



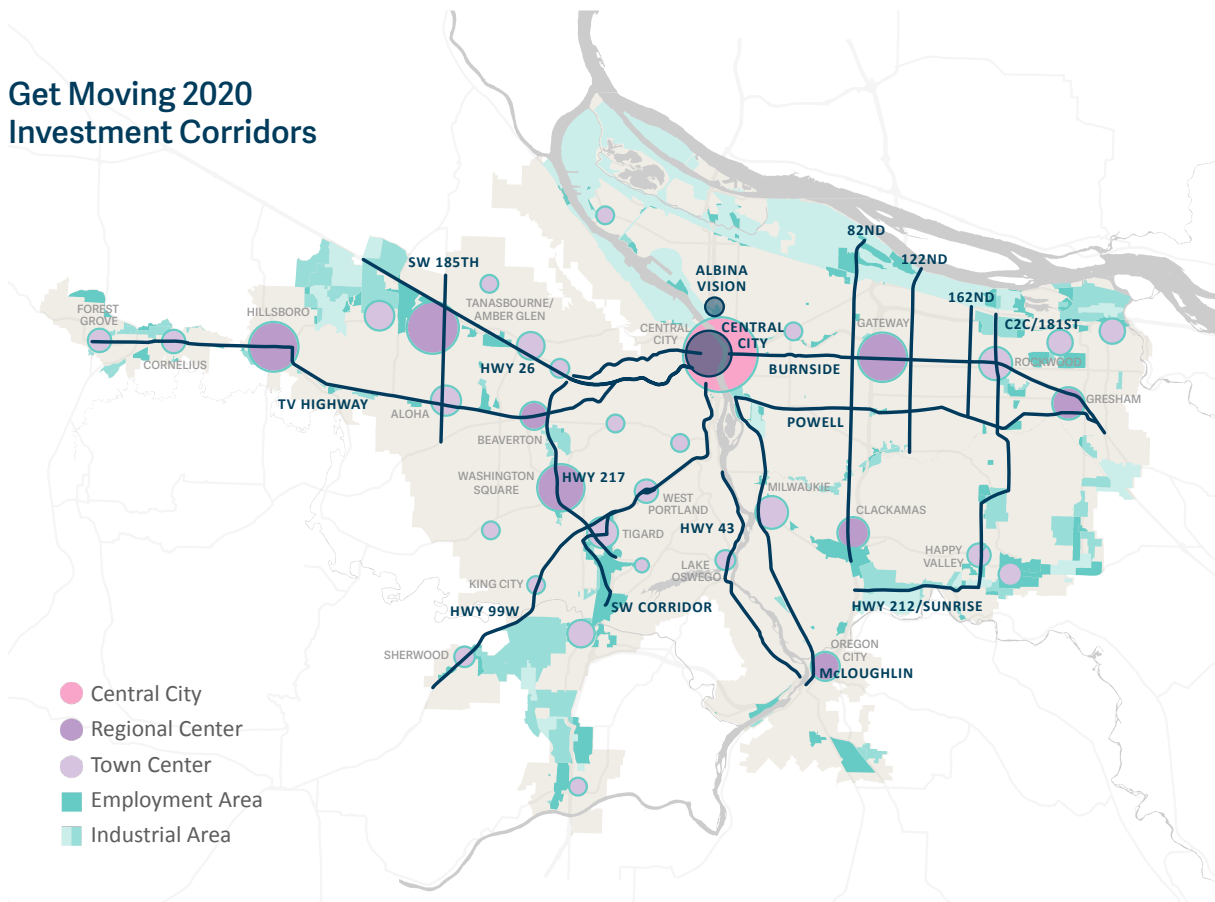
GET MOVING 2020

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 \$)

\$4.2B

+

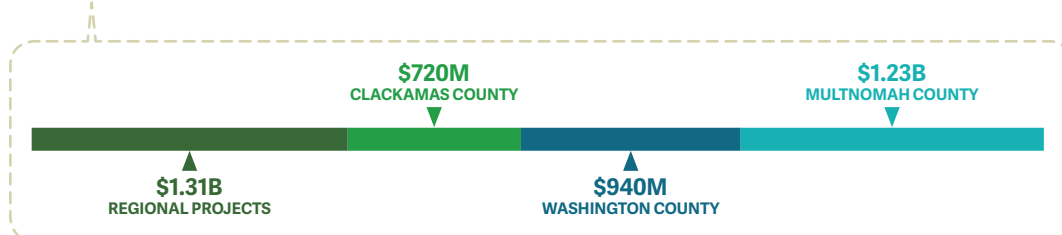
**POTENTIAL
LEVERAGED FUNDS**

\$2.84B

=

**TOTAL CORRIDOR
INVESTMENT**

\$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	G City of Gresham
TM TriMet	MW City of Milwaukie
PBOT Portland Bureau of Transportation	GL City of Gladstone
WC Washington County	OC Oregon City
CC Clackamas County	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

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

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

\$975M

[leverages \$1.8B federal/other funds]

TM

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

Marquam Hill connector

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

Bus/MAX lanes

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

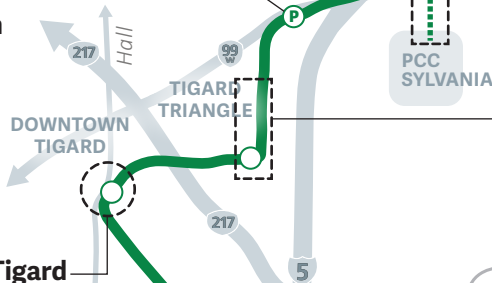
Barbur bridge replacements

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

PCC-Sylvania access

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

Park & Rides at SW 53rd and SW 68th



Walking and biking improvements

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

Tigard Triangle street improvements

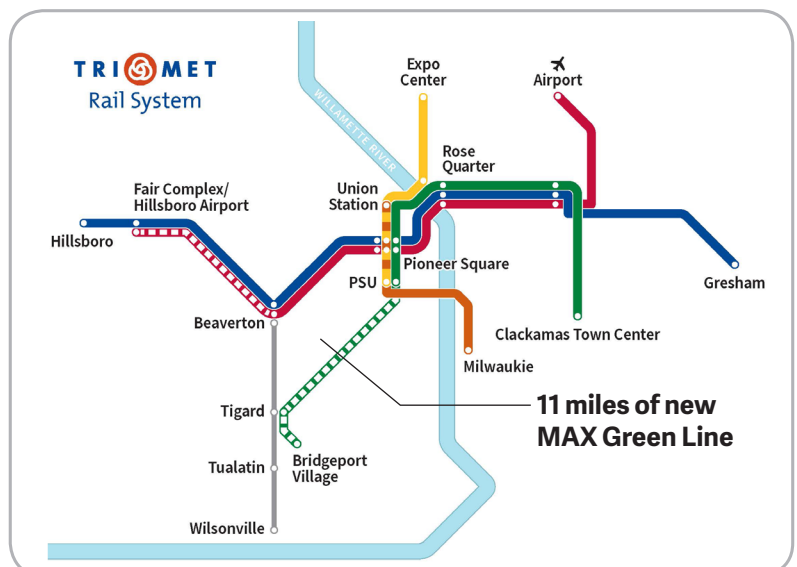
Rebuild and add portions of 70th and Elmhurst to improve access and support anticipated development.

Downtown Tigard

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

Terminus station

Build parking garage and bus hub at Bridgeport terminus station.



McLoughlin Blvd

McLoughlin Boulevard connects communities in Clackamas and Multnomah counties to jobs, housing, and transit. The corridor serves as an alternative to I-205 and other routes between Portland and Clackamas County, and has been identified by TriMet as a **key corridor to increase ridership**. 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]

TM

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]

TM

ODOT

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

ODOT

Corridor Planning Milwaukie to Oregon City (6.5 miles)

Design for longer term transportation improvements including transit.

\$6.5M

M

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.

\$8.3M

GL

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.

