

# Agenda

Meeting: Transportation Funding Task Force (TF2) Meeting 9

Date:

Time:

Wednesday, July 24, 2019

5:30 to 7:30 p.m. (Dinner served from 5 p.m.)

Place: Metro Council Chambers | 600 NE Grand Avenue Portland, OR 97232 Purpose:

Share polling information and continue discussion on regionwide programs.

Outcomes: Increased understanding of polling data and proposed regionwide programs.

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5:30 p.m. Welcome and Introduction

5:40 p.m. Public Comment  
*Notice: Verbal public comment will be limited to between 90 seconds and two minutes, depending on available time.*

5:50 p.m. Presentation: Polling Data  
*Objective: Provide the Task Force with further information on initial polling, to help inform decisions going forward.*

6:40 p.m. Presentation and Discussion: Regionwide Programs  
*Objective: Continue review and discussion on potential regionwide programs.*

7:20 p.m. Wrap Up and Next Steps

7:30 p.m. Adjourn

## Regionwide Program Concepts

Task Force Values	Pg #	Safety	Investments that Support Communities of Color	Easier to Get Around	Resiliency	Clean Air, Water, and Healthy Ecosystem	Economic Growth	Leverages Regional and Local Investments
Safe Routes	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
Safety Hot Spots	4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
Active Transportation	6	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
Smart Cities	8			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Air Quality	10							
Main Streets	11	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Better Bus	13		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
EV School Bus	15					<input checked="" type="checkbox"/>		
EV Transit	17		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		
Student Fares	18		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Housing Fares	19		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Placemaking	21		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
Community Strengthening	23		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
Multi-Family Housing	25		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
Equitable TOD	26		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
Corridor Planning	28	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

## **Regional Transportation Investments**

### **Program Concept: Safe Routes to Schools**

#### **Purpose and Need:**

Metro's Regional Safe Routes to School (SRTS) Program supports both safety project and programming investments to make it possible for all students to get to school and travel around the community safely, affordably, and efficiently by walking, biking and taking transit. The program funds both infrastructure improvements, such as traffic safety projects near schools, and programming to encourage walking and biking and teach students how to walk and bike safely.

Safe Routes to School investments help students get their daily physical activity and support improved classroom learning. By reducing car pickups and drop-offs, Safe Routes investments also reduce congestion. Nationally, school travel accounts for as much as 14% of car trips during morning rush hour.

In 2016, Metro assessed the needs and opportunities in the region's 17 school districts and identified pressing needs and inequities. Two thirds of school districts reported funding as the primary challenge to implementing Safe Routes to Schools infrastructure improvements; and 83 percent of districts named traffic safety as the primary concern for students walking and biking. In addition, schools with more than 50 percent of students on free or reduced lunch see a 30 percent higher rate of collisions within 1 mile of the school. Targeted education and encouragement activities at historically underserved schools and increased funding for safety improvements across the region could drastically improve conditions for students to walk and bike to school safely.

Metro's Regional Safe Routes to Schools Coordinator manages a grant and technical assistance program and works with local, state and national partners in the region to strengthen and coordinate programming. The existing grant program (\$900,000 over 3 years between 2018-21-) provides funding for education and encouragement activities led by local coordinators around the region, with a focus on Title 1 schools serving low-income students. In the first allocation cycle, there were twice as many requests for funds than Metro could fulfill.

Metro's Safe Routes to Schools program provides much needed additional funding for traffic safety projects near schools, such as crosswalks and signals, as well as safety programming at Title 1 schools, where there is an increased likelihood of serious crashes and fatalities. Culturally specific and sustainable programming requires long term investment in building trust and relationships with school communities. Increased investment in this program could support dedicated staffing at the county, city, and school district levels for optimum coordination and implementation of Safe Routes program activities.

**Task Force Values:** Significant progress toward zero deaths and permanent injuries in all modes of transportation, especially among vulnerable community members, including seniors, youth and people with disabilities; significant safety investments in areas where people of color and people living with low-incomes live; improves safety outcomes in areas where people of color live; overall increase in transportation options in areas with a high proportion of people of color; makes it easier for people of all ages, abilities, and income-levels to access the transportation system and move around our region; overall decrease in vehicle miles traveled; overall decrease in greenhouse gas emissions that meets the regional Climate Smart Strategy targets to the extent achievable by the scale of the overall investment

**Possible Cost:** \$5 million/year

**Challenges:**

- Need to align investments with ODOT's Safe Routes to School Program, which has grown significantly with the implementation of HB 2017.
- Not all schools have defined project lists; Metro could expand the existing technical assistance program to work with districts and jurisdictions on project development.
- Need to ensure that local school districts are consulted and brought in to both the project and programming development processes.

**Considerations**

- The most effective model for Safe Routes to Schools is pairing capital investments with education and encouragement for schools, teachers, parents and students.
- New funding could be integrated into Metro's existing regional Safe Routes to Schools program and grant structure, perhaps by expanding the program to include capital investment grants for local jurisdictions.

## **Regional Transportation Investments**

### **Program Concept: Safety Hot Spots**

#### **Purpose and Need:**

Metro's safety program aims to reduce death and serious injuries from traffic crashes. Using crash data, Metro has identified both high injury corridors and high injury intersections in the region in order to identify and prioritize needed safety investments.

While many of the region's most serious safety concerns are on T2020 priority corridors, there are still many pressing safety needs on other roadways across the region. These locations, either in a single place or in clusters along a roadway, are often referred to as safety "hot spots." Localized, targeted low-cost investments in hot spots can reduce crashes, injuries and deaths. Examples include adding signals to crosswalks, re-striping intersections to slow and control turning movements, constructing medians, and reconfiguring streets to manage speeds. While ODOT administers a federal program to address hot spots, there is not enough funding to meet the need, particularly in the Portland region.

A Safety Hot Spot program would provide grants and technical assistance to the transportation agencies for small, strategic capital improvements to address safety needs. Metro staff and local jurisdictions would identify projects and solutions using a data-driven approach, relying on local, regional and state transportation safety plans, analysis of the most current crash data and tools such as the Highway Safety Manual. Local jurisdictions would need to put forward a proposal to Metro that demonstrates uses cutting-edge safety treatments and addresses the key needs based on available data. The T2020 Safety Hot Spot program would coordinate with and complement state and local programs. Typical grant amounts could range between \$500,000 and \$3 million.

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#### **Possible Cost:**

\$10-20 million/year

#### **Challenges:**

- One challenge with a data-driven program is that there can be up to a 2-year time lag with crash data from ODOT's crash data analysis. Metro will work with transportation agencies to use the most current crash data available. Also, crash data tends to under-report pedestrian and bicycle crashes; Metro will take that into account when analyzing data.

#### **Considerations:**

- A majority of high injury corridors pass through areas with higher concentrations of people of color, people with low incomes and English language learners. By investing in areas with traffic safety and equity needs, there is an opportunity to meet multiple goals.

- Currently, some regional traffic safety funding needs are being met through the Regional Flexible Funds Allocations (RFFA) or ODOT grant programs. Staff would coordinate a T2020 Safety Hot Spot program with future RFFA processes to leverage federal funding and streamline the various grant application processes.
- Safety investments in the roadway usually improve walkability and livability in a neighborhood.

## **Regional Transportation Investments**

### **Program Concept: Active Transportation Regional Connections**

#### **Purpose and Need:**

Equitable access to affordable and safe transportation options are key to meeting community and regional goals. The regional pedestrian and bicycle networks are planned to provide safe, direct and comfortable access to transit, town centers, employment, education and daily needs. As a region, greater Portland has made great strides towards filling sidewalk gaps, creating safe crossings, and building bikeways and access to transit. However, we must invest in infrastructure to eliminate barriers to people being able to walk or bike for transportation. Many of the gaps in the region's active transportation networks are not within the T2020 corridors but are spread across the region.

An Active Transportation Regional Connections program could provide grants and technical assistance to transportation agencies for critical connections in the regional pedestrian and bicycle networks. These kinds of critical connections are typically more complex and expensive to construct; they may cross jurisdictional boundaries and involve multiple agencies. Pedestrian and bicycle bridges, missing segments of multi-use paths in built-up areas, and separated bikeways on high crash corridors are examples of these types of projects. Grant amounts could range between \$1 million and \$15 million depending on the complexity of the project.

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**Possible Cost:** \$10-20 million/year

#### **Challenges:**

- Many of the region's remaining critical active transportation gaps, such as bridges or multi-use paths in corridors where there isn't a lot of excess space, may be quite expensive to address. Another challenge is that some projects need additional planning and development to address feasibility issues before funding for construction. Lack of funding for planning and development has been a persistent road block in completing large, complex, active transportation projects.

#### **Considerations:**

- Currently, some active transportation project development needs are being met by federal Regional Flexible Funds Allocations (RFFA); however, many of the more expensive projects would not typically be funded through this program. Staff could use the RFFA program criteria as a starting place to develop criteria for T2020 program funding, and coordinate with future RFFA processes to leverage federal funding and streamline the various grant application processes.
- Transportation agencies have completed a considerable amount of planning with each other and Metro to identify regional active transportation projects. A pool of projects, drawn from the Regional Active

Transportation Plan, are identified in the Connected Corridors and Centers document developed by Metro in May 2017.

- The program guidelines could prioritize projects in equity focus areas.



## **Regional Transportation Investments**

### **Program Concept: Smart Cities**

#### **Purpose and Need:**

Emerging technologies like autonomous vehicles and car, bike, or scooter sharing can help decrease congestion, reduce pollution, and give more people access to healthy and affordable transportation options. People increasingly rely on smart phones and Internet access to learn about these new options, as well as to plan trips by transit, bike, and car. In order to deliver on the potential of new technologies, our region needs to work with new transportation services to pursue outcomes that benefit the public good, not just the private sector, and that make technology accessible to everyone, and develop tools to manage and plan for new options. Emerging transportation services can help complete “last mile” connections to transit centers.

Metro’s Emerging Technology Strategy (2018) identifies steps that Metro and our partners to take harness new developments in transportation technology to create a more equitable and livable region. A T2020 Smart Cities program could build on that success by: 1) Funding pilot projects that explore new opportunities to keep our region moving, such as new car share or shared ride services in communities that lack good public transportation options or subsidizing shared bicycles and scooters in communities with underused bicycle infrastructure; 2) Improving access to emerging technology for communities of color and other underserved groups, including facilitating wi-fi access, creating strategies to access cash-based payment options, and offering education; and 3) Developing tools and resources to help public agencies monitor and manage new transportation services.

In 2018, Metro launched the new Partnerships and Innovative Learning Opportunities in Transportation (PILOT) program and allocated a modest \$150,000 to four strong projects that focused on providing equitable access to emerging technology, but the program was unable to meet all of the demand in the region. Metro received requests for well over three times the funding available. New and increased funding would build off the successes of and the lessons learned from the initial PILOT program and would allow the program to invest in additional capital projects.

**Task Force Values:** Creates a more interconnected transit system and the reduces impact of congestion on transit; makes it easier for people of all ages, abilities, and income levels to access the transportation system and move around our region; improves roadway and transit reliability, supports investments to increase opportunities for low-income Oregonians

**Possible Cost:** \$3M/Year

#### **Challenges:**

- Public-private partnerships would be central to this program. These partnerships can provide a cost-effective way to create public sector benefits, but they require a more thorough analysis of risks and allocation of responsibilities between the public and the private sectors.
- Technology is evolving rapidly, which creates some uncertainties for any smart cities program. This program would need to be designed to focus on outcomes, instead of on specific technologies that may arrive more slowly than anticipated or soon become obsolete.
- Some of the concepts that could be part of this program, such as providing wi-fi on corridors, represent a significant new role for Metro and could create administrative challenges including security, maintenance, and privacy concerns.

**Considerations:**

- Metro has limited information on how new transportation options like ride-hailing and car sharing are impacting our region. The companies that operate these services are not always willing to share data with public agencies. However, Metro and our partners are investing in new data tools and resources that can guide our investments in emerging technologies.

## **Regional Transportation Investments**

### **Program Concept: Air Quality Monitoring**

#### **Purpose and Need:**

As Oregon's population grows, so do the human activities that contribute to air pollution. Not only are more vehicles on the road, but there are more people mowing their lawns and burning wood fires. Low gas prices mean that more people drive larger, less fuel-efficient vehicles. Emissions from these sources accumulate in our air, pointing to a greater need to monitor air pollution region-wide, but also at a localized scale.

