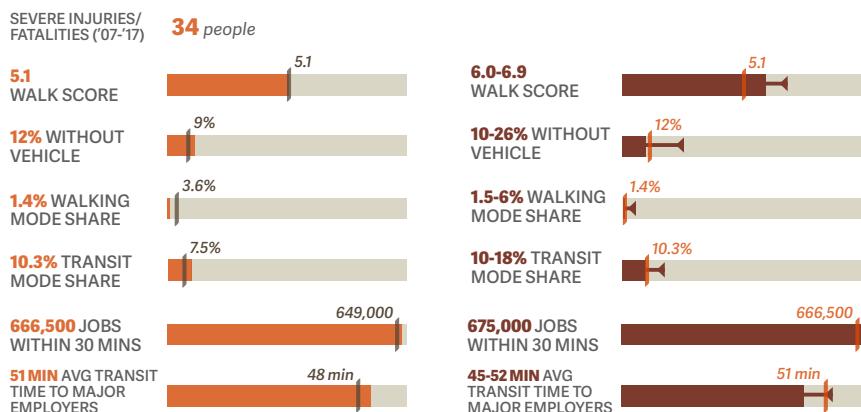
DEMOGRAPHICS

SE 162nd is more racially diverse than the region with people of color making up 45% of residents. The corridor has a notably large Black population, and sizable Asian and Hispanic communities as well. The corridor's median income is only a little more than half of the regional median.



MOBILITY

This corridor has similar access to jobs as much of the region, and similar transit access to major employers as well as median commute burden. Vehicle ownership rates are slightly lower than the region and transit ridership rates are higher.



HOUSING

Median rents along the corridor are significantly lower than the regional median, but due to lower incomes, rates of rent burden are significantly higher.



DISPLACEMENT INDICATORS

Indicators at the corridor level suggest little displacement activity – the percent of people of color and renters are increasing, incomes are stagnant and home prices have increased slower than the region. However, the wide variation in data shown on the following page suggest displacement activity in certain areas of Rockwood and Centennial.

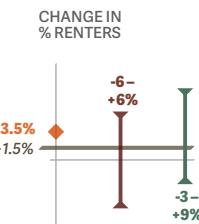
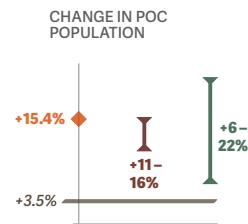
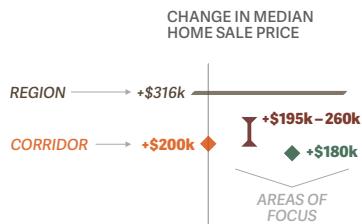
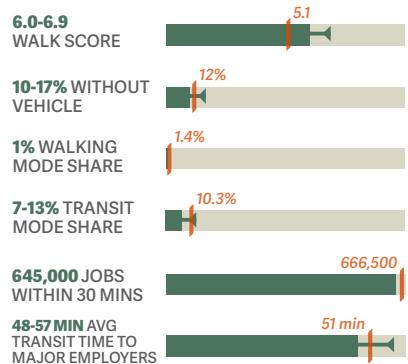
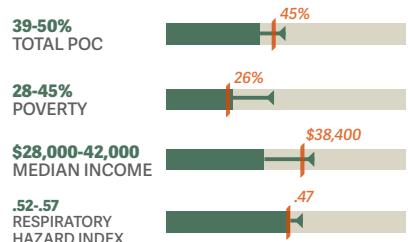
SEE GRAPHS ON NEXT PAGE

AREA OF FOCUS:**Centennial**

Centennial has large and growing Hispanic and Black populations and high rates of poverty. Parts of Centennial show signs of displacement, an increasing concern for the area's residents of color.

Notable conditions are shown in GREEN.

These are compared with CORRIDOR
AVERAGES AND MEDIAN IN RED ITALIC.





"I live out on Powell. I usually come downtown to come shop or take care of personal business. I ride public transit because it's cheaper, more affordable, it meets my budget. I'd like more buses, scheduling and more buses, basically more buses."