\$14.4M

CC

I-205 ramp improvements

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

\$8.5M

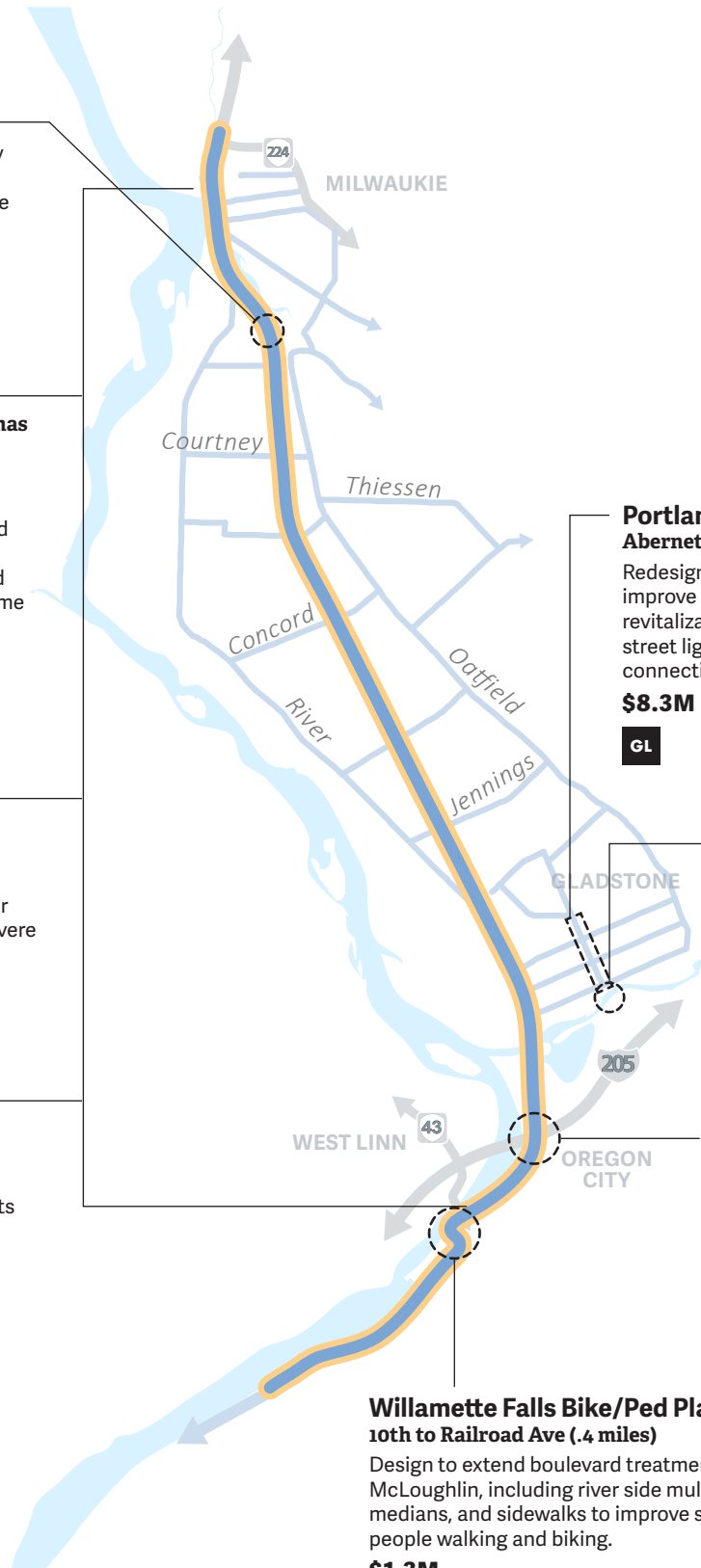
ODOT

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

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

\$1.3M

OC

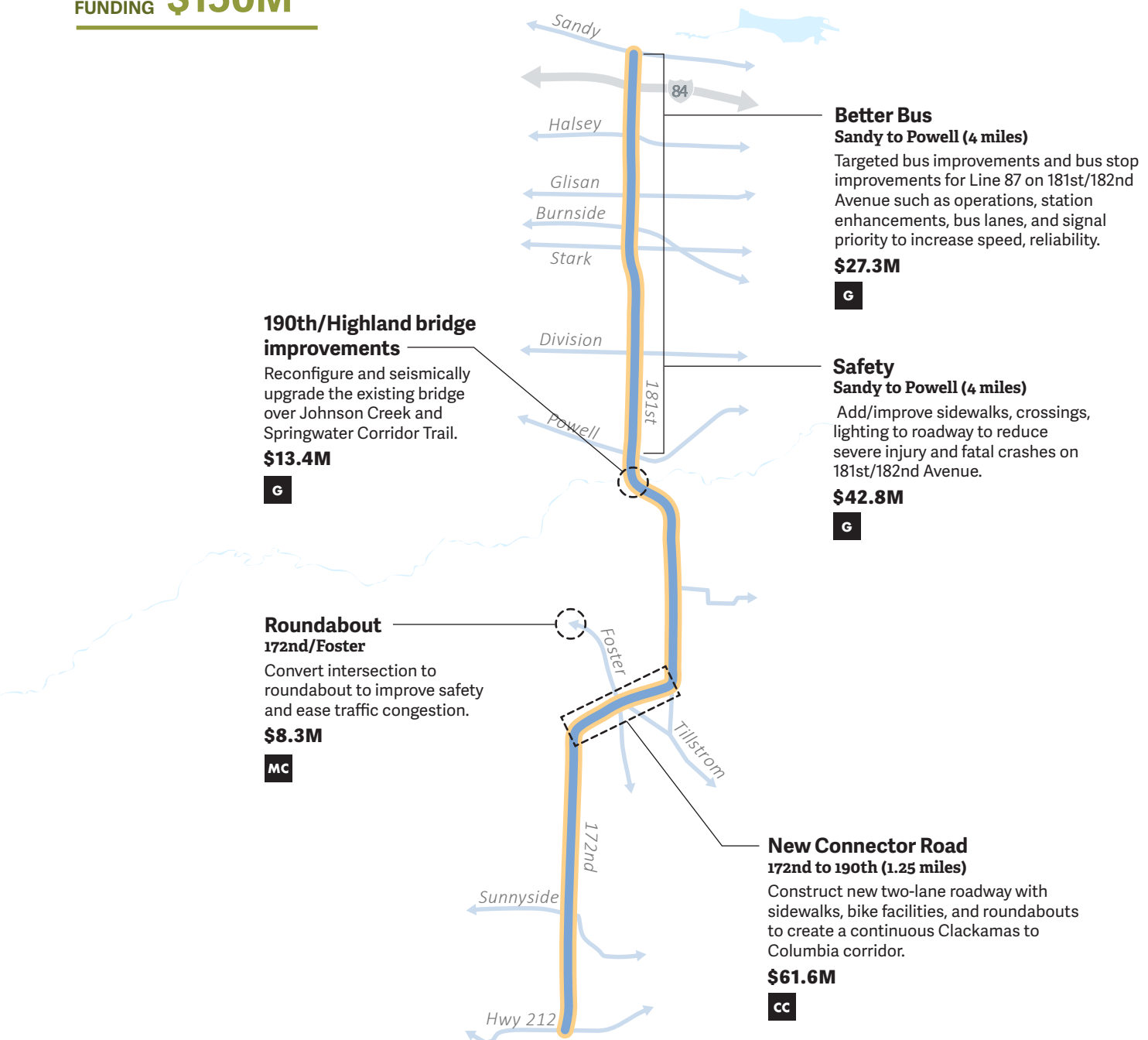


C2C/181st Ave

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**

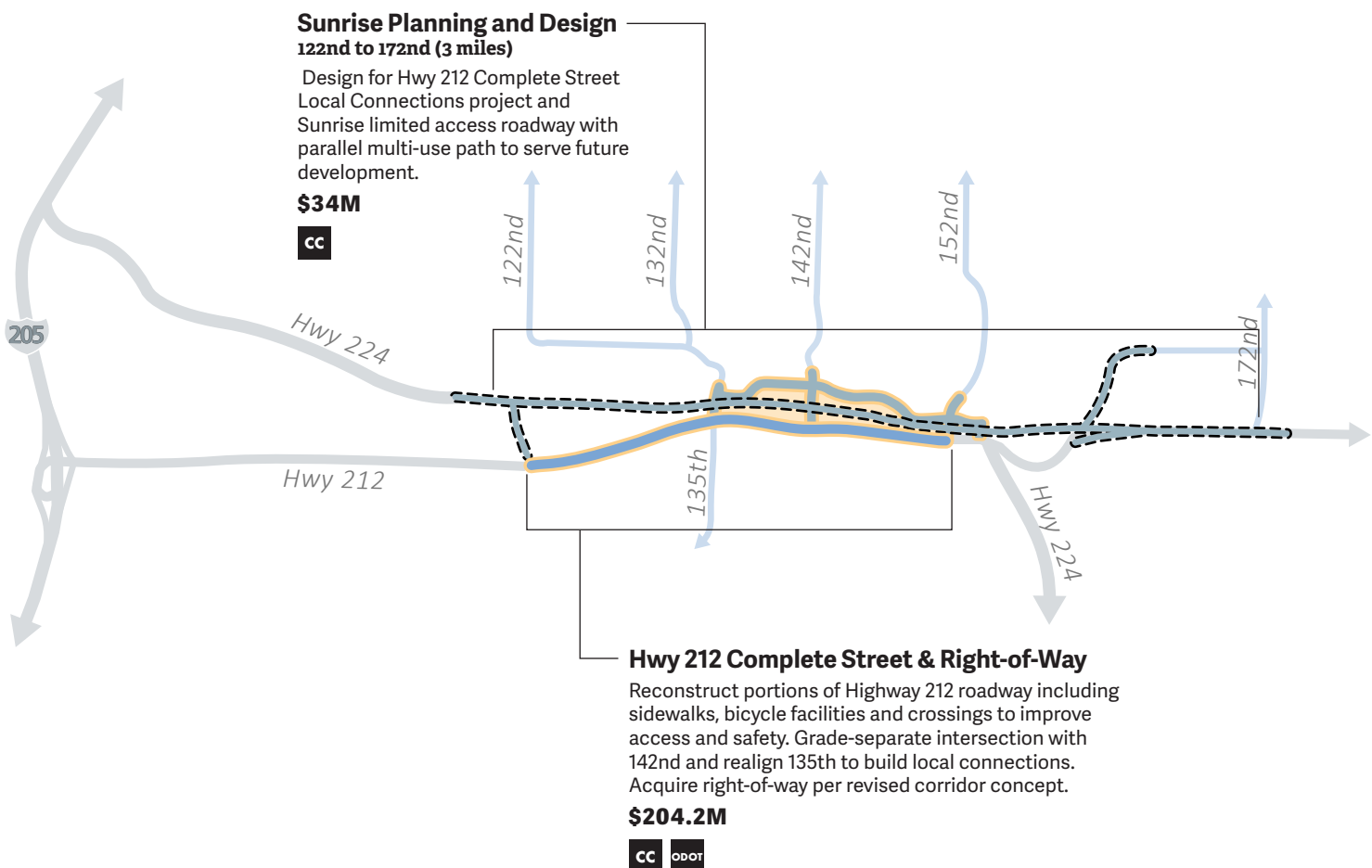


Hwy 212/Sunrise Corridor

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.