Oregon Department of Environmental Quality (DEQ) collects air pollution data around the state, and publishes this data on a public website: the Air Quality Index. DEQ's Air Quality Annual Report contains additional information on air quality monitoring and pollutant concentrations in Oregon, by region and by pollutant, but not at a corridor or neighborhood scale. Multnomah County and City of Portland have also convened partners and undertaken local actions address air pollution, with the City leading an effort to test air pollution sensors for the purposes of local air quality monitoring.

**Task Force Values:** As this program is a monitoring program only, it does not directly impact any of the values that the Task Force has identified. Instead, it could provide additional information that might lead to additional policy and funding actions that would align with Task Force values.

**Possible Cost:** \$1 M

#### **Challenges:**

- Metro does not currently monitor or collect air pollution data and relies on reports and information published by DEQ. Metro conducts limited regional modeling of transportation emissions for the purposes of complying with federal and state regulations, and would need to work with partners to expand its role in this area. To stand up this program, Metro would need to hire an air quality expert to oversee the monitoring program, and invest resources for data collection and data analysis. Metro would most likely contract with DEQ and/or local jurisdictions for some of the work.
- Jurisdictions collect air quality information from diverse sources, including citizen-owned sensors. There is risk that Metro could not get enough reliable and consistent data to conduct the special modeling.

#### **Considerations:**

- Metro might duplicate DEQ's existing air pollution monitoring efforts, although Metro could potentially complement DEQ's efforts by conducting additional spatial modeling.
- Given a significant investment in staff and other resources, spatial modeling would allow Metro and partners to evaluate scenarios at a grid-like scale and provide information about where pollution, by pollutant, is projected to be most highly concentrated. This could inform pre-emptive pollution and exposure strategies.

## **Regional Transportation Investments**

### **Program Concepts: Main Streets Revitalization**

#### **Purpose and Need:**

Main streets are at the center of neighborhood life and vibrant downtowns, with local businesses, key transit routes and community activity all within walking and bicycling distance. The 2040 Growth Concept defined centers and main streets as places with a traditional commercial identity, good access to transit, a strong sense of proximate, walkable neighborhoods and greater density.

A T2020 Main Streets program could provide grants and technical assistance to cities and counties for improvements to main streets and centers that are not situated within the T2020 corridors. Projects could either rehabilitate existing downtowns or help develop a downtown main street where one doesn't exist. Improvements could include sidewalks and sidewalk buffers and other investments to improve safety. Other eligible improvements could increase transit access and reliability in a downtown setting, like seating and other amenities at transit stops, enhanced pedestrian crossings, bikeways, pedestrian scale lighting, street trees and vegetation, street seating, art and other placemaking elements. Grant amounts would typically range between \$3 and \$5 million depending on the length and complexity of the projects and whether they are phased.

As the region's downtown centers grow and change, they need investments that give people transportation options and promote vibrant and healthy public spaces. Every city and county in greater Portland has one or more center or main street, but many struggle with deferred maintenance, safety concerns and limited capacity for transit. When main streets are inadequate to support planned land uses, businesses, housing and other development stagnate. This new program presents an opportunity to invest in centers and main streets while other investments are being made in corridors.

**Task Force Values:** Significant progress toward zero deaths and permanent injuries in all modes of transportation, especially among vulnerable community members, including seniors, youth and people with disabilities; increase in number of corridors in the region with efficient and safe multi-modal options; makes it easier for people of all ages, abilities, and income-levels to access the transportation system and move around our region

**Possible Cost:** \$5-10 million/year

#### **Challenges:**

- There would be few challenges to administering this type of program. Metro has long supported investments in main streets, like the Boulevards program funded with Regional Flexible Funds, and the Complete Street program that has provided transportation design guidelines for main streets for over 20 years.

#### **Considerations:**

- Currently, some main street funding needs are being met through Regional Flexible Funds Allocations (RFFA). Staff could create criteria for the Main Streets grants, building on the previous Boulevards RFFA program, and coordinate with future RFFA processes to leverage federal funding and streamline the various grant application processes.
- The T2020 Main Streets Revitalization grants could coordinate with and leverage investments from other Metro grants and programs that support planning, development and revitalization of downtowns

and main streets, including 2040 Planning and Development grants, Community Placemaking grants, Transit Oriented Development, investments in affordable housing, and downtown revitalization and livable streets and trails guides.

- Investments in Main Streets can serve multiple purposes such as improving traffic safety, encouraging more people to walk bike and take transit, neighborhood revitalization, equitable access to and creation of community space, green streets, and enhanced personal safety.

## **Regional Transportation Investments**

### **Program Concept: Better Bus**

#### **Purpose and Need:**

As our region grows and congestion increases, people need reliable transportation options to get to their jobs, homes and daily activities. Transit could be a viable option for many, but currently, buses are often caught in the same congestion as personal vehicles. Random delays, many caused by traffic, make it hard for buses to stay on schedule, so the waiting time may be worse than published. This can lead to cascading delays all along the bus line that stretches across the Metro region, far from where the original delay occurred. Delays have major impacts on people's daily lives. People who need to arrive at work on time, or who need to pick up kids from daycare or school, can't afford the risks of using an unreliable transit system.

Just as a delay on a single route can make travel unreliable across the system, local improvements in reliability can have a positive regional impact. Better Bus is a set of small, strategic, capital investments to improve transit capacity, reliability and travel time along major service bus lines that are relatively low cost to construct, context sensitive and able to be deployed quickly. Better Bus actions include changes to the design and operation of streets and signals to increase bus speed and reliability. Larger Better Bus investments could also include changes to transit vehicle fleet, station equipment and operation systems typically owned and operated by TriMet and Smart. The Better Bus program is a good return on investment because it requires a relatively moderate amount funding that can result in a much improved transit experience for bus riders.

In 2017, Metro and TriMet launched a \$5M pilot program to provide design technical assistance to implement enhanced transit projects region wide. This data driven program used bus delay, travel time and ridership information to determine where there was the greatest need, and then concentrated investments in those areas. A total of 38 projects were submitted for consideration, and 20 projects were selected to move forward through concept development and design. Many of these projects are still in need of funding. A Better Bus program could provide the resources needed to construct those projects, and develop a conduit for new projects.

**Task Force Values:** overall increase in transportation options in areas with a high proportion of people of color; makes it easier for people of all ages, abilities, and income-levels to access the transportation system and move around our region; overall decrease in vehicle miles traveled; overall decrease in greenhouse gas emissions that meets the regional Climate Smart Strategy targets to the extent achievable by the scale of the overall investment

#### **Possible Cost:**

\$5-10 million/year

#### **Challenges:**

- Engineering designs for Better Bus are still fairly new to local engineers. To overcome that challenge, Metro included engineering tools for enhanced transit as part of the update to Metro's Urban Design/Livable Streets Guide and hosted workshops on transit design.

#### **Considerations:**

- The size and scale of Better Bus projects vary widely. Projects can be as small as a signal upgrade, or as large as restriping to create a dedicated bus lane along an entire corridor.

## **Partner Agency Implementation**

### **Program Concept: School Bus Electrification**

#### **Purpose and Need**

In addition to contributing to greenhouse gas emissions, increased diesel particulate matter is linked with significant public health concerns, including increased asthma and lung cancer rates – yet most Oregon school districts contract with companies that use diesel buses to transfer students between home and school. While school districts and the private fleet companies they contract with have had few options for cleaner burning fuels, there are companies developing electric-powered school buses. Transitioning from a diesel-powered fleet to an electric powered fleet would reduce air pollution and greenhouse gas emissions, and reduce children’s exposure to diesel particulate matter.

Using revenue from a regional transportation funding measure, Metro could run a grant program to provide matching funds to school districts interested in transitioning from diesel buses to electric vehicles. In some cases, this might involve providing funds to private companies who contract with local school districts. There is likely insufficient funding to support a full fleet transition for any school district in the region, but this program might allow school districts to test out one or two electric buses to determine their long-term interest.

#### **Task Force Values**

Overall decrease in greenhouse gas emissions; overall decrease in diesel particulate matter

**Possible Cost:** This would depend on the size and scale of a program. Much more work would have to be done to determine turnover rates for the private fleets contracted by most school districts, and to better understand the difference between the cost of an electric school bus and a standard school bus. Staff would then need to determine what levels of adaptation are necessary to produce results. Without additional financial support from school districts or other funds, this program would likely have to be large (\$10-15 million/year) in order to produce measurable results for the whole region.

#### **Challenges**

- Current Oregon law requires a waiver for every individual electric school bus, posing a significant administrative hurdle for an ongoing program. This law could be changed but likely not before the regional transportation funding measure would go to the ballot.
- Electric school bus technology is still being developed and tested, and the implementation of this program would likely be the first deployment of electric school buses at any meaningful scale in the state. School districts or contracting companies would need to retrain mechanics and change maintenance programs in order to incorporate electric vehicles into the mix – an expense that some could be reluctant to take on, or that would need to be covered by the program.
- This program could be challenging to administer, as school districts would need to work with possible suppliers, and then apply to Metro for funding. Metro would need to set up a new grant program with brand new stakeholders and accountability mechanisms in order to ensure appropriate stewardship of taxpayer dollars. As most school districts in the region contract with a private fleet company, funds might go to private companies, which raises additional accountability concerns.

#### **Considerations**

- Is there a strong desire for electric school buses in the parts of the region where there is the greatest opportunity to deploy them?



- Because school buses run their routes a limited number of times a day, this program could impact a smaller number of diesel-miles-travelled than focusing on transit vehicle electrification.

## **Other Agency Implementation**

### **Program Concept: Transit Vehicle Electrification**

#### **Purpose and Need:**

The region's Climate Smart Strategy identifies increasing transit service as one of the key ways to encourage more people to ride transit, consequently reducing greenhouse gas emissions and air pollution and reducing inequities built into our transportation system. However, most of our transit buses run on diesel fuel, which increases diesel particulate matter along key transit corridors. While the overall impact to our air quality and public health is still much better than it would be without that transit service, there is significant interest in the region in reducing our reliance on diesel-fueled buses in order to build a cleaner transit system. Reducing diesel particulate emissions would have significant impacts on public health outcomes and air quality metrics, and since many current transit lines run through low-income neighborhoods, this is important from an environmental justice perspective.

TriMet has set a goal of phasing out their diesel fleet over the next twenty years, and has dedicated significant resources to meeting that goal. SMART has a similar goal to transition entirely to alternative fuels by 2028. However, an electric bus costs roughly twice what a diesel bus costs once you factor in charging equipment and new maintenance workforce training. TriMet and PGE launched the first pilot electric buses and bus charging program this year, and plan to test different bus models and management approaches over the next few years to identify the most effective way to go fully electric; SMART purchased their first electric bus this year. A full transition to electric buses will require additional funding for both agencies, and a regionwide program could ensure that the Portland region does not need to buy another diesel bus ever again.

#### **Task Force Values:**

Improves outcomes for communities of color; overall decrease in greenhouse gas emissions; overall decrease in diesel particulate matter

#### **Possible Cost:**

\$9 million/year

#### **Challenges:**

- The exact type of bus and charging model has not been finalized, but multiple options exist and the battery technology is only improving, so staff are confident that a commitment to move entirely off of diesel buses is viable.
- Administration of this program would be fairly simple and low-cost.

#### **Considerations:**

- While electric buses should first be phased in on bus routes based on topography, access to charging services, and other operational requirements, within those restrictions routes that run through equity focus areas and/or serve frequent transit lines could be prioritized for a transition to electric buses.

## **Other Agency Implementation**

### **Fare Affordability: Affordable Housing Residents**

#### **Purpose and Need:**

People who live in regulated affordable housing are among the most likely to rely on transit, but the cost of bus and MAX tickets can be a significant burden. As the amount of regulated affordable housing available to residents grows, this program could provide residents with free transit passes to increase their access to health care and social services and economic opportunity.

TriMet offers a low-income fare (for people with incomes below 200% of the federal poverty level) that is half of the standard adult fare (\$1.25 instead of \$2.50) and is capped at \$28/month. Under this proposal, people living in regulated affordable housing would receive 100% subsidized passes.

#### **Task Force Values:**

Coordinates and leverages investments in affordable housing and parks and nature, overall decrease in vehicle miles traveled, increase in access to living wage jobs, schools, social services, open spaces, and affordable housing choices, makes it easier for people of all ages, abilities, and income-levels to access the transportation system and move around our region, improves social, public health, and economic outcomes by making it safer, easier, faster, and more affordable for communities of color to access jobs, education, social services, affordable housing, and key community gathering locations, invests in transit improvements to improve access, frequency, and connections between equity focus areas and affordable housing and employment and education centers, significant safety investments in areas where people of color and people living with low-incomes live.