Mary



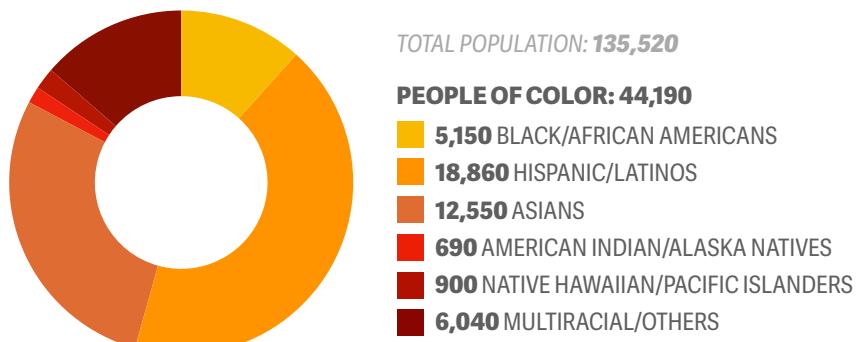
"I live in Sellwood and go to Cleveland High School, and there's no direct route from here to there in spite of it being a neighborhood feeder school. So I have to wait between buses for a while."

Dasha

Powell Blvd

Powell Blvd links Portland's west side to East Multnomah County for all modes including freight. As a main street for numerous commercial centers the corridor connects historically underserved communities in outer SE neighborhoods. TriMet identifies Powell Blvd as a key corridor to increase ridership by making safety improvements and prioritizing transit-oriented development. Transit improvements would **connect the high concentration of affordable housing along the corridor to jobs and commercial centers.**

Who lives along Powell Blvd?