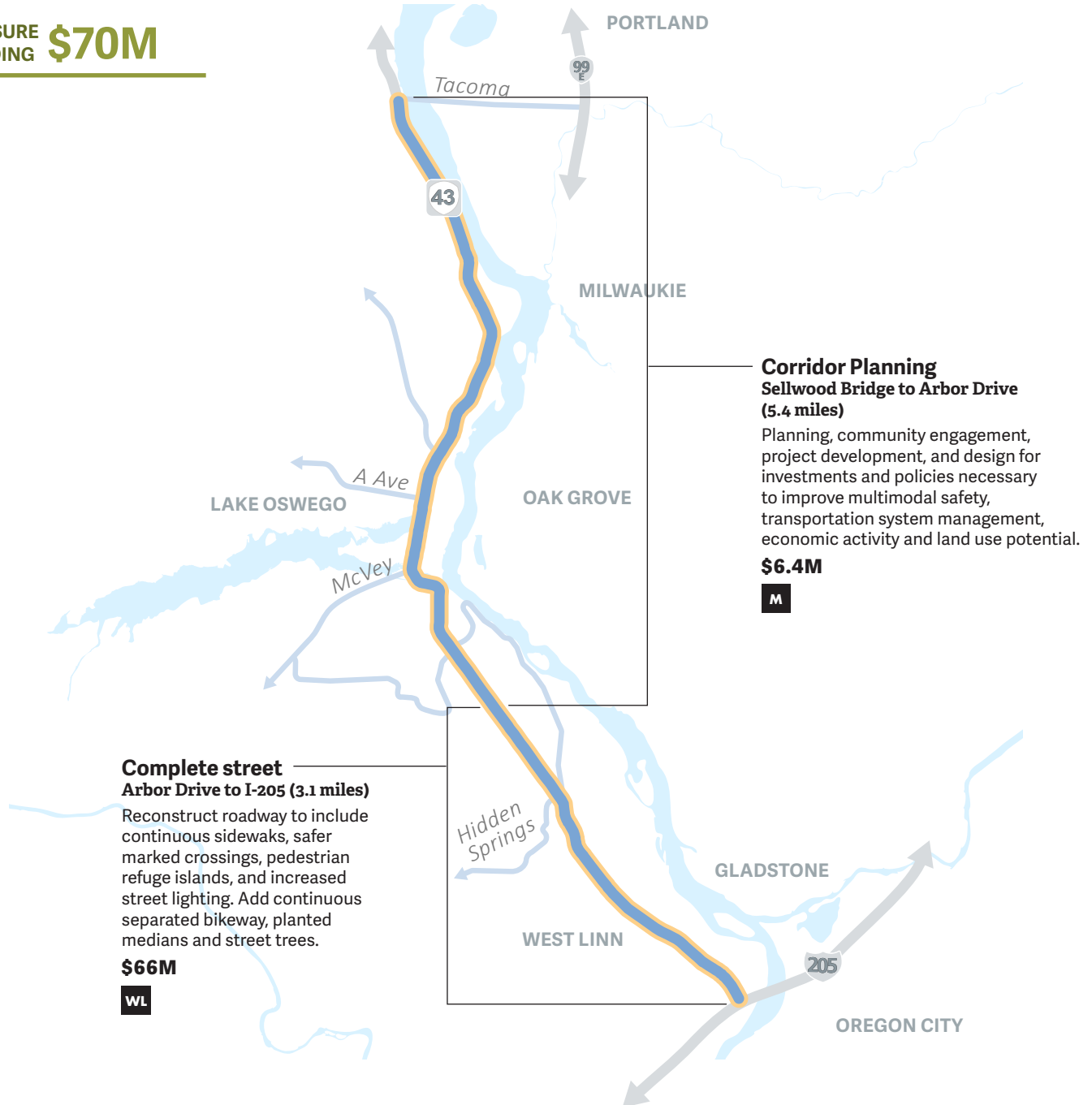
**MEASURE
FUNDING \$240M**



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

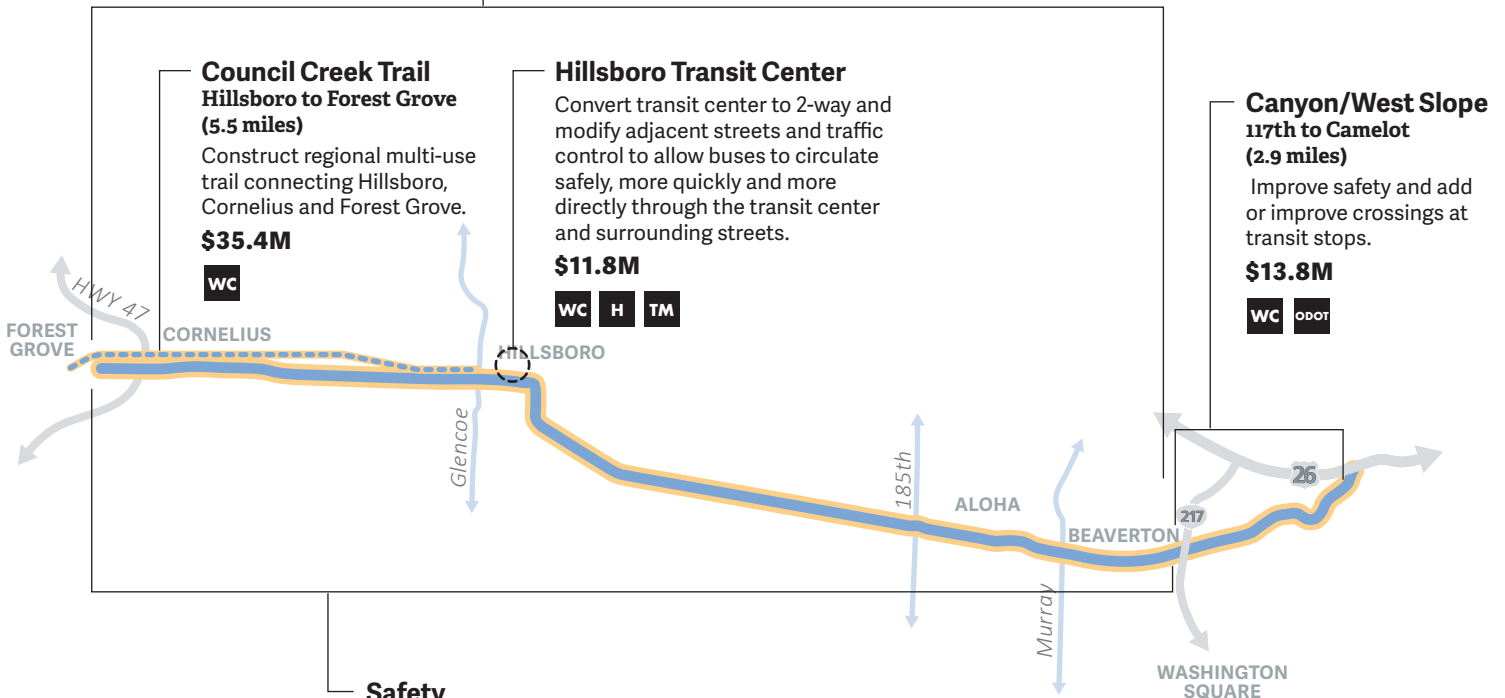
Corridor Planning

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