#### **Possible Cost:**

#### **Challenges:**

- This program would likely be administered through the local housing authorities, which work directly with residents. Some accountability and tracking mechanisms would need to be put in place, but it is likely that administration would not be overly difficult.
- For residents in TriMet's service area who have smart phones, the pass could be provided through TriMet's HOP Pass program, making the program easier to administer and reducing the stigma associated with more visibly obvious reduced fare ticketing programs. For residents without access to a smart phone, or for those living in the SMART district, paper passes would have to be distributed.
- When other regions have transitioned from a discounted transit pass to a free way, they have struggled with additional fraud issues. Selling a discounted pass to someone who doesn't qualify for it is not appealing, but selling a free pass to someone who doesn't qualify for it can be. Additional administrative measures would need to be put in place to ensure that the residents intended to receive these passes are the ones who are using them.

#### **Considerations:**

- Home Forward, which serves mostly residents in Multnomah County, is exploring options to provide free transit passes to residents of the properties it manages.
- For a small amount of additional funding, this program could further support transit use by providing real-time transit reader boards at regulated affordable housing properties.

## **Other Agency Implementation**

### **Fare Affordability: Students**

#### **Purpose and Need:**

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

One school district in the region, Portland Public School district (PPS), is exempt from state requirements to provide yellow bus service for high school students and currently offers all high school students a free transit pass during the school year. That transit pass program is paid for through a joint effort by TriMet and PPS, and PPS is partially reimbursed by the Oregon Department of Education as they offer this pass in lieu of a yellow school bus program for high schoolers.

Currently, all other school districts in the region run a yellow school bus program for their high schools and consequently are not financially able to offer a transit pass to their students in addition to the existing student transportation program required by the state. Because transit service does not provide sufficient coverage in all districts, removing the yellow school bus program is not a viable option.

As part of a student affordability program, Metro could provide HOP passes to non-PPS high school students who qualify for free or reduced lunch, thus removing the cost burden of accessing transit. This program would need to be administered in partnership with local school districts.

TriMet is currently piloting a High School Transit Program as part of their HB 2017 State Transit Investment Fund program for the 19-20 school year. All of the school districts in the region can apply for funds for free youth transit passes for low-income students. The passes are allocated based on a school district's free and reduced lunch populations and are available for the school year. These funds represent about 15% of the cost of providing passes for all students who qualify for free and reduced lunch in the region.

Meanwhile, TriMet already offers a reduced fare for people with incomes at 200% of federal poverty or below, and a youth fare for those between 7 and 17 years of age. Both passes are half the cost of a standard fare. For qualifying individuals, their total cost is capped at \$28 per month and \$2.50 per day.

**Task Force Values:** Coordinates and leverages investments in affordable housing and parks and nature, overall decrease in vehicle miles traveled, increase in access to living wage jobs, schools, social services, open spaces, and affordable housing choices, makes it easier for people of all ages, abilities, and income-levels to access the transportation system and move around our region, improves social, public health, and economic outcomes by making it safer, easier, faster, and more affordable for communities of color to access jobs, education, social services, affordable housing, and key community gathering locations, invests in transit improvements to improve access, frequency, and connections between equity focus areas and affordable housing and employment and education centers, significant safety investments in areas where people of color and people living with low-incomes live.

**Possible Cost: \$7-9 million/year**

**Challenges:**

- Privacy concerns would prevent Metro from working directly with students to determine program eligibility, so the program would need to partner with school districts. School districts may have limited resources to administer and promote a public transportation program.
- Students using smart phones could access tickets through TriMet's HOP pass, which avoids the stigma of a more visibly obvious free or reduced fare ticketing process. SMART users would have to use a paper pass.
- When other regions have transitioned from discounted to free transit passes, they have struggled with fraud. Selling free passes to unqualified individuals is easier than selling discounted tickets. Additional administrative measures would be required to ensure that the residents who are supposed to receive these passes are the ones who are using them.

**Considerations:**

- In general, free youth transit is much more appealing in areas with good service coverage; Metro staff have heard consistently from community groups that expanding service is a bigger priority in areas that still lack coverage. Pairing increased service investments with expansion of a free fare program could facilitate youth ridership and awareness of new routes.
- Providing students with a free transit pass raises larger questions of fairness around prioritizing students over people living with disabilities, seniors, veterans, or other low-income transit users.
- In the interest of serving all types of students, this program could be expanded to cover community college students or even all undergraduate and graduate students in the region who fall under a certain income threshold. This would expand both the cost and the administrative challenges of the program, but would allow the program to serve more people who would benefit from access to transit for educational and economic opportunities.
- This program could impact ridership on certain lines in significant ways; additional service funding might be needed to serve expanded ridership.

## **Community Investment**

### **Program Concept: Community Placemaking**

#### **Purpose and Need:**

For three years, Metro's Community Placemaking grants have helped communities tackle challenges or pursue opportunities through arts-based, equity-focused projects. Community Placemaking fosters neighborhood partnerships and provides rare and much needed resources enabling communities to have agency and influence over the public places they care about. The program's objectives, its processes and decision-making structures are all grounded in Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion. These community-defined efforts help strengthen and stabilize our region's neighborhoods, especially for communities of color and other historically marginalized groups. The importance of community resilience cannot be understated when we acknowledge the ways our region will continue to change – by intentional investments, by the unintentional consequences of development, and by the ongoing consequences of past and present systemic racism, discrimination and oppression.

To date, the program has funded 23 projects that are as unique as the corners of our region – from prompting safer crossings of a high-crash corridor via art, to creating safe spaces for Black and Brown residents to flourish, to re-introducing lost cultural traditions to multiple generations of Indigenous people. Additionally, these 23 projects represent hundreds of partnerships. The program offers an effective way of meaningfully engaging communities that Metro or other jurisdictions are otherwise unlikely to reach.

Interest in these resources continues to grow, increasing with each cycle and far outstripping available funds. In 2019, for instance, Metro offered \$160,000 in grants but received requests for more than \$1.4 million.

Expanding the program would stabilize placemaking efforts and invigorate communities prior to, during and following major transportation investments. It will create new partners for Metro and local jurisdictions and foster opportunities for deeper relationships – to help planners understand what communities need in a way that is impossible to glean from our conventional planning efforts. Support for this program generates good will not only because it provides much needed resources, but because it demonstrates government's trust in communities' ability to define solutions for themselves.

Opportunities at this funding level would allow for:

- support of multiyear efforts (a cohort model successfully applied in other parts of the country)
- higher funding levels (grants currently range from \$5,000 to \$25,000)
- true community-based outreach to potential applicants
- technical assistance to grantees to foster sustainability beyond Metro funds
- thorough evaluation of grant-funded projects and the overall program, which will improve local and regional planning efforts

**Task Force Values:** Ensures equitable distribution of benefits and burdens of transportation investments and acknowledges historic inequities of that distribution; identifies potential displacement impacts and invests in anti-displacement strategies for each corridor; coordinates and supports investments in affordable housing and parks and nature

**Possible Cost:** \$3-\$5 million/year

**Challenges:**

- A smaller version of this program already exists at Metro and is vastly oversubscribed; the current funding meets only about 10% of demand. It would be relatively easy and impactful to scale the program up.

**Considerations:**

- This program could be directed to prioritize proposals associated with the corridors that receive investment, or support communities across the region.

## **Community Investment**

### **Program Concept: Community Strengthening**

**\*\*NOTE: This is being included in the regionwide program conversation to respond to the Task Force (and Council's) significant interest in anti-displacement investment, but Metro staff suggest that this concept could be funded through the corridor process, in order to align with each corridor's need and to ensure adequate funding for other possible programs.\*\***

#### **Purpose and Need:**

As we have seen in our own region, transportation investments can support and improve the quality of life for the people who live in a community, or they can disrupt neighborhoods and drive displacement. Achieving the former and avoiding the latter requires a multi-disciplinary approach and significant investment that is tailored to the specific needs of the community and the affected neighborhoods.

Over the last two years, Metro has piloted the Southwest Corridor Equitable Development Strategy (SWEDS) in partnership with the cities of Portland and Tigard. The program brings together local businesses, community organizations, and other residents to identify needs and strategies to:

- Increase supply and meet demand for diverse places to live to fit the needs of individuals and families of all incomes and sizes.
- Encourage jobs that provide individuals and families with sufficient wages that allow them to live within the corridor.
- Prepare current and future corridor residents for existing and emerging industries.
- Protect and invest in existing development, adapt or development areas, or invest in new development.

This process has resulted in bringing new voices to the table, helping strengthen and increase capacity for community organizations within the corridor, and support the community in identifying the investments, policies, and strategies that will most help them in advance of the significant light rail investment.

Metro proposes setting aside a portion of funding from each corridor to replicate the equitable development strategy on all corridors. The strategy would support community members who live and work along each corridor to first identify the best strategies to strengthen their community in advance of significant transportation investments, and then implement those strategies.

**Task Force Values:** Ensures equitable distribution of benefits and burdens of transportation investments and acknowledges historic inequities of that distribution, identifies potential displacement impacts and invests in anti-displacement strategies for each corridor, coordinates and supports investments in affordable housing and parks and nature

**Possible Cost:** 1.5% of each corridor's total funding

#### **Challenges:**

- The SWEDS model of equitable development is a resource-intensive program that would require additional staff at Metro to administer the programs on all corridors, as well as significant investments in community-based organizations along the corridor to help them engage directly with community residents and businesses.



**Considerations:**

- The level of community engagement, and even the capacity for community engagement, varies among the proposed corridors. In some cases, engagement has already led to clearly articulated, community-driven strategies. In these corridors where well developed community-driven strategies exist, funds should support implementation of those strategies. Other corridors may need additional investment to build community capacity and connection in order to establish a foundation to co-create recommended strategies for that corridor. A flexible, corridor-specific approach to allocating resources is recommended in order to best align with local community needs.

## **Community Investment**

### **Program Concept: Protecting and Preserving Multi-Family Housing**

#### **Purpose and Need:**

Our region has built major transportation projects that have displaced and disrupted communities of color and low-income communities. Although a new statewide rent stabilization policy protects tenants from no-cause evictions and extreme rent increases, new investors are still permitted to use for-cause evictions for major renovations. Unregulated affordable apartments are often redeveloped or improved to charge higher rents, or neglected by property owners who keep rents low by not investing in their properties.

The region must build new, regulated affordable housing to address the housing crisis, but it is also important to preserve affordable housing that has naturally occurred in places that are important to communities, including housing near schools, jobs, transportation and other places people want to be. Rehabilitation of existing housing can make it safer, healthier and can preserve community assets.

Currently, private and philanthropic partners are exploring the development of a real estate investment trust (REIT) that could acquire and improve multifamily housing across the region. T2020 funds could be leveraged with these other funding sources to increase the feasibility of this funding model.

Alternatively, Metro and local partners could explore the creation of another Land or Investment Trust to acquire, rehabilitate, own and operate properties in accordance with established goals and policies.

#### **Task Force Values:**

Improves outcomes for communities of color, leverages existing investments in affordable housing and parks and nature, increase in access to living wage jobs, schools, social services, open spaces, and affordable housing choices

#### **Possible Cost:**

\$5-10 million investment in REIT

#### **Challenges:**

- The real estate investment trust model is still under development. Metro staff need to understand how T2020 funds would be used to support financial model over time
- If an agency acquires buildings with existing tenants, those tenants may not all meet the affordability goals of the program. In that case, residents who do not meet the affordability parameters would either need to be evicted, resulting in displacement, or the program would need to allow for those tenants to stay in the building and adjust affordability expectations appropriately.

#### **Considerations:**

- This program could focus on serving seniors, veterans, people living with disabilities, or other historically marginalized groups.

## **Community Investment**

### **Program Concept: Equitable Transit Oriented Development**

#### **Purpose and Need:**

Our region's past investments in major transportation projects have contributed to the involuntary displacement of communities of color around the region and have resulted in loss of both community wealth and community identity. While Transit Oriented Development programs and projects have helped contribute to the production of affordable housing near transit over the last twenty years, only recently have these programs focused explicitly on serving the needs of low-income households and communities of color.

There is a housing affordability crisis in our region, where average wages aren't enough for families to afford to live near where they work. Not all areas of the region are well served by transit and people struggle with long and unreliable commutes. The region needs more housing close to transit investments that is affordable to people with a wide range of incomes.