Proposed Get Moving 2020 Investments



15-25
SAFE MARKED
CROSSINGS



1-2
MILES OF
IMPROVED
BIKEWAYS

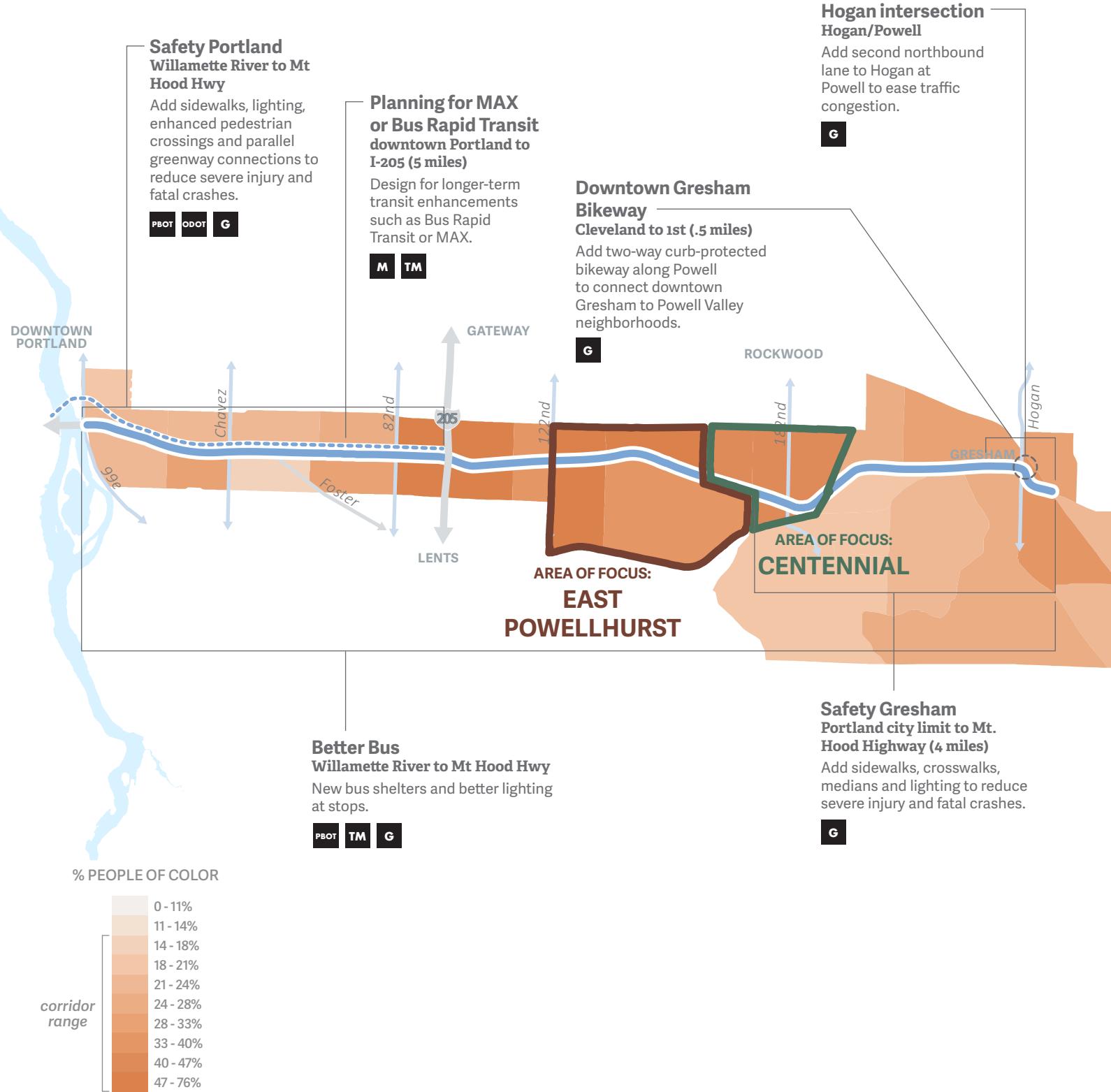


75-125
NEW STREET
LIGHTS



30-40
NEW TRANSIT
PRIORITY SIGNALS

Powell Blvd



AREA OF FOCUS: East Powellhurst

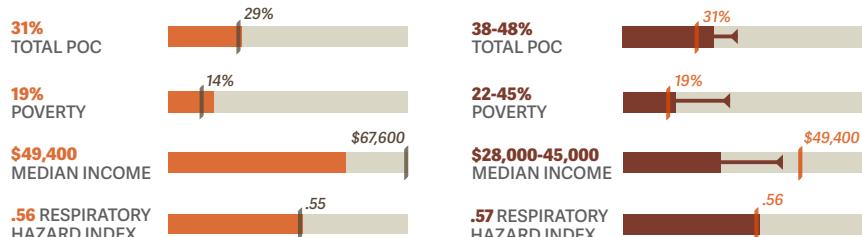
Powell Blvd Corridor

Figures in RED represent average or median conditions in the corridor.

These are compared with REGIONAL AVERAGES AND MEDIAN IN GRAY ITALIC.

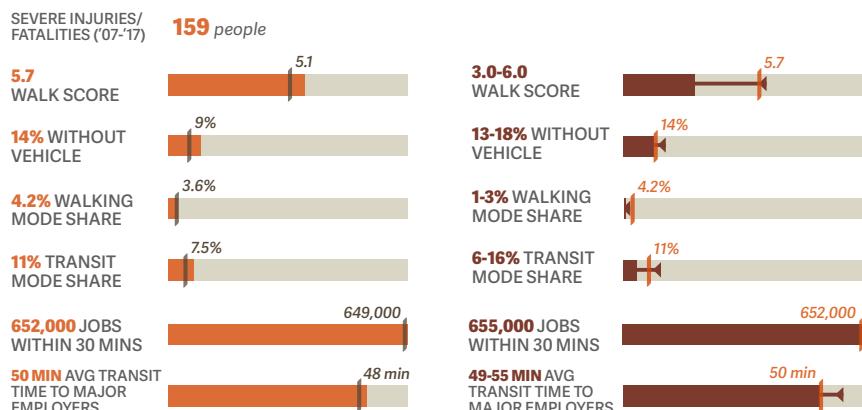
DEMOGRAPHICS

Powell is about as racially diverse as the region with areas of concentrations of people of color towards the east and less diverse neighborhoods to the west. Income also varies widely across the corridor, but overall has a median income about a quarter less than the regional median.



MOBILITY

This corridor has similar access to jobs and transit access to major employers than the rest of the region. The median commute burden is slightly higher. Vehicle ownership rates are significantly lower than the region, and transit ridership rates are higher.



HOUSING

Median rents along the corridor are lower than the regional median, though this varies widely across the corridor. Rates of cost-burden among renters and homeowners are similar to the regional median.



DISPLACEMENT INDICATORS

Displacement indicators at the corridor level are on par with the region and show mixed signals: racial diversity is increasing, share of renters is remaining constant, while incomes and property values are increasing at the same rate as the region. However, certain areas, like parts of Centennial, are showing signs of displacement with a high increase in renters, and wide income disparity.