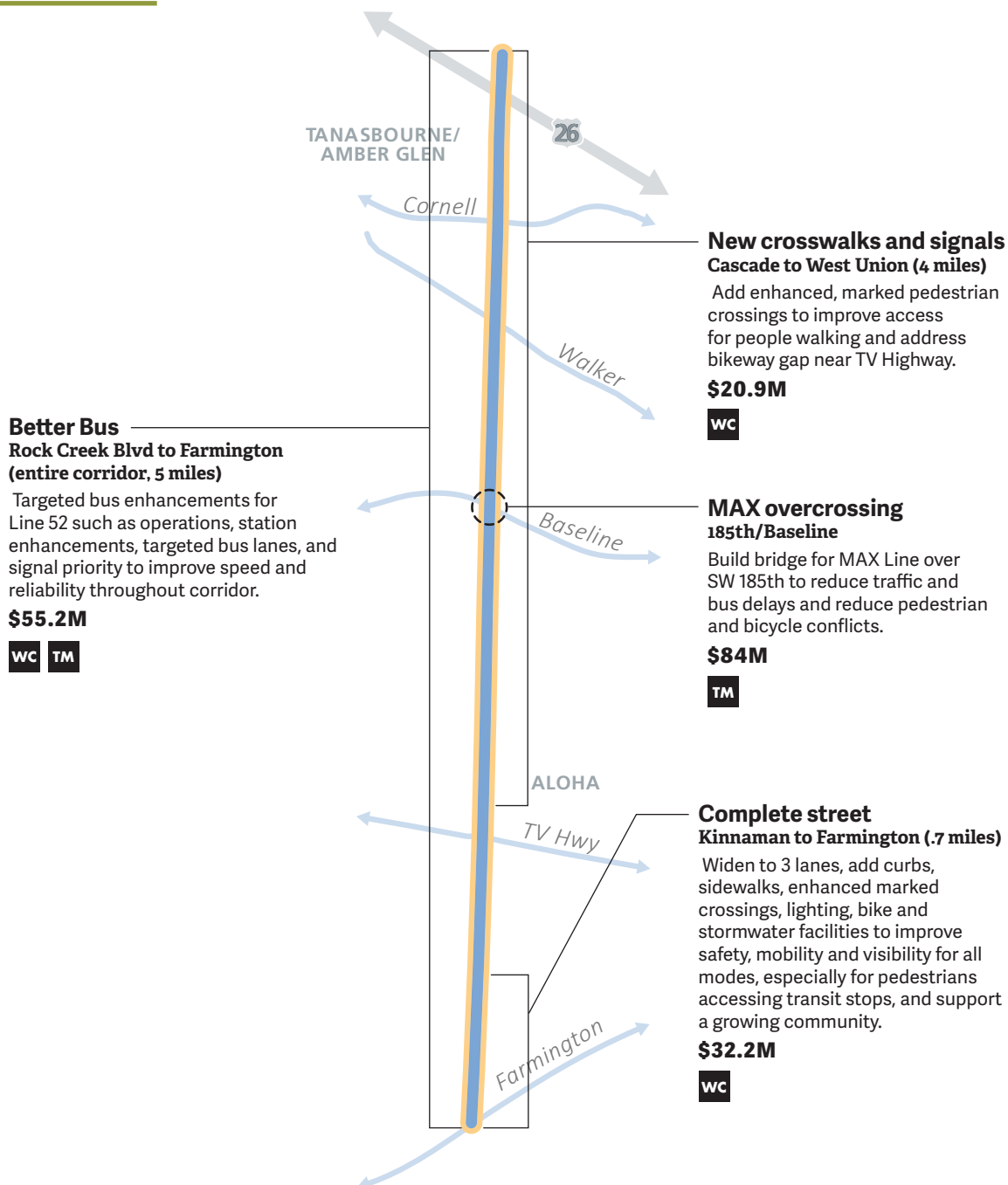


185th Ave

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**

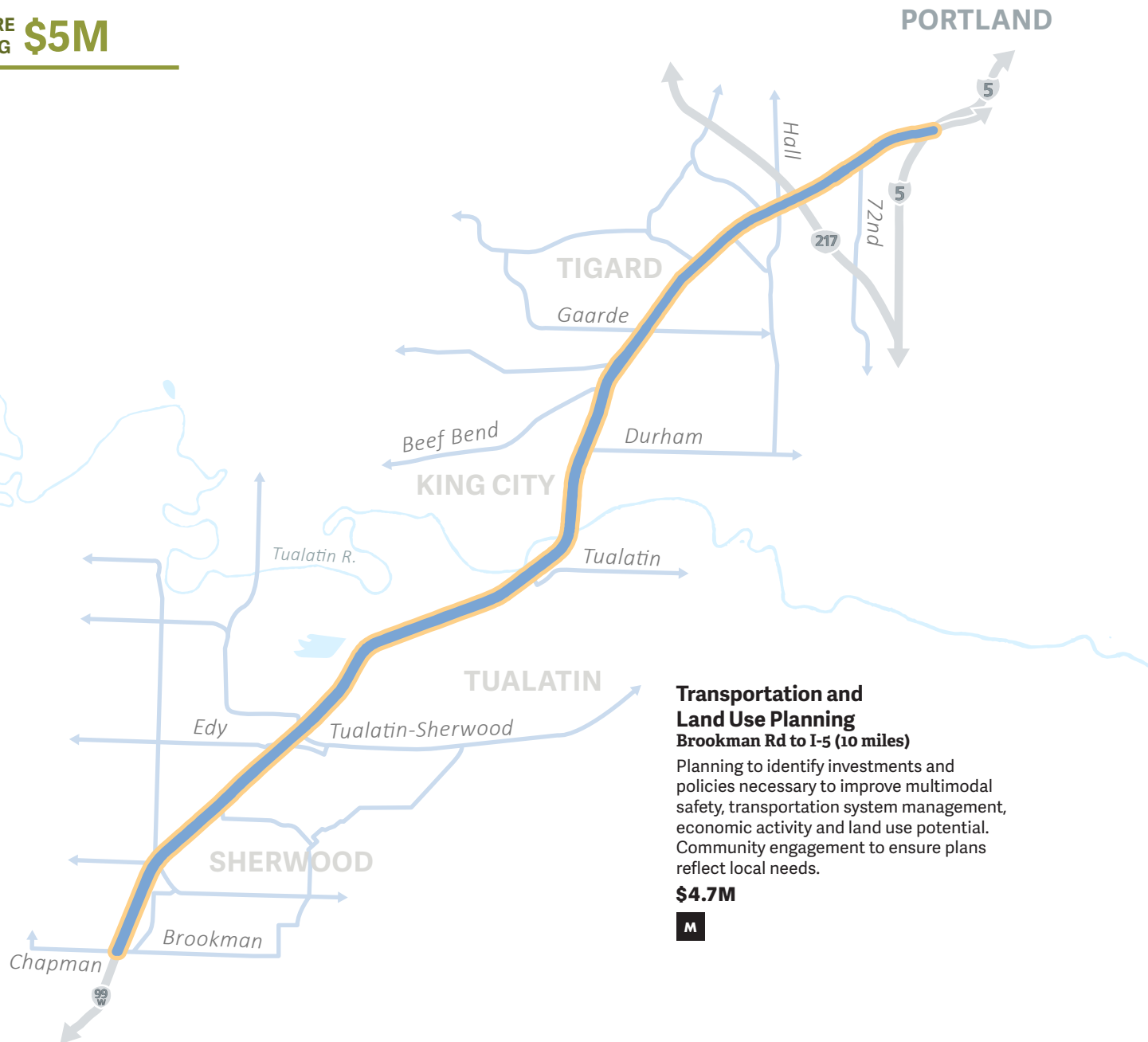


Pacific Highway 99W

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

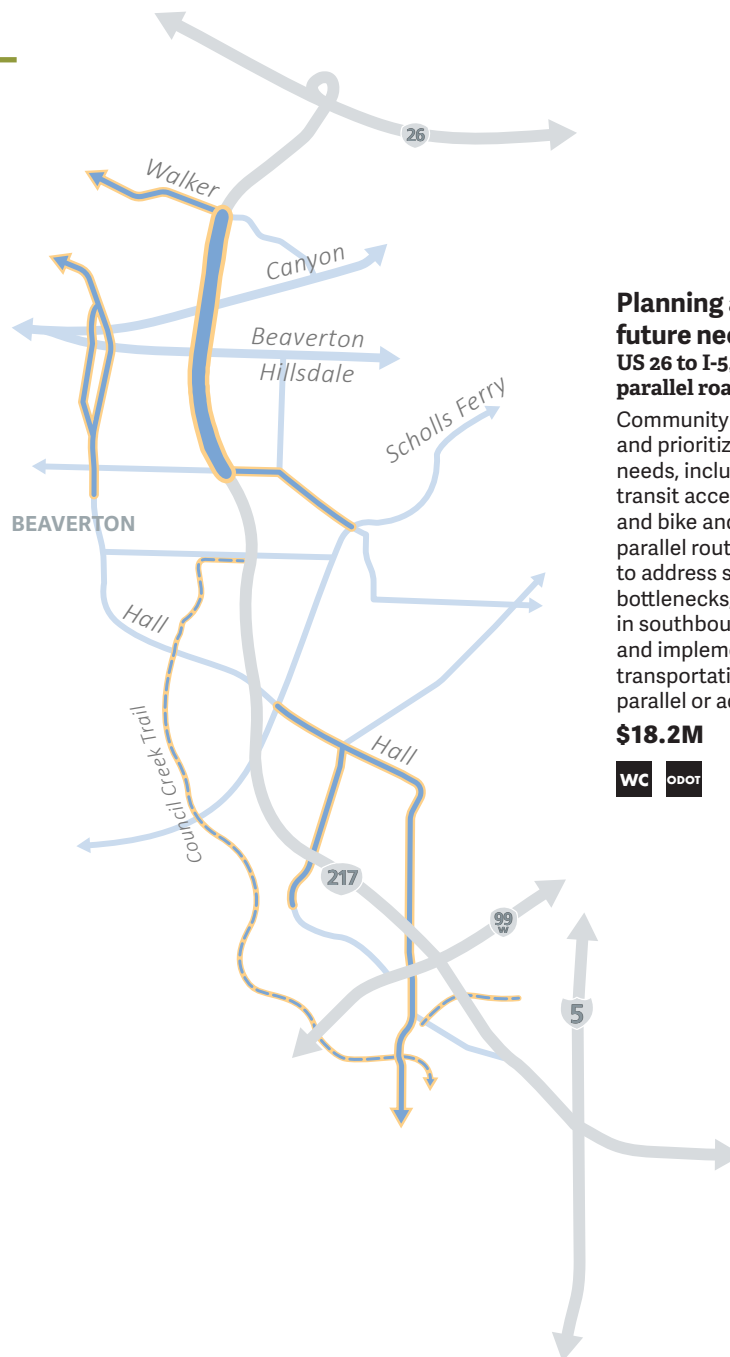