Property that is well-served by transit tends to be more desirable and commands higher rents, leading to the construction of housing that is not affordable to lower income levels. Property in these areas can be also be expensive to acquire, making affordable housing development financially infeasible without deeper public investment. However, in key locations, public agencies such as TriMet, ODOT, school districts, and community colleges may already own land that could be redeveloped using T2020 funds as a financing tool to ensure affordability and racial equity goals are met. A regional investment measure could fund an ongoing program to finance the building of affordable housing on land already owned (and no longer used) by local government agencies, particularly in areas with access to living wage jobs, transit, and social services.

#### **Task Force Values:**

Improves outcomes for communities of color, leverages existing investments in affordable housing and parks and nature, increase in access to living wage jobs, schools, social services, open spaces, and affordable housing choices

#### **Possible Cost:**

\$2 million/year

#### **Challenges:**

- Identifying appropriate sites around the region would require Metro, TriMet, ODOT, and other local agencies to inventory which land is available and suitable for equitable housing development, recognizing that agencies have multiple needs and operational priorities affecting how they use their land.
- Not all locations have the same characteristics, and not all funders approach TOD opportunities with the same objectives, funding flexibility or political considerations, so specific projects would need to be negotiated individually.
- Identifying the best model to deploy these funds in partnership with other public and private funding sources to meet desired outcomes is a significant policy challenge.

#### **Considerations:**

- What criteria would be established for the housing created with these funds? (Income level? Preference policy? Contracting?)

## **Future Planning**

### **Program Concept: Corridor Planning**

#### **Purpose and Need:**

The Portland region is unique in the country for our approach that links transportation and land use together to guide where population and employment growth will occur. Our region's compact urban form with walkable neighborhoods, density concentrated in centers and corridors, and access to nature is a result of our deliberate connection of investments in transportation, development, and nature. A key element of this approach to urban development is ensuring a strong transit system that serves these centers and corridors, and attracting transit riders by promoting residential and business activity in centers and corridors.

As the Portland region has expanded its transit system over the years, planning agencies have grown increasingly sophisticated at leveraging transportation, housing, development, and other investments to not only construct major projects, but to maximize investments in these major transportation projects to accomplish broader community development and transportation goals. Creating investment strategies among partners in major transportation projects allows opportunities for other resources to support the main investment. This not only creates better outcomes for communities, it makes projects more competitive to receive federal funding.

Transportation investments in corridors can have consequences and impacts that are not all beneficial to community members. Investment can drive displacement; businesses can be disrupted during construction; residents may lack safe connections from their neighborhoods to the transit system. At the same time, partnerships with educational and community facilities, economic and workforce development, and housing development can bring opportunities when major transportation projects are well connected to achieving broader community goals.

For these reasons, what was called "Corridor Planning" at Metro for many years has now been called Investment Areas for over five years, reflecting the evolution of our regional transportation project development processes to include stronger connections to other community investments. This starts with linking other Metro investment programs such as flexible funds, travel options, placemaking, TOD, or community partnerships in areas where major projects are being planned. It includes leveraging other public, private and philanthropic funding sources and brings the participation of community based organizations to the decision making table alongside government agencies. Together these partners create Shared Investment Strategies that focus on key needs and priorities of multiple partners.

An example includes the Division Transit Project that, in addition to the transit project itself, leveraged regional investments in equitable transit oriented development at 82<sup>nd</sup> and Division, partnered with PCC on travel options for students, and helped the City of Portland leverage other key transportation and housing improvements in East Portland. Similar efforts are underway in the Southwest Corridor, where a shared investment strategy includes investments in transportation, economic development housing and parks. The East Metro Connections Plan and the Orange Line were also early examples of the evolution from corridor planning to investment areas.

T2020 Corridors will have a wide range of planning and project development needs and the Investment Areas model can be scaled up in accordance with the scope of the measure. Recognizing that not all

T2020 Corridors will need NEPA or other federal level planning work, Metro proposes to implement Investment Areas with the following approach for T2020 Corridors:

Level 1: Integrate with Metro's existing Investment Areas program which focuses on projects requiring federal NEPA planning and/or coordination of multiple major investments in one area. Align and expand current program criteria to increase regional capacity to provide this level of investment and public engagement over many years and across multiple places. In conjunction with appropriate project delivery agencies, develop pipeline and timeline of projects requiring federal planning and resources.

Level 2: Provide funds and technical assistance to local jurisdictions where Metro project management is not necessary or appropriate but where shared investment strategies can leverage multiple community goals as part of major transportation improvements. Projects could allow for smaller improvements within a targeted geography, or serve as predevelopment for future Level 1 projects.

**Task Force Values:**

Improves outcomes for communities of color, leverages existing investments in affordable housing and parks and nature, increase in access to living wage jobs, schools, social services, open spaces, and affordable housing choices; overall increase in transportation options in areas with a high proportion of people of color; makes it easier for people of all ages, abilities, and income-levels to access the transportation system and move around our region; overall decrease in vehicle miles traveled; overall decrease in greenhouse gas emissions that meets the regional Climate Smart Strategy targets to the extent achievable by the scale of the overall investment

**Possible Cost:**

Level 1: \$2-4M per year per Investment Area (for NEPA planning only) Post EIS project development \$10+M/year to project delivery agency

Level 2: \$1-2M per year competitive grant process or regional prioritization process

**Challenges:**

- The federal pipeline of funds is limited and competitive, and requires significant local match.
- How many corridors does the region have the organizational, financial, political, and community capacity to plan and deliver?

**Considerations:**

- The Investment Areas model requires local partners to bring matching funds to help leverage regional funds and to ensure shared equity in decisions.
- Project timelines can be long. The Orange Line and SW Corridor light rail project timelines are 10-20 years. Division Street is a 5-10 year project. These are long-term investments that will require future capital funds to realize the vision expressed in the plan.

# April 2019 Coordinated Outreach

*A summary of activities and feedback:  
coordinated engagement between housing,  
transportation and parks and nature*

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

**So, hello. We’re Metro – nice to meet you.**

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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## OVERVIEW

In April 2019, Metro collaborated with its community partners to host five forums and conduct interviews during which Metro shared information and received input about three of the agency's major focus areas: 1) the proposed parks and nature bond; 2) implementation of the Metro Regional Affordable Housing; and 3) priorities for the potential transportation funding measure in 2020. Key themes from the input received at the forums is compiled and summarized in this document.

Forums included:

- April 15 at NAYA: 24 participants
- April 16 at Clackamas Community College, Harmony Campus: 25 participants
- April 17th - April 24: Interviews conducted through APANO Communities United Fund: 8 participants
- April 19<sup>th</sup> APANO discussion group at APANO office in East Portland
- April 20 at Centro Cultural: 18 participants<sup>1</sup>
- April 25 at Unite Oregon: 16 participants
- April 26 at the Oregon Zoo (Community Leaders Forum): 33 participants

## PARKS AND NATURE

*On June 13, 2019 the Metro Council approved Resolution No. 19-4988, referring a potential \$475 million parks and nature bond measure to the voters for consideration on the November 5, 2019 ballot. Oregon law requires that any materials produced on public time or with public resources, including emails, "fact sheets," comments or content on social media, memos, etc., must be impartial, which means "equitable, fair, unbiased and dispassionate." For this reason, the feedback section for Parks and Nature has been removed until after the measure is decided by voters.*

## HOUSING

Forum attendees and interviewees participated in facilitated discussions about housing that were guided by the following questions: if you could build new affordable housing anywhere, where would it be; what are challenges to accessing affordable housing; what are challenges to keeping affordable housing; and how do people in your community find affordable housing. The discussions are summarized on the following pages. These lists highlight the most predominate and repeated points of discussion throughout the seven community forums.



### Housing location

Participants were asked to imagine a good location for affordable housing and then explain what made that locational ideal. The following is a summary of what was shared.

- Participants discussed the importance of having access **services and amenities near affordable housing or proximity to existing community and family networks**. The most frequently mentioned include:
  1. Near public transit
  2. Near grocery stores and affordable food options
  3. Near good public schools and childcare options
  4. Near parks, green space, recreation and natural areas
  5. Within people's existing communities, where they know people and have connection to the land and community – friends, family, social and cultural circles

Other locational factors mentioned most frequently include:

- In safe and quiet neighborhoods
- Near cultural hubs such as Jade District
- Near culturally-specific amenities and locations, i.e. grocery stores, hair dressers, community centers, retailers, restaurants, etc. – places where people can access products, retail, and engagement specific to their culture

- Access to pedestrian and bicycle networks
- Access to healthcare/medical and mental health services
- Access to transportation options (general)
- Access to community resources
- Near community centers and/or public spaces
- Walkability (20 minute neighborhoods)
- Within mixed income neighborhoods (affordable housing shouldn't be isolated, equal access to services and amenities, and regional distribution of affordable housing)
- Housing that reinforces diversity in neighborhoods
- Near jobs and employment/commerce centers
- Near services (general)
- Access to recreational activities
- Near shopping and shopping centers
- Ability to patronize local businesses
- Access to spiritual locations and places of worship
- Sense of community identity
- Access to laundry services (laundromat, in unit or in complex laundry)
- Connections to or proximity to major (safe) arterials
- Ease of access to the airport
- Any place that meets children's needs, an area that also suits families, young professionals, and couples with no kids
- Quality schools, opportunities for after school activities, recreational centers, mixed use and also single family homes, places to volunteer, stores for all income levels, diverse housing
- Access to libraries, places to gather and celebrate events - festivals and markets
- Developments such as Orenco station – Transit Oriented Development sites
- Near parks with amenities such as barbecues, picnic tables, public fountains, play structures, etc.)
- Support long-term stability and sustainability of existing communities to support community cohesion and livability. Affordable housing should not only focus on new construction it should also support people staying in their communities. Several specific areas were mentioned where there are good services, transit, and cultural centers but there is a need for more affordable housing.

- SE Portland (82<sup>nd</sup> and Powell)
- Cully
- Cornelius and downtown Forest Grove
- Washington County – because there isn’t enough there today, and there are nice parks
- Manufactured Home Parks were discussed as existing affordable housing, which if preserved, will remain affordable.

### **Challenges accessing affordable housing**

Next, participants were asked to identify the barriers and challenges that make it difficult for people to access existing affordable housing. The following is a summary of what was shared.

- The application process is onerous and creates barriers (tax information, income verification, references, background checks, credit checks, etc.)
- The cost of rent is too high
- The accessibility of information related to finding housing, applying for assistance, etc.
- Housing locations do not have accessible transportation options
- Housing has occupancy limits and policies that prevent families from renting
- Property managers, owners, and landlords demonstrate bias related to race or class
- Applicant rental history or history of eviction pose a barrier to finding housing
- Housing is located in unsafe neighborhoods
- Language poses a barrier when finding information on housing or navigating processes (applications, contracts)
- Wait lists are too long
- Applicants with a criminal record or those coming from prison or transitional housing struggle to qualify for or find housing
- Housing isn’t located near good schools or affordable childcare opportunities which impacts the stability for families with children
- The cost of the application process, deposits, and moving serves as a barrier to finding housing
- Cultural barriers exist in finding housing and applying
- The income requirements for qualifying for affordable housing or assistance are inflexible (too high or too low)



- Renters and applicants are unaware of or have a difficult time understanding their rights or the laws
- There are not enough family-sized units
- Housing options based on location, price, accommodations, services, amenities are limited and/or difficult to find
- There is limited accessibility for moving into homeownership
- It is difficult to acquire financing or loans
- Citizenship status limits options and ability to find housing
- There is a lack of mental health understanding from property managers, owners, and landlords, and limited mental health services
- Housing is not located where people need or want to live
- Housing is not ADA accessible
- People are displaced
- People lack the connections or network necessary to find housing
- Inability to know the price of apartments without asking
- Applicants are given little control over utilities and policies
- Applicants with no rental history struggle to qualify for housing
- Pet restrictions and fees can serve as a barrier to finding housing
- Landlords, property managers, and owners can foster predatory or unhealthy relationships with tenants
- Racial discrimination accessing home loans
- Property taxes are too expensive

### **The ways people find housing**

Community members reported that affordable housing is generally hard to find. They identified resources that they and others in their communities use to find housing. Below is a summary of the resources mentioned most often by participants.