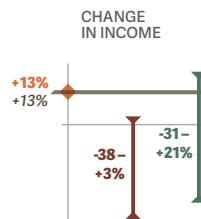
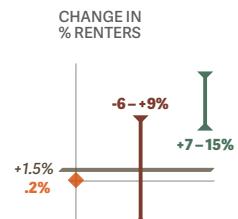
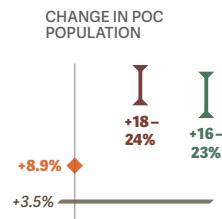
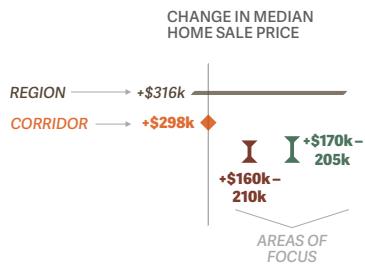
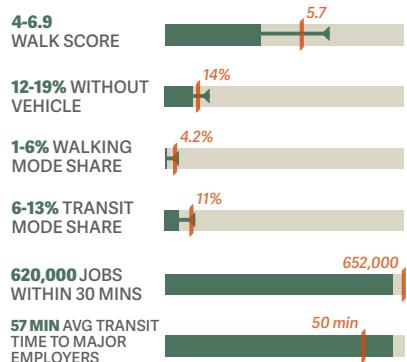
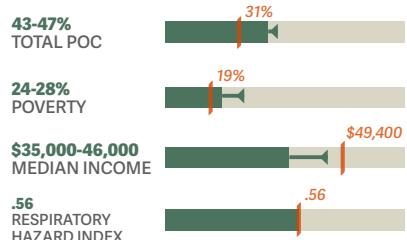
SEE GRAPHS ON NEXT PAGE

AREA OF FOCUS:**Centennial**

Centennial has large and growing Hispanic and Black populations and high rates of poverty. Parts of Centennial show signs of displacement, an increasing concern for the area's residents of color.

Notable conditions are shown in GREEN.

These are compared with CORRIDOR AVERAGES AND MEDIAN IN RED ITALIC.



APPENDIX: Data definitions and sources

The data used in this analysis is the most recent available. However, we know that the Portland metro region has changed significantly since the data was collected. The intent is for this document to serve as a prototype for continued analysis to help better understand local communities as projects move forward and new data is available.

	Description	Source
DEMOGRAPHIC METRICS		
Race/ethnicity data	Percent or number of respondents who identify as a given race/ethnicity (US Census categories).	American Community Survey 5-year estimates (2017)
Poverty	Percent of people earning less than 100% of the federal poverty level.	American Community Survey 5-year estimates (2016)
Median income	Median household income across the Transportation Analysis Zone (TAZ).	American Community Survey 5-year estimates (2017)
Respiratory hazard index score	Measures relative exposure to concentrations of airborne pollutants.	US EPA National Air Toxics Assessment (2014)
MOBILITY METRICS		
Severe injuries/fatalities	Number of crashes resulting in major injury or death in the timeframe indicated.	Oregon Department of Transportation
Walk score	Measures walkability and the availability of community services and assets	RLIS and Esri Business Analyst
% without vehicle	Measures level access to a vehicle for households.	American Community Survey 5-year estimates (2016)
Walking mode share	Percent of commuters who walk to work.	American Community Survey 5-year estimates (2017)
Transit mode share	Percent of commuters who take transit to work.	American Community Survey 5-year estimates (2017)
# of jobs within 30 min commute	Low-, middle- and high-wage jobs accessible in 30 minutes, all times and modes.	Metro Research Center Travel Modeling
Transit commute to major employers	Measures transit travel times during peak hours to major employers and job centers.	Metro Research Center Travel Modeling
HOUSING METRICS		
# of subsidized affordable housing units	Measures the number of publicly subsidized affordable housing units.	Metro Inventory of Regulated Affordable Housing
Median gross rent	Measures the median gross rent across the Transportation Analysis Zone (TAZ).	American Community Survey 5-year estimates (2017)
Share of households cost burdened (renter)	Percent of renters who pay more than 30% of their income on rent.	American Community Survey 5-year estimates (2016)
DISPLACEMENT INDICATORS		
Change in median sales price	Measures the median home sale price across the Transportation Analysis Zone (TAZ).	American Community Survey 5-year estimates (2017)
Change in POC	Measures the change in non-white, non-hispanic population between 2000-2017.	Steven Manson, Jonathan Schroeder, David Van Riper, and Steven Ruggles. IPUMS National Historical Geographic Information System: Version 14.0 [Database]. Minneapolis, MN: IPUMS. 2019.
Change in % renters	Measures change in the share of households that are renters from 2007-2017	American Community Survey 5-year estimates (2017)
Change in incomes	Growth in median income from 2007 - 2017	American Community Survey 5-year estimates (2016)