Highway 217

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.

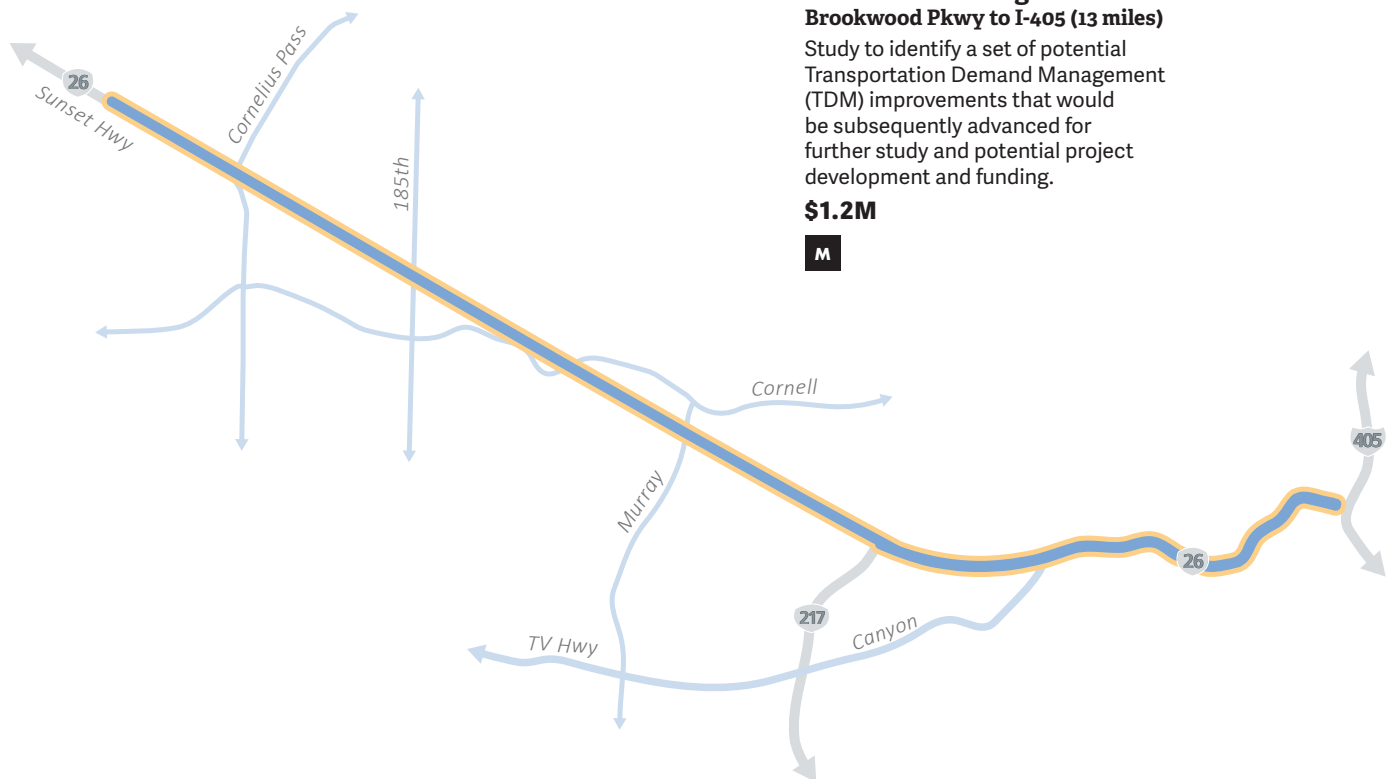
**MEASURE
FUNDING \$1M**

Transportation and Land Use Planning Brookwood Pkwy to I-405 (13 miles)

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.