- |                                      |                                     |
|--------------------------------------|-------------------------------------|
| • Word of mouth                      | • Church                            |
| • Community networks and connections | • Agencies with wraparound services |
| • Family connections                 | • Online                            |
| • Housing programs                   | • Schools                           |
| • Nonprofits                         | • Radio (i.e. Piolin and Don Cheto) |

Specific organizations mentioned:

- 211
- Home Forward
- Community Action
- Adelente
- Bienstar
- Centro Cultural de Washington County
- Community Alliance of Tenants
- Habitat for Humanity
- Hacienda
- Latino Network
- Proud Ground
- ReSTORE
- HUD
- Self Enhancement, Inc. (SEI),
- Virginia Garcia Memorial Health Center
- St. Vincent de Paul
- Native American Youth and Family Center (NAYA)
- Confederated Tribes of Siletz Indians
- Confederated Tribes of Grand RondeOther ways people are finding housing include:
- Bartering for housing (yard work, work trades, nannyng)
- Leaving Portland or leaving the region (ex. Ontario, Oregon for farming work)

Other ways people are finding housing include:

- Bartering for housing (yard work, work trades, childcare)
- Leaving Portland or leaving the region (ex. Ontario, Oregon for farming work)

## Challenges staying in affordable housing

When asked about barriers and challenges to staying in affordable housing, participants mentioned the following topics most often.

- Wages increases are not equal to rent increases (Increased costs of living)
- External emergency costs
- Financial instability
  - Costs related to health care and illness
  - Childcare costs
  - Property tax increases
  - Employment instability or job loss
  - Unexpected emergency costs
  - Home repairs and maintenance
  - High utility bills
- Landlords, property managers, and owners are predatory
- Landlord, property manager, and owner's racial or classist biases
- Evictions or no cause evictions
- The processes for applying for assistance are difficult to find, navigate, or qualify for
- Occupancy terms or policies limiting the number of people in a unit or evicting people because they no longer meet the number of people required
- The cost of repairs or maintenance
- Information on renter rights is inaccessible or difficult to find
- Rental assistance that is connected to job status
- When one person holding the lease moves and lease is lost for a whole house of renters
- Property tax increases
- Racist neighbors and experiencing prejudice
- Low quality housing and related issues such as mold and pests
- Safety and quality of life
  - loud neighbors
  - gang activity
  - crime
  - low performing schools

## Services needed to support affordable housing

The last question related to housing asked about needed services to address the challenges discussed. Below is a list of are the topics shared most frequently.

- Wrap-around support for vulnerable populations, including those with language barriers, mental illness and disabilities. More services like APANO and IRCO.
- Provision of accessible emergency unemployment funds
- Cultural competency/sensitivity training and policies for landlords, property managers, owners, and marketers
- Development of community knowledge/resource bases/hubs
- Provision of language services for navigating processes, rights, information, etc.
- Services to connect people to stable employment opportunities, and to help businesses navigate the MWESB process and connect to contract opportunities
- Resolution services for issues between tenants and landlords, property managers, and owners
- Culturally and language specific marketing
- Identifying community asset connections
- Creating trustworthy government and/or permanent supportive services
- Increased accountability in policies and regulations / Fair housing enforcement
- Provision of grants and subsidies
- Provision of eviction protection
- Services to help people move into homeownership
- Rent control or caps
- Empower/fund organizations that serve communities of color, churches, and other organizations that serve vulnerable communities to assist in helping people find and retain housing
- Hold events in the targeted communities that inform people and provide assistance in finding and retaining housing
- Build more housing
- Rent-to-own options
- Diverse landlords

## TRANSPORTATION

Forum attendees and interviewees participated in discussions about transportation. The conversations focused on region wide programs that could help make transportation more affordable, safe, and reliable. Participants selected from four programs the two they thought

would have the greatest benefit to them or their communities. The programs included safety improvements, new technology, off-street trails, and cleaner buses. Overall, participants ranked safety as the highest priority, followed by new technology and off-street trails. Cleaner buses was given the lowest priority overall between all seven events



There was one discussion group whose results stood apart. The individual interviews conducted by APANO in Washington County identified cleaner buses as the top priority followed by safety improvements and technology.

Following are key themes from the discussions.

### Themes

- **Forum participants frequently cited congestion and long commute times** as transportation challenges that they and their communities experience every day.
- **Safety is a priority concern for forum participants.** Participants discussed many different meanings of safety. The most frequent conversations about safety were related to pedestrian and bicycle safety. Participants consistently identified the need to separate and protect pedestrians and bicyclists from car traffic. Separated and protected bike lanes, wider sidewalks, and clearly marked and lighted street crossings were repeatedly mentioned.
- There were several themes related to transit improvements. The **infrequency and inconsistency of service, and lack of connections** were the most frequently cited issues.
- **Safety and comfort of transit was also a frequently cited concern.** Concerns spanned a variety of issues including dark bus stops, bus stops without shelters, and transit police.

- **The high cost of riding transit** was mentioned in many forum discussions. Ideas to address the issue included free transit or sliding scale tickets.
- Several forum groups emphasized the importance of **connecting transit with affordable housing**.

### **Transportation challenges**

Below is a summary of the most commonly mentioned transportation challenges:

- The time it takes to get to or from destinations
- The bike/pedestrian infrastructure/amenities are unsafe
- Congestion/traffic
- Drivers exhibit unsafe habits, i.e. speeding, ignoring right-of-way laws, entitled driving
- Transit requires too many or difficult transfers between destinations
- Transit lacks the space to accommodate people carrying things or those using mobility scooters, wheel chairs, etc.
- Bus lines and service are unreliable
- Transit and transit centers feel unsafe
- Sidewalks are disconnected or nonexistent
- Areas outside the urban core lack transit options
- Walking distances
- Bus drivers exhibit cultural incompetency or insensitivity
- Construction causes congestion and/or makes it difficult to plan trips
- Roads are not maintained, i.e. potholes
- People are forced to drive due to lack of options
- Rush hour congestion
- People are forced to stand on the bus due to lack of seating

### **Discussion of transportation improvement priorities**

The following is a summary of the discussion that occurred about the different transportation policies

#### **Safety Improvements**

- Flashing pedestrian crossings
- Street lights
- Overall/general safety for bikes and pedestrians
- Sidewalk connections
- Buffered/protected bike lanes
- Lights at transit stops
- General safety for people of color
- Accessibility and safety for people with disabilities, seniors, and children
- Emergency/blue light phones/buttons at transit stops
- Signage to promote safety
- Sidewalk maintenance to improve safety
- Transit shelters
- Improved safety on transit and at transit stops
- Pedestrian islands
- Off-street bike paths
- Security presence on MAX trains
- Reduce speed/speed enforcement
- Wider/safer crosswalks

### **New Technology**

- Improved transit tracking app – accuracy, availability, language preferences, etc.
- Wifi on transit and at transit stops
- Provide transit tracking screens at more stops
- Improve traffic coordination, i.e. lights, lanes, routes, etc.
- Provide emergency/blue light phones/buttons at transit stops
- Increase/expand BikeTown locations, specifically near MAX stops

### **Off-Street Trails**

- Create off-street/separated bike and pedestrian facilities
- Bike and pedestrian trails located near affordable housing
- Make information on trails accessible and have signage on trails

### **Cleaner Buses**

- Remove diesel polluting buses
- Implement express bus lines and dedicated bus lanes to reduce idling
- Use electric buses
- Consider how pollution disproportionately impacts communities of color and vulnerable communities

### **Additional Transportation Ideas**

When participants were asked what hadn't been discussed, they offered the additional suggested transportation improvements summarized below.

- Implement transit ridership programs, i.e. low income fare, newly employed free transit, sliding scale fare based on income, youth and senior passes.
- Make transit more reliable
- Address issues of police and transit enforcement disproportionately targeting communities of color and vulnerable communities
- Expand the transit system and increase the number of routes
- Make public transit free to use
- Provide public transportation options for families to access parks, natural areas, and public spaces that are inaccessible without a car
- Require cultural competency and sensitivity training for transit employees
- Create a comprehensive connected network between modes
- Incentivize habitual active and public transportation use
- Increase the frequency of transit
- Improve the reliability of transit during inclement weather
- Expand service hours/provide 24 hour transit service
- Address issues of people smoking at transit stops
- Create more direct transit options
- Disincentives for single occupancy vehicle use
- Provide transit that supports independence for people with disabilities or limited mobility
- Provide public restrooms at transit stops
- Create better transit connections to amenities, resources, and services for areas that are lacking
- Reduce trip lengths





COMMUNITY SURVEY SUMMARY | JULY 2019

METRO 2020 TRANSPORTATION INVESTMENT  
MEASURE – PROGRAM AREA SURVEY



Prepared by JLA Public Involvement

## A NOTE ABOUT THIS SURVEY

**Participants in this survey were self-selected, and the views shared here are not a scientifically valid survey of public opinion.** The online survey was open from May 6-July 8, 2019 and was promoted by Metro on its website and through social media, and shared by community partners, local jurisdictions and other stakeholders.

## 2020 TRANSPORTATION INVESTMENT MEASURE: INTRODUCTION

### WHAT'S IT LIKE GETTING AROUND THE GREATER PORTLAND REGION?

Over the past three years, Metro has heard more than 19,000 comments from community members and leaders as part of a process to shape a major update of the regional transportation plan adopted by the Metro Council in 2018. Community members said a transportation system that works for all must be reliable, safe, and affordable. They also identified a critical need for options that promote health, equity and climate resiliency. Moving forward, the Metro Council has applied these priorities while also continuing the conversation with the people of greater Portland.

The launch of an interactive online community survey was one of the many engagement strategies used in 2019 to support Metro's goal of continuing community conversations surrounding the prioritization of transportation improvements and investments. This online community survey presented a series of questions that invited participants to describe their experience of and with more than 29 travel corridors within the broader metro area, as well as the opportunity to prioritize what types of transportation improvements were most important, and how those specific transportation improvements might impact or benefit their communities.

With this survey, and ongoing engagement efforts planned over the summer and fall of 2019, Metro staff commits to continuing to work with community partners to lift the voices of people that have much at stake but are too often the least heard. With this commitment, the survey was translated into Spanish, Vietnamese, and Russian – with intentional outreach to marginalized communities.

**What Happens Next?** The 2020 Transportation Investment Measure community survey marks the beginning of a large-scale engagement process in 2019 that will provide local leaders with the opportunity to engage with their communities, establish priority corridors and transportation investments to bring forward to the Transportation Funding Task Force and Metro Council. The Metro Council will then consider referring a transportation investment measure to voters on the November 2020 ballot.

## REGIONAL TRANSPORTATION FUNDING TASK FORCE & METRO COUNCIL: MEASURE OUTCOMES

As a part of the larger Metro Regional 2020 vision, Council and Transportation Funding Task Force members adopted a series of measure outcomes to guide the prioritization of transportation improvements and investments within the Metro region.

These outcome measures included:

- Improves Safety
- Prioritizes Investments that Support Communities of Color
- Makes It Easier to Get Around
- Supports Resiliency
- Supports Clean Air, Clean Water, and Healthy Ecosystems

- Supports Economic Growth
- Leverages Regional and Local Investments

You can read more about these outcome measures and the Transportation Funding Task Force [here](#).

DRAFT

## SURVEY KEY FINDINGS

### OVERVIEW:

The 2020 Transportation Investment Measure Survey was made public on May 6 and closed on July 8, 2019. 3,464 responses were collected.

Overall, survey responses highlighted strong support for transportation improvements and investments that prioritize pedestrian and bicycle safety, as well as improvements that aim to mitigate and decrease greenhouse gas emissions and to support safe traffic flow with strong support for prioritizing transit during peak travel times.

The draft summary below includes highlights from two of the main sections of the survey – providing a snapshot of the key learnings, emerging themes, and responses from survey participants. The summary is split into three core sections: Demographics, Transportation Improvements, and Corridors (the Corridors section of this report has not been finalized).

**Commented [SS1]:** I'm not sure how easy it is to see the amount of traffic to the website over the last couple of months, but it might be a nice data set to highlight!

### PARTICIPANT DEMOGRAPHICS: OVERVIEW

Survey participants were invited to respond to a series of optional demographic questions, including the zip code of their home address; information about their gender and racial/ethnic identity, as well as information pertaining to any experience or identity of living with a disability, age, and household income.

Most questions provided a variety of drop-down options, responses were optional, and provided room to write in additional answers or responses they felt were not provided within the menu of choices built into the survey.

Out of those who completed the optional demographic question, responses highlighted the following trends:

- Most respondents (55%) lived within a Multnomah County Zip Code
- 11% of survey participants self-identified with a racial and/or ethnic identity other than white, with 89% of respondents identifying as white.
- 53% of respondents identified as Woman, 44% as Man, 2% identified as Gender Non-Conforming and 1% self-identified as Transgender
- 46% of respondents were under the age of 44
- 15% of respondents identified as living with a disability, with 5% of those defining their disability as Ambulatory (*which was defined as 'unable or having serious difficulty walking or climbing stairs'*)
- 61% of survey respondents had a household income (pre-tax) over \$74,999

These findings when presented in comparison to demographics for the region showed the survey respondents to be largely representative of the demographics of the Metro region as a whole, with the exception of age and household income (in which survey participants presented as older than the median age, and experienced a household income higher than the median household income for the Metro region).

A full summary of these demographic findings has been included in Appendix A.

## TRAVEL IMPROVEMENTS

### FOUR TYPES OF TRAVEL IMPROVEMENTS: HOW MIGHT THESE HELP YOU OR YOUR COMMUNITY?

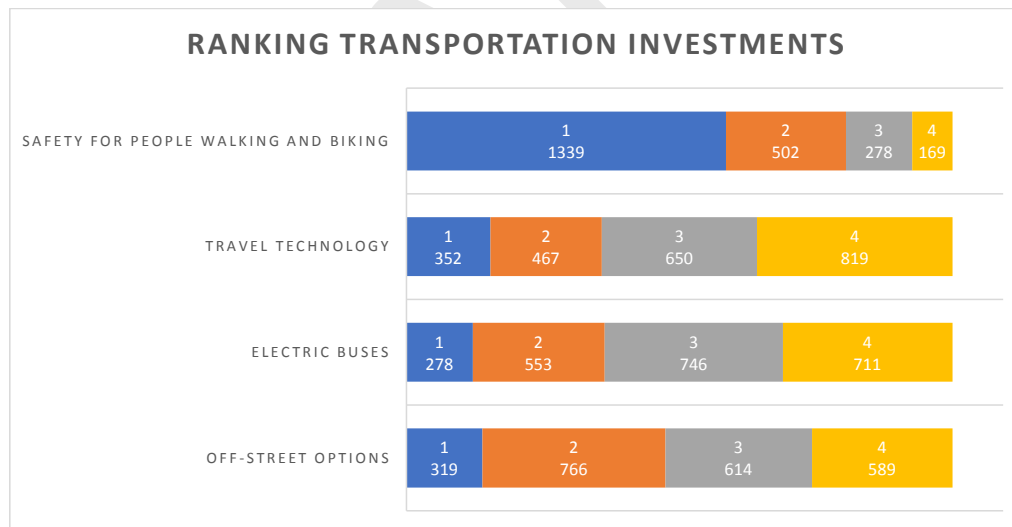
Survey participants were asked to engage with four types of improvements that aim to improve travel. Questions asked respondents to provide personal feedback on each of the improvement areas, with the opportunity to rank the importance of these transportation improvement programs

The four improvement programs (with a list of examples) presented in the survey included:

1. **Safety for people walking and biking** (Examples Provided: Improved sidewalks, safer crosswalks and bike lanes, and better lighting at bus/MAX stops)
2. **Travel technology** (Examples Provided traffic signals that give buses priority; More accessible shared transportation options; Wifi at bus/MAX stops to help find out when the next bus is coming)
3. **Cleaner buses** (Examples Provided replace diesel buses with clean and quiet electric buses.)
4. **Off-street options** (Examples Provided build and connect trails that people use to walk or bike for commuting and other trips)

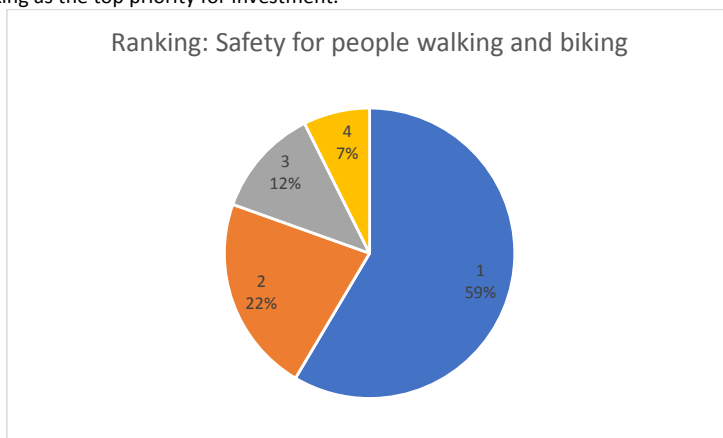
When ranked, survey participants placed Safety as the top priority for investment, with Off-Street Options as the second highest ranked priority. The other transportation improvements options (Cleaner Buses, and Travel Technology) had less of a drastic distinction between rankings.

The graphic below shows the total number of responses per each ranking category for each of the four transportation investment areas.



## TRANSPORTATION IMPROVEMENT INVESTMENT: SAFETY FOR PEOPLE WALKING AND BIKING

**Ranking:** The majority of responses (59%) selected Transportation Improvements supporting safety for people walking and biking as the top priority for investment.



**Safety Comments:** When asked to describe how this improvement might help your community, survey participants responded with some specific strategies for addressing safety (emphasis on sidewalk improvement, crosswalks, lighting, and protected bike lanes) as well as strong support for the prioritization of bike and pedestrian safety.

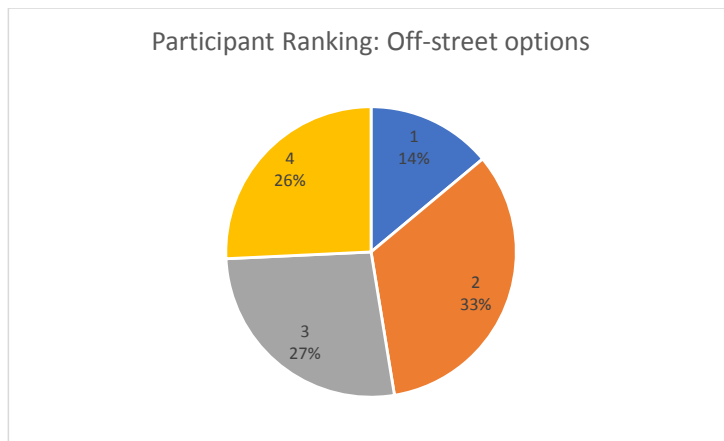
A mix of comments that expressed hesitation or resistance to the prioritization of funding dedicated to bike and pedestrian over other transportation improvements, and others highlighted that this was less of a concern or priority for their community or neighborhood due to geographic realities and/or commutes.

### Quotes from Survey Participants: Safety for people walking and biking

- “Completing walking and biking networks would be huge. It would also cost a small fraction of what is needed to expand infrastructure for cars.”
- “Doesn’t impact my commute at all. I live in West Linn and commute to Beaverton. I would never walk, bike or use transit. My job doesn’t allow it.”
- “I am a bike commuter and leisure rider, runner, and walker. These are a top priority for me.”
- “I would be more likely to take the bus if walking to/from the bus stop nearest my destination were more pleasant and safe.”
- “It would be a great help. It does not feel safe to walk when there are no sidewalks along most of the streets in many neighborhoods.”
- “Just having functional sidewalks would be a huge improvement. Being able to cross streets without nearly getting killed by other people would be nice. Crossing at convenient spots, and not walking a half mile out of the way for a marked crosswalk would be nice.”

## TRANSPORTATION IMPROVEMENT INVESTMENT: OFF-STREET OPTIONS

**Ranking:** Thirty-three percent (33%) of respondents selected Off-Street options as the second most prioritized transportation improvement for the region. Fourteen percent selected this as the most important transportation improvement; 2% of respondents selected this as a 4 (or the lowest ranked priority).



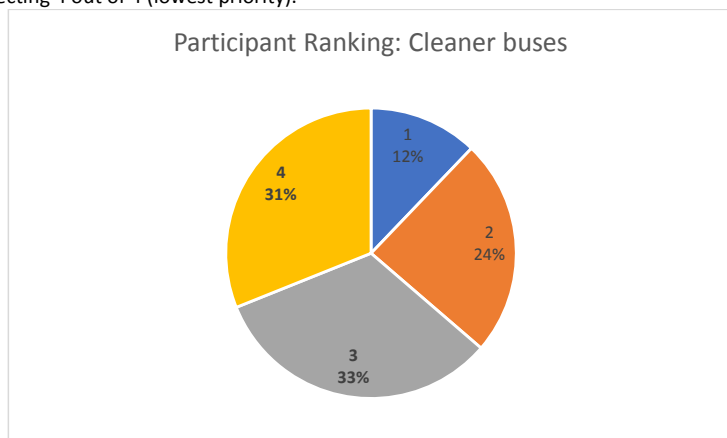
**Off-Street Options Comments:** When asked to describe how off-street options for biking and walking might help communities, survey participants responded with mix of strong support for off-street and protected bike paths – referencing increased bike ridership, the environmental impact of less car-centric trips and more people riding and walking, and an increase in the quality of life experienced within certain neighborhoods as some of the outcomes connected with an investment in interconnected off-street options. A number of comments expressed concern around the safety of off-street trails – specifically referencing homeless camps and lighting as factors that would deter them from using off-street facilities. Out of those who felt the off-street options were not a critical transportation improvement, several referenced safety and enforcement of safety as a major barrier to use (again referring to homeless populations and camping along off-street corridors).

#### Quotes from Survey Participants: Off Street Options

- “Bike routes where people don't have to worry about cars would make us safer and encourage more people to bike instead of drive.”
- “Active transportation networks integrated into transit networks greatly expand the usability of the transit network. In climate and air quality terms, it also has the largest cumulative effect in reducing emissions.”
- “Fighting cars for space is a losing battle that usually ends up with pedestrians or bicyclists dead. Please do this.”
- “Anything that provides a separate and protected pathway for peds and bikes from vehicular traffic is a step and roll in the right direction. Accessible access to the region shouldn't rely on a personal vehicle.”
- “Again, a very minimal consideration when trying to reduce the growing traffic congestion problem. Very few people as a percentage of commuters and motoring public will change their behaviors. And this is Oregon, it is cold and rainy and folks will not ride their bikes year round.”
- “Currently these draw homeless populations, while I want to support this, we should put money into supporting homeless and to maintain what is there before expanding new ones.”
- “Help us be more active but unless you keep them clean and safe people won't use them. Our trails are blocked by campers who set fires and harass people who go by. I refuse to use them even though we love walking places. Until our cities prioritize citizen safety and cleanliness we will continue to use our cars daily.”
- “Almost all the trails in Portland are used by homeless camping. Crime and garbage are overwhelming. Building more would be a waste of money.”

## TRANSPORTATION IMPROVEMENT INVESTMENT: CLEANER BUSES

**Ranking:** Responses placed electric busses within the bottom two priority levels – with 33% selecting a 3 out of 4, and 31% selecting 4 out of 4 (lowest priority).



**Electric Buses Comments:** When asked to describe how electric buses might help or benefit their communities, the majority of survey comments expressed strong support– referencing improvements in air quality and health as a top benefit, as well as a reduction in noise pollution and environmental impact (long-term). Those comments that expressed a hesitancy or resistance to electric buses cited a desire to see investments directed to improvements that they saw as a greater priority – such as frequency, availability, and cost of public transit options.

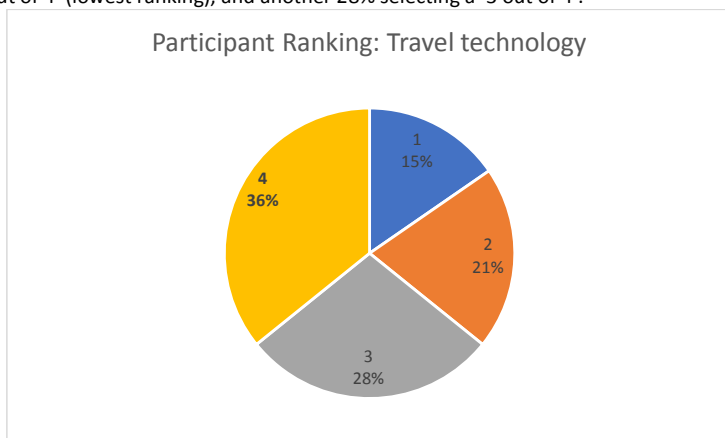
### Quotes from Survey Participants: Electric Buses

- “Electric buses would be great for the broader Portland area's air quality!”
- “For this I am primarily concerned about my daughter who goes to daycare on 6th Ave. It is highly worrying to think about the diesel fumes the toddlers are breathing during their playground time.”
- “Asthma rates are very high among children in my neighborhood. We need to electrify our bus fleet.”
- “That would be great!. It's really hard to hear on the bus if you have hearing issues. Also the breathability would be much better.”
- “Anything that reduces air and noise pollution will make for a safer community.”
- “Although this is a great idea environmentally, I don't think this should be a major focus. The primary focus should be on upgrading roads, and having more buses that reach more residential neighborhoods. Cleaner buses would be a great idea once we had enough buses.”
- “Can't justify the cost and impact on the environment to produce, maintain and dispose of the batteries”
- “Not a priority, increase service frequency and add bus rapid transit/signal priority/HOV lane access before spending money on upgrading the fleet. People aren't going to take the bus because it's electric, they'll take it because it's fast and reliable.”