\$1.2M

M



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

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

Airport Way Intersection with 82nd Ave

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

\$35M [leverages Port of Portland funds]

PP

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

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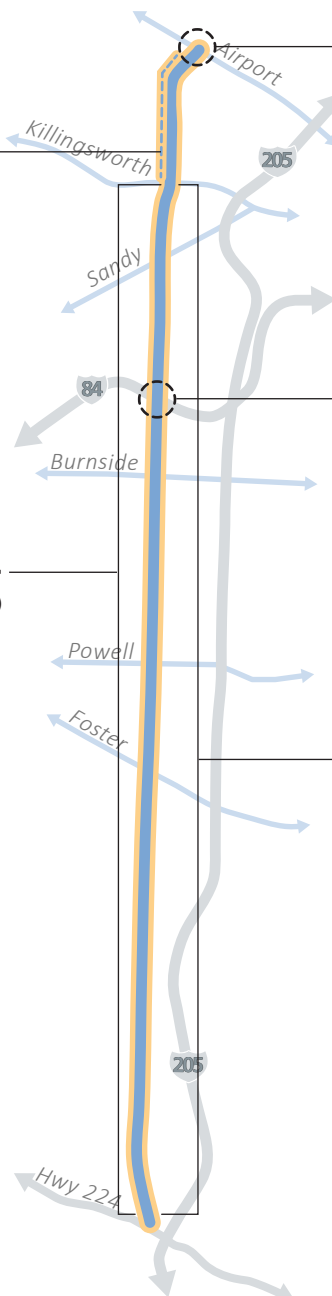
Bus Rapid Transit Killingsworth to Clackamas Transit Center (9 miles)

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

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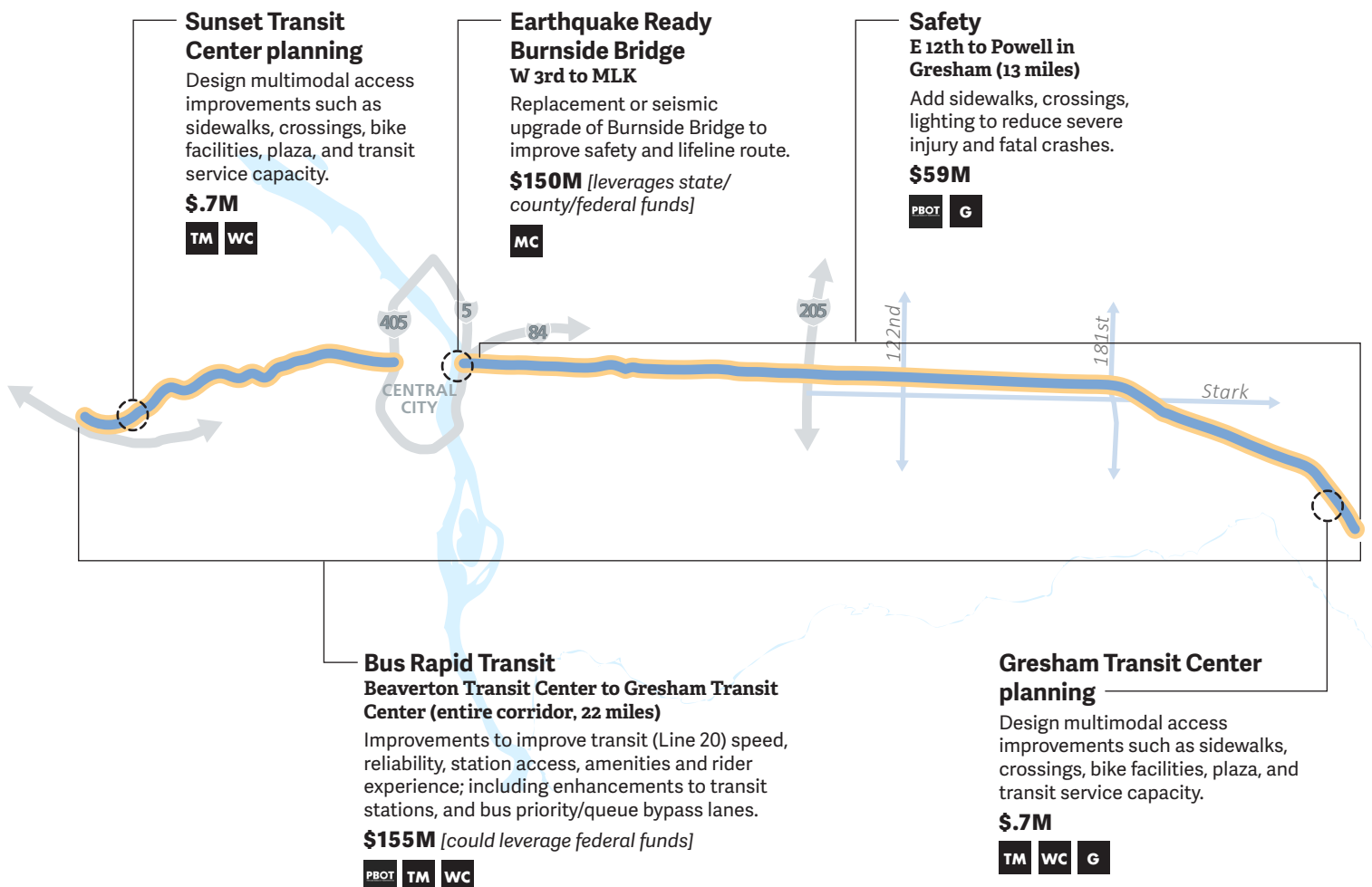
Burnside

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 thoroughway 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]

Central City in Motion Across Central City

Transit priority, protected bikeway and crossing treatments to make it easier and safer to take transit, walk and bike in the Central City.

\$111.7M



Ross Island Bridgehead Harrison to Barbur/Naito (1 mile)

Reconstruct streets at west end of Ross Island Bridge to improve multimodal access, reduce neighborhood barriers, and reduce regional traffic through residential neighborhoods, increasing public land available for development. Streetscape and intersection improvements on Naito Parkway from Barbur to Harrison.

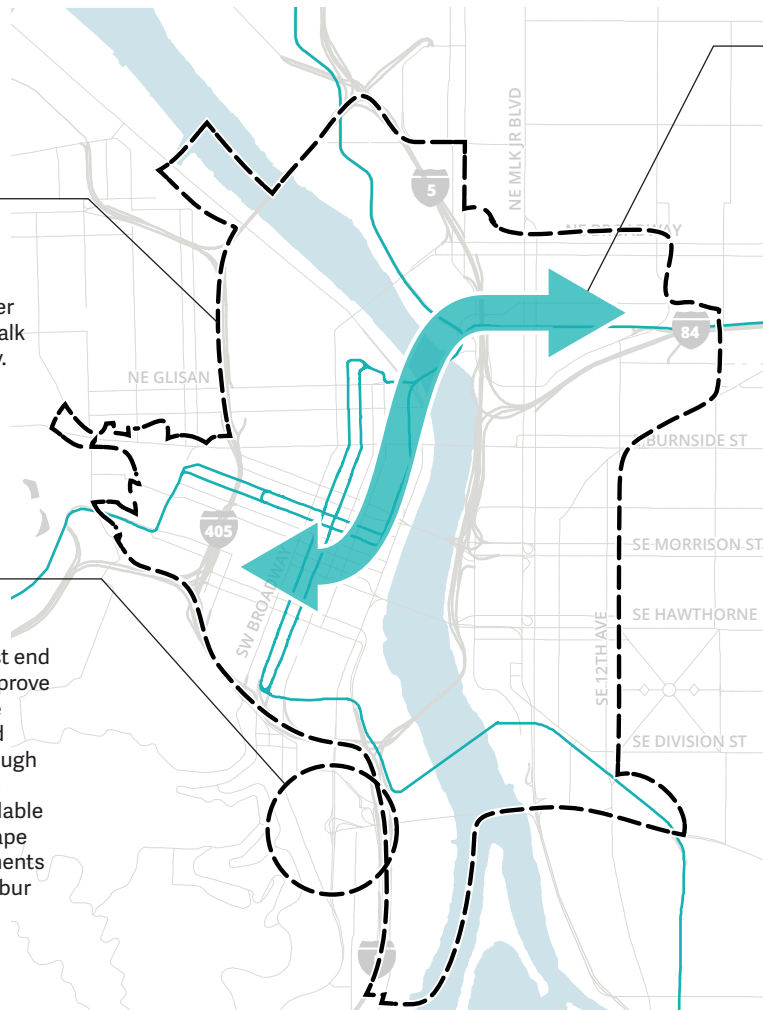
\$74.7M



MAX Tunnel Planning Goose Hollow to Lloyd Center (3 miles)

Plan and design downtown tunnel to improve speed and reliability of MAX light rail service, and address the region's most significant transit bottleneck.

\$58.5M



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.

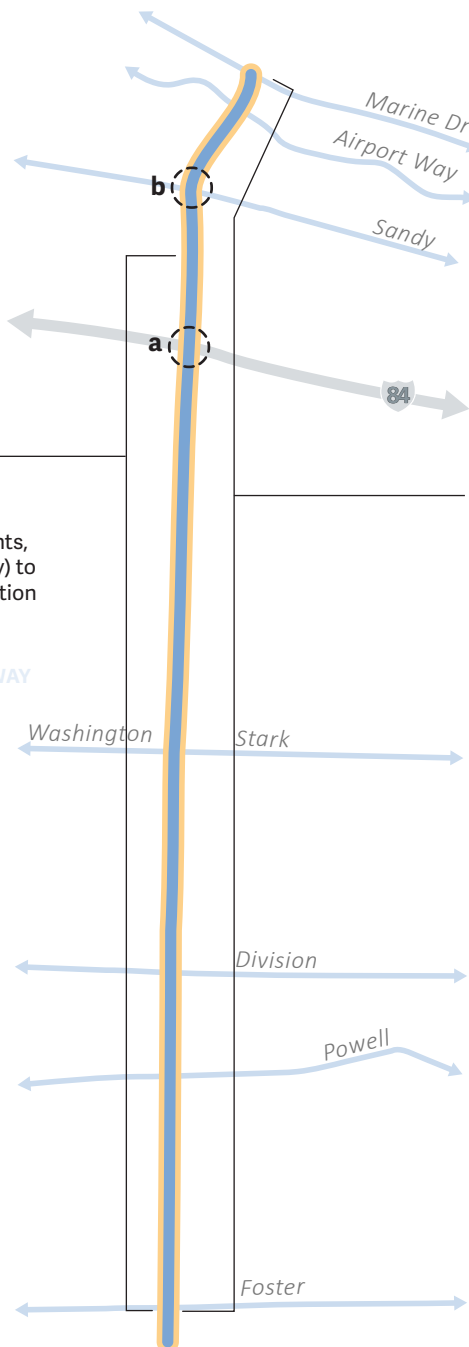
**MEASURE
FUNDING \$100M**

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

\$32M



GATEWAY



Safety
Marine Dr to Foster Rd

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

\$70M



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 FUNDING \$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



Complete street

Sandy to Glisan (1.5 miles)

Add turn lanes, and improved/continuous curbs, sidewalks, lighting, bike and stormwater facilities.

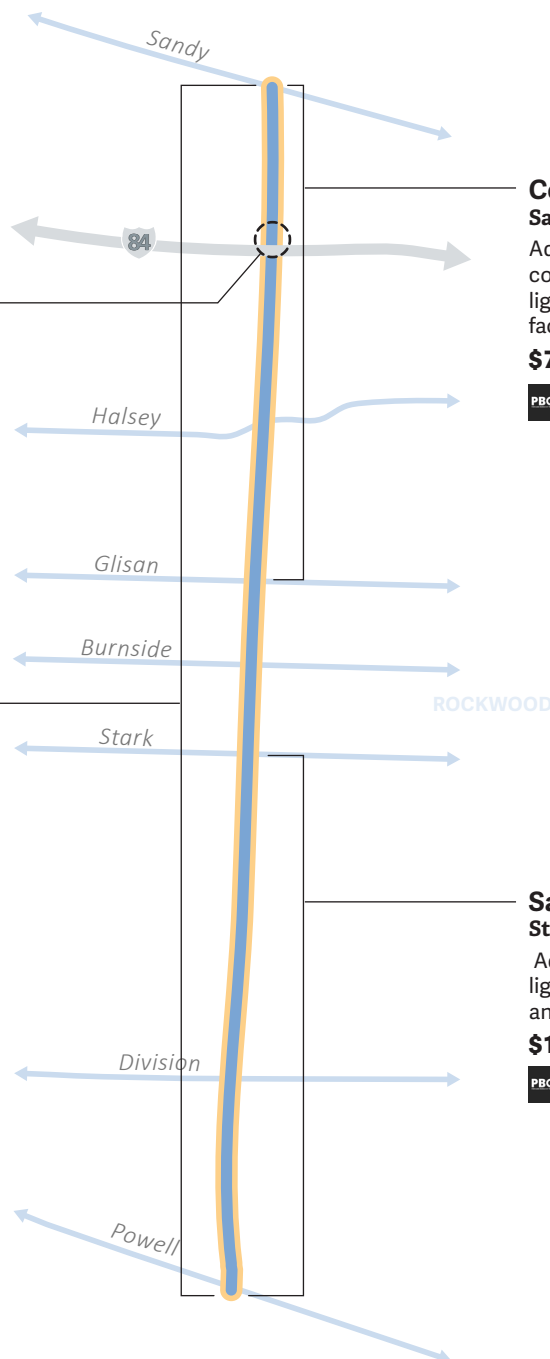
\$77M



Safety Stark to Powell (2 miles)