## TRANSPORTATION IMPROVEMENT INVESTMENT: TRAVEL TECHNOLOGY

**Ranking:** Responses placed travel technology within the bottom two priority levels, with 36% of respondents selecting a '4 out of 4' (lowest ranking), and another 28% selecting a '3 out of 4'.



**Travel Technology Comments:** When asked to describe how travel technology might help or benefit their communities, the majority of survey comments expressed support—referencing specific technological improvements that could increase the reliability and frequency of busses and transit options (specifically bus priority lanes and transit-only signaling). Responses were mixed between support for WIFI, not seeing it as a top priority, and some strong resistance (specifically, that WIFI should not be subsidized by tax-payers). Several comments expressed strong opposition to services such as Uber and Lyft which they saw as contributing to more cars on the roadways and in turn increasing environmental crisis and climate impact. Others felt that busses were not the answer, and that most people would continue to use single occupancy vehicles, and in turn transportation investments needed to focus on more lanes and easier commutes/travel options for cars.

### Quotes from Survey Participants: Travel Technology

- “Anything to make transit more reliable and efficient would be greatly appreciated. More people need to use transit - climate change is here!”
- “Bus priority (including signal priority and enforced, dedicated bus lanes!), protected bike lanes, better tracking/arrival time info at stops, more speed/red light enforcement via camera.”
- “As a transit user, prioritizing buses through lights would be huge. WiFi would also be great, especially for lower income people who may have limited data, but does nothing for those without smart devices.”
- “Every bus and MAX stop should have an electronic reader board that already displays when the next bus or train is coming. Don't put that burden on people.”
- “Bus priority will work. Is accessible shared transportation options code words for Uber? No thanks. Wifi at transit stops - not worth the effort or money.”
- “I like the traffic signals for buses. People don't yield for buses, and competing for space adds to gridlock and is unsafe.”
- “I would LOVE to take the bus to work but currently it takes almost twice as long as driving and I can't justify that time expense. Anything you can do to make transit faster is a huge benefit in my opinion - allowing more people to take the bus instead of cars and promoting walking and more community on our streets! I don't personally see wifi at bus/max stops as a high priority.”
- “I don't understand why tax payers would pay for free WiFi at max stops. There are plenty of other avenues to know when the next bus or light rail will arrive. I feel that WiFi will only cause the homeless population to start camping out at stops causing them to become even more dangerous.”

- “Busses are useless. How am I to drop kids at daycare & change busses multiple times to get to work? Also, I need to be able to get to appointments that are work related.”
- “Busses do not deserve priority. WiFi paid for with tax dollars is ridiculous. Build more roads.”

#### **BASED ON YOUR EXPERIENCE, IS AN IMPORTANT KIND OF IMPROVEMENT MISSING?**

More than 1000 participants responded to this open-ended invitation to describe specific transportation improvements that they felt were missing or not-represented in the survey options.

The majority of responses supported improvements that increased the frequency, reliability, and enjoyability of using public transportation. These improvements included prioritizing bus/transit only lanes and supporting a focus on safety/security. A large number of comments also encouraged congestion pricing and tolling – recommending a combination of incentives and disincentives for people to shift from a reliance on single occupancy vehicles. Other comments asked for strategies that prioritized addressing the reality and presence of unhoused and homeless populations along corridors and next to transit stops.

A selection of comments for each of these three major themes are included below:

#### **Public Transportation: Frequency and Availability of Transit Options**

- “Additional Max routes, while biking is great, not all are physically capable of doing so and busses are so slow they are almost a non option. Except for rush-hour driving is still the quickest way around the city and unless that (and rising housing costs) change, more and more people will continue to drive cars.”
- “Adding more transit lines and increasing frequency.”
- “As I said with respect to travel technology, we need more than wifi/priority signals. We need to make it such that people would prefer to walk/bike/take public transportation than get in their car. This is important for the sustainability of our planet and communities.”
- “Making dedicated bus lanes on priority corridors during rush hour, doing congestion pricing to encourage a shift. Investing in this infrastructure is also important for disadvantaged communities. They often don't have the ability to drive everywhere. So instead, they are stuck on buses that probably doesn't come frequently enough, that they got to after walking through an un-pedestrian friendly part of town, that is now stuck in traffic because all the privileged people are in their cars because taking the bus is not an attractive option...I feel lucky for living in a fairly accessible part of town. We need everyone to feel that way.
- “Unfortunately, it is again the disadvantaged, that live in communities that aren't safe for pedestrians or bikes. There are too many accidents caused by cars going too fast. We need to help everyone feel safe walking, biking. And we need to want people to love public transportation. Focus on investing in this, not roads.”
- “Bus-only lanes are cheap and would improve commute times for riders. Faster busses would definitely increase ridership (which would lower car traffic). It's a virtuous cycle.”

#### **Congestion Pricing, Tolls & Incentives**

- “All of the above are carrots, but we also need some sticks so that driving is not so cheap and easy. Parking should never be free, and taxes to own a car and buy gas should be very high. People who own cars think that it is cheaper and quicker to drive somewhere in town instead of taking the bus. This needs to change. The bus should be the cheaper and quicker option.”
- “Congestion pricing to reduce congestion and car free streets and plazas to encourage more walking and biking are missing.”
- “congestion pricing. dedicated lanes for bus/transit, dedicated protected bike lanes, dealing with last 1/2mi issues to connect to transit system, freeway caps to mitigate environmental, noise and neighborhood impacts, increasing share of transportation network dedicated to bike/peds, reducing share dedicated to automobiles.”
- “Tollbooths for WA residents coming to Portland should be set up before Oregonians spend more taxes on our roads to accommodate WA drivers.”
- “Incentivize large employers to shift employees to different locations to be closer to home and minimize travel (I think Key Bank did this in Seattle in the mid-90s).”

- “Carpooling, mandatory school buses (clean electric) for schools to transport children/teens thereby reducing cars to drop off and pick up kids.”
- “Get employers to provide transit as a paid benefit, for reliable transport.”
- “Incentives from employer”
- “These options are good, but I don't see any emphasis on providing incentives for employers to offer commute flexibility that would allow workers who drive to work to simply shift their schedules to avoid being on the system during the AM and PM peaks.”

#### **Strategies to Address Unhoused Populations & Physical Appearance of Corridors:**

- “YES...dealing with the HOMELESS ISSUE. This impacts our lives, neighborhood and safety on a daily basis. People will continue driving as long as they don't feel safe on our streets.”
- “The buses and trains are not very clean. I don't know how often they are cleaned, but it needs to be more often particularly given the homeless who hide out in the trains. (nothing against the homeless, they just tend to not be very clean)”
- “Get more fare inspectors to get homeless and people with pets and fare jumpers off transit!”
- “Providing trash receptacles and cleaning the garbage from homeless camps would be a big improvement psychologically. Every step I take I see microtrash, needles or larger garbage. It is depressing to see this much garbage in my neighborhood everyday when I walk.”
- “Effectively dealing with homelessness and crime along transportation corridors.”
- “Yes, more safety should be provided on our mass transit options. I will not regularly take the bus or max because of multiple unsafe experiences that I have had on our transit system. Examples include being harassed on the max without anyone there to stop it, being harassed on the bus and being told by the driver that he would eject me along with the harasser when I complained. Riding transit with crazy/homeless/druggies does not make for a good experience and being a sexual minority I am harassed in public regularly just because people view me as an easy target. I drive most places to feel safer from these people and will not ride transit regularly until someone is present on all buses and trains to ensure commuter's safety.”
- Narrow large streets, remove lanes, add trees. Create a pleasant walking environment.

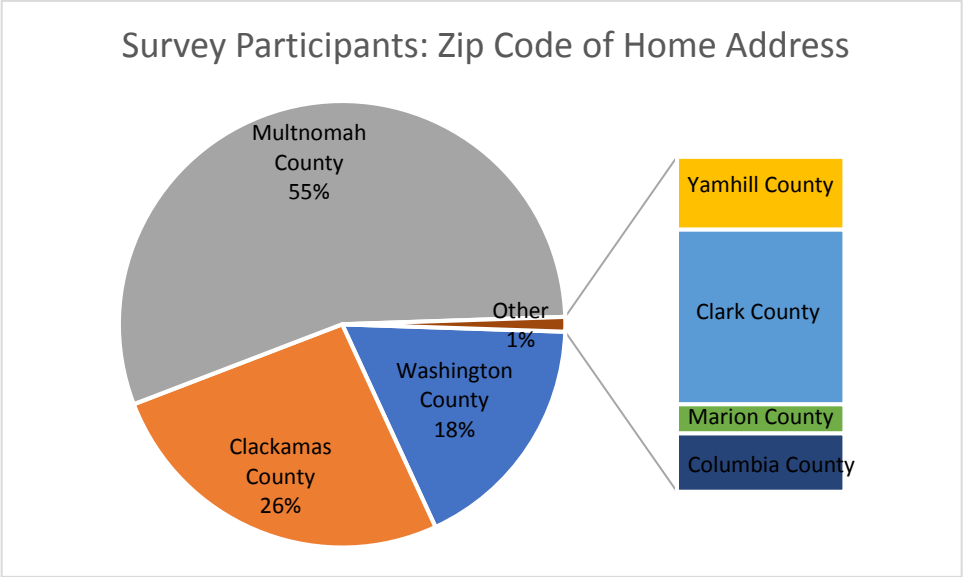
# METRO 2020 TRANSPORTATION INVESTMENT MEASURE

## Community Survey Summary: Appendices

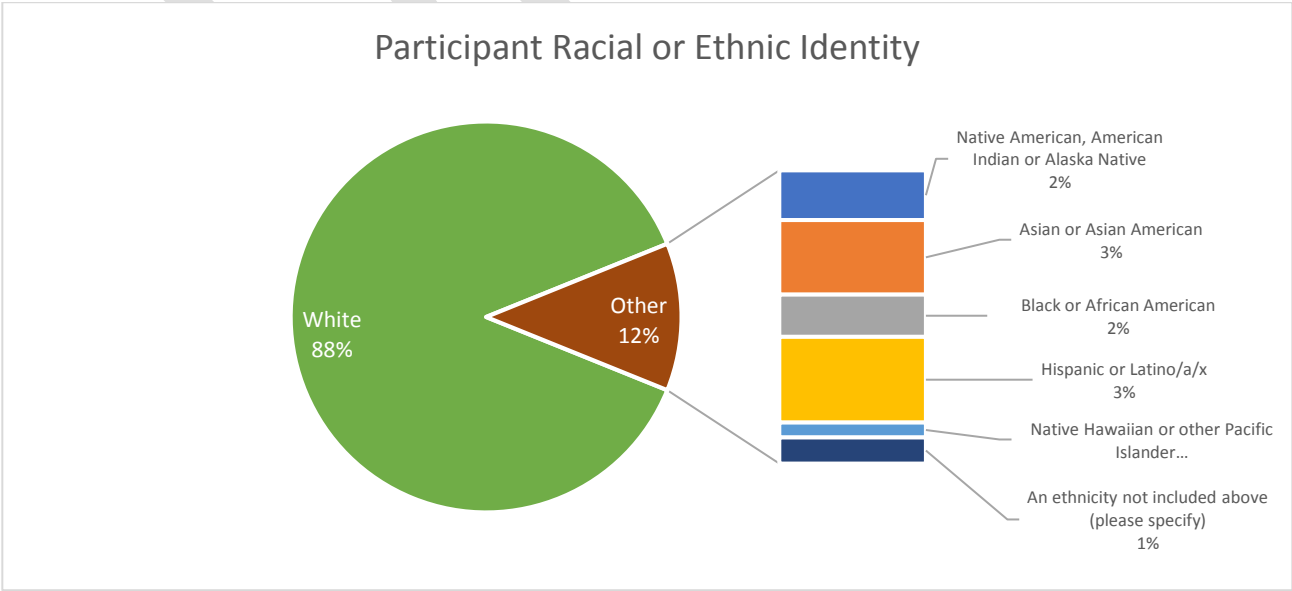
### APPENDIX A:

#### SURVEY PARTICIPANT DEMOGRAPHICS

**ZIP CODE OF HOME ADDRESS:**  
Out of the total number of respondents, 55% lived within Multnomah County, with the majority living within Portland city limits.

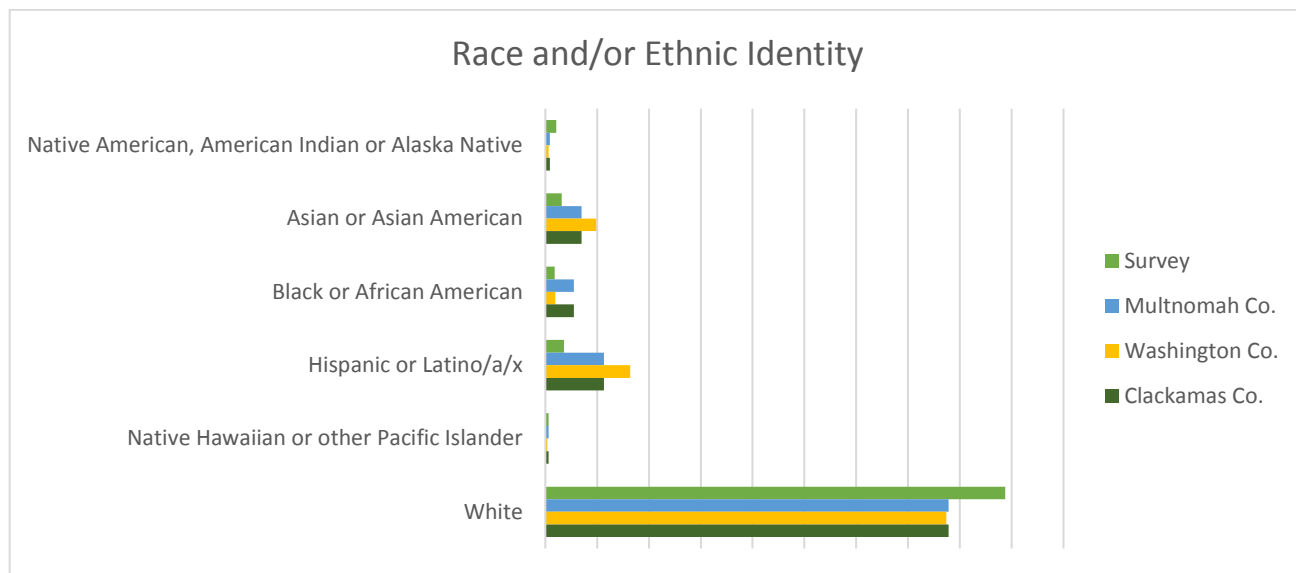


**RACIAL AND/OR ETHNIC IDENTITY:**  
Out of those survey participants (1930 total) who responded to this question, the majority self-identified as white, with 12% of respondents identifying with a racial and/or ethnic identity other than white. Highlighted in the graphic below, this 12% (or 215 total participants) was comprised of individuals who identified as Hispanic or Latino/a/x, Black or African American, Asian or Asian American, Native American or Alaska Native, and Native Hawaiian or Other Pacific Islander.



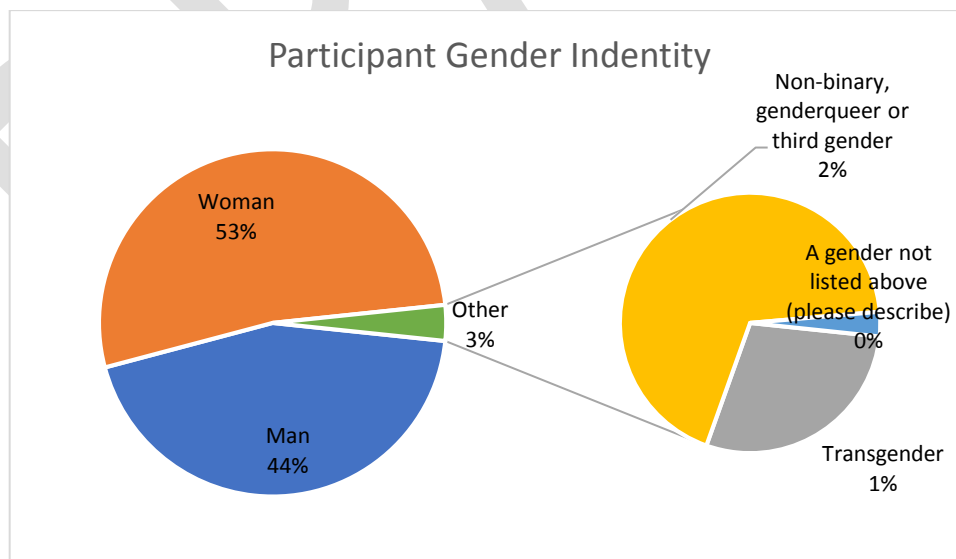
Participants were also invited to select (and to specify) if they identified with an ethnicity that was not included in the list of provided options. Out of those who selected 'ethnicities not included', responses included Middle Eastern, Mixed Race, and Jewish. A large number of comments written into the selection 'ethnicity/race not included' either rejected the question all together (i.e: 'none of your business,' or 'what difference does it make?') or wrote in 'human' as a response.

When compared to regional findings in regard to population race and/or ethnic identity<sup>1</sup>, survey findings suggest a slight over-representation of participants who self-identified as white (outlined in the graphic below).



#### GENDER IDENTITY:

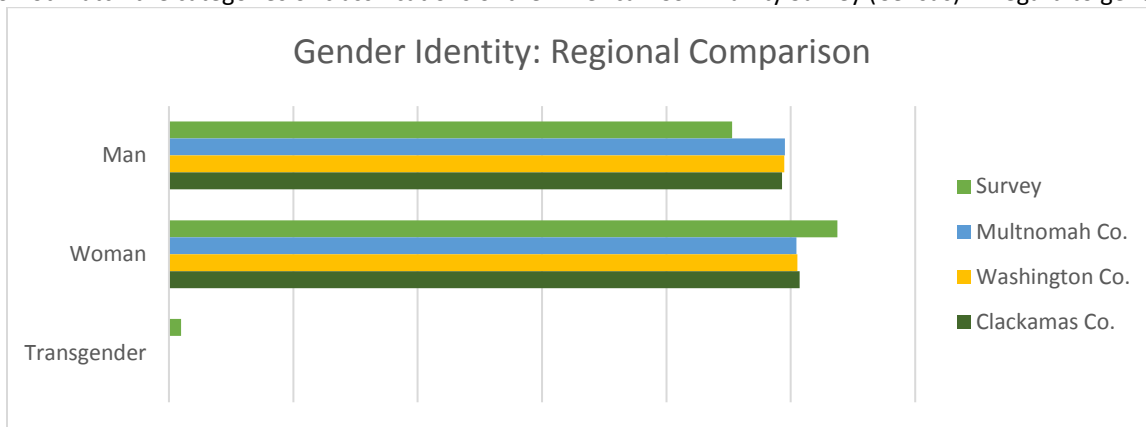
Out of those 1986 participants who selected to respond to this question - 53% identified as Woman, 44% as Man, 2% identified as Gender Non-Conforming and 1% self-identified as Transgendered. The graphic below presents these findings from the results in the form of a pie chart.



Participants were offered the option to select 'a gender not listed above', and to write in a response they felt was not presented within the drop-down menu. The large majority of these written responses showed strong resistance to the question itself, with one or three responses expressing a gender identity self-described as: Bi-gender. Present female but am half female and half male. Gender Negative, Gendermodal. Several comments expressed gratitude and recognition for including this question in the survey.

<sup>1</sup> Regional data was pulled from the 2018 American Community Survey Population Key Findings data, available through the U.S census.

Looking to regional demographics as a baseline comparison, survey findings showed that a higher number of women responded to the survey than the population estimate for the Metro region. It is important to note that the demographic offerings presented in the survey do not match the categories or classifications of the American Community Survey (Census) in regard to gender identity.



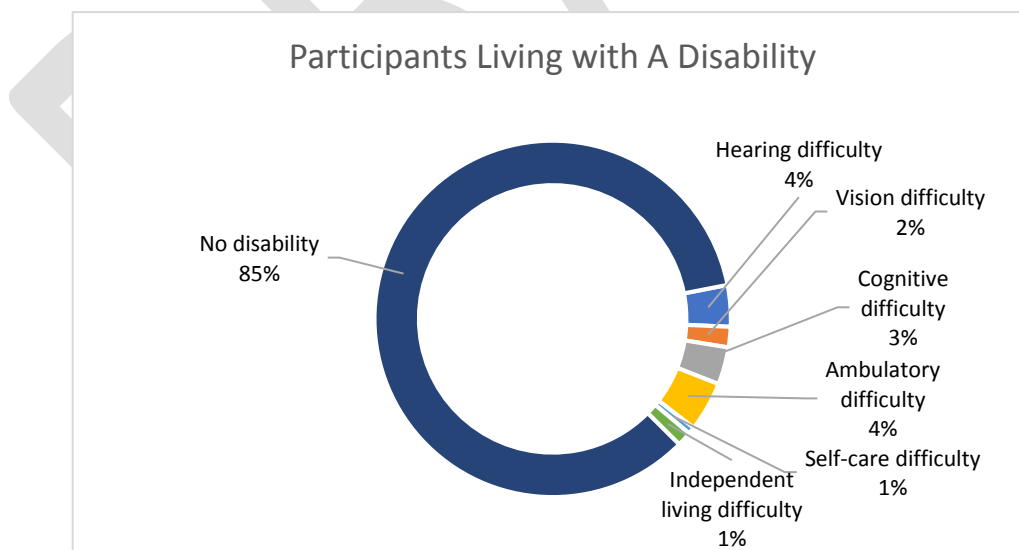
\*COMPARISON DATA FOR THOSE INDIVIDUALS IDENTIFYING AS TRANSGENDERED AND/OR GENDER NON-CONFORMING NOT AVAILABLE THROUGH THE AMERICAN COMMUNITY SURVEY

### LIVING WITH A DISABILITY:

15% of respondents identified as living with a disability, with 4% of those defining their disability as Ambulatory (*which was defined as 'unable or having serious difficulty walking or climbing stairs'*), and another 4% who defined their disability as associated with Hearing (*deaf or having serious difficulty hearing*).

Other disabilities were listed and described using the following terms:

- Vision difficulty (blind or having serious difficulty seeing, even when wearing glasses)
- Cognitive difficulty (because of a physical, mental or emotional problem, having difficulty remembering, concentrating or making decisions)
- Self-care difficulty (unable or having difficulty bathing or dressing)
- Independent living difficulty (because of a physical, mental or emotional problem, unable or having difficulty doing errands alone)



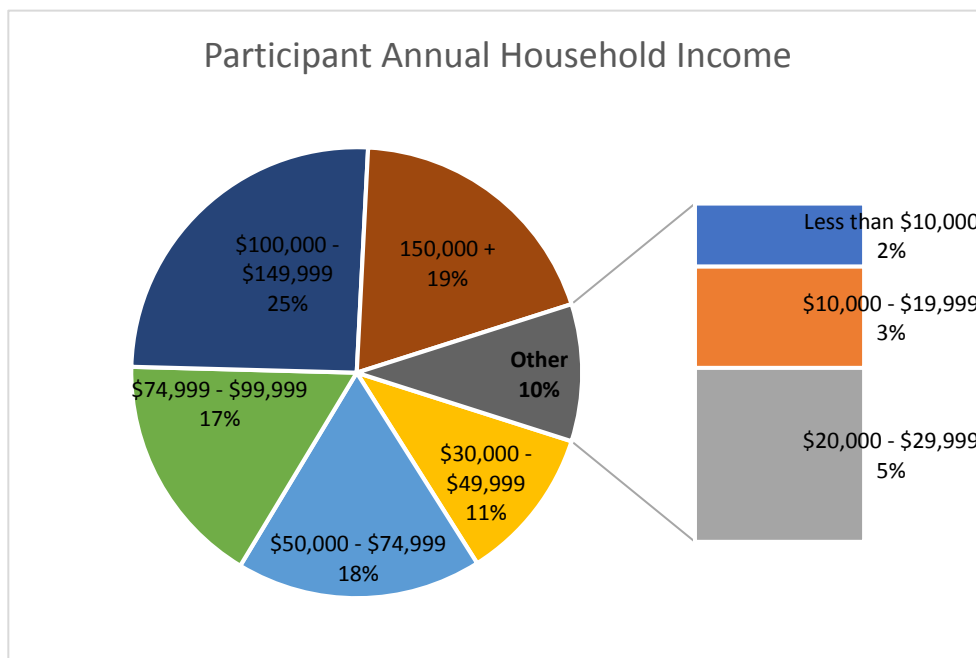
Participants were also given the option to write in a disability that they felt was not represented in the options listed. These submitted responses included:

- Spouse