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

\$10.5M

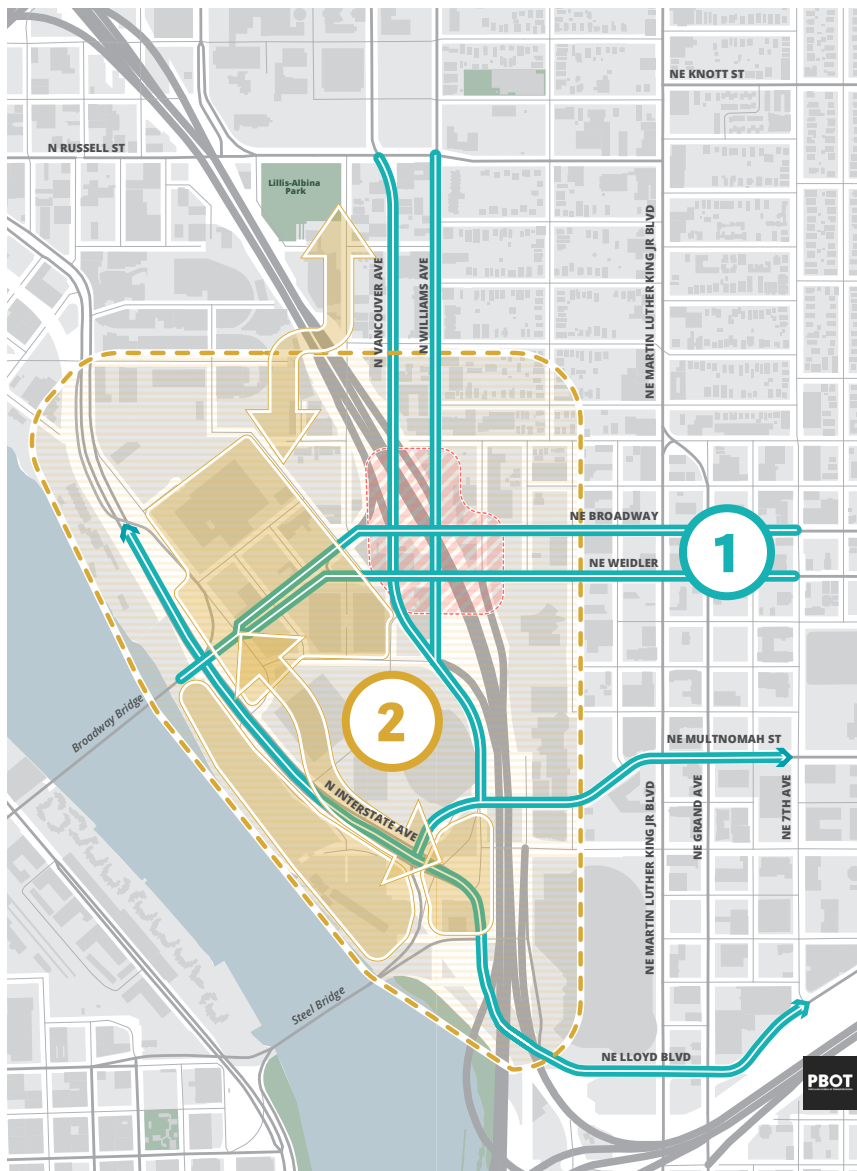


Albina Vision

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.

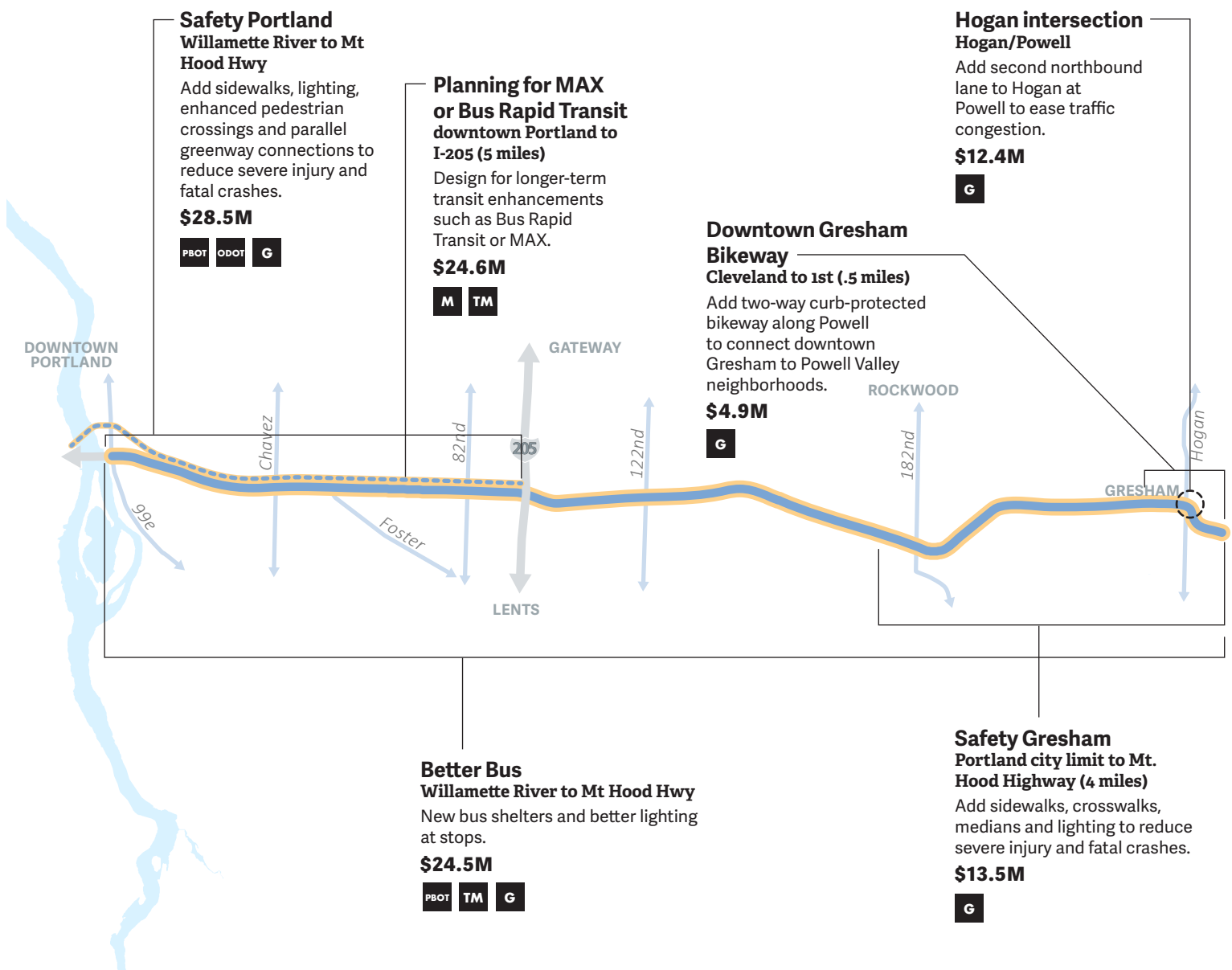
\$14M

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





DRAFT 6/11/2020

Safety, Equity, Climate: Get Moving 2020 Regionwide Programs

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

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

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

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

Created with community: A continuing conversation

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

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

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

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

Driven by outcomes

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

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

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

The following criteria apply across all the programs:

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

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

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

See the full Get Moving 2020 plan:
getmoving2020.org

Get Moving 2020 Regionwide Programs

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



RECOMMENDED
GET MOVING 2020
ANNUAL FUNDING

\$4.5M

Safe Routes to School

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

Purpose

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

Proposed investments

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

Key outcomes

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

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

Considerations for Implementation

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

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



Safety Hot Spots

Fixing streets, saving lives.

Purpose

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

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

Proposed investments

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

Key outcomes

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

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

Considerations for implementation

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

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

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



COMMUNITY STABILITY

Thriving Main Streets

Great communities need great main streets.

RECOMMENDED
GET MOVING 2020
ANNUAL FUNDING

\$2.5M

Purpose

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

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

Proposed investments

This program will:

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

Key outcomes

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

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

Considerations for implementation

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



COMMUNITY STABILITY

Anti-displacement Strategies

Supporting stable, thriving communities.

Purpose

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

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

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

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

Proposed investments

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

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

RECOMMENDED
GET MOVING 2020
ANNUAL FUNDING

\$2.5M

GET MOVING 2020 INVESTMENT CORRIDORS

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

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

Key outcomes

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

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

Considerations for implementation/practice

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



COMMUNITY STABILITY

RECOMMENDED
GET MOVING 2020
ANNUAL FUNDING

\$6.5M

Transportation Corridor Affordable Housing Opportunity Fund

Affordable homes, better transportation.

Purpose

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

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

Proposed investments

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

Key outcomes

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

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

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

Considerations for implementation

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



RECOMMENDED
GET MOVING 2020
ANNUAL FUNDING

\$9M

Regional Walking and Biking Connections

Filling gaps, linking communities.

Purpose

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

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

Proposed investments

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

Key outcomes

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

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

Considerations for implementation

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



RECOMMENDED
GET MOVING 2020
ANNUAL FUNDING

\$9M

Bus Electrification

Cleaner buses, cleaner air.

Purpose

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

Proposed investments

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

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

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

Key outcomes

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

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

Considerations for implementation

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



RECOMMENDED
GET MOVING 2020
ANNUAL FUNDING

\$9M

Youth Transit Access

Opening opportunities for the next generation.

Purpose and proposed investments

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

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

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

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

Key outcomes

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

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

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

Considerations for implementation

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



RECOMMENDED
GET MOVING 2020
ANNUAL FUNDING

\$2M

Better Bus

Faster buses, better commutes.

Purpose

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

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

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

Proposed investments

Better Bus improvements could include:

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

Key outcomes

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

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

Considerations for implementation

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



RECOMMENDED
GET MOVING 2020
ANNUAL FUNDING

\$5M

Future Corridor Planning

Looking forward, together.

Purpose

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

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

Proposed investments

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

Key outcomes

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

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

Considerations for implementation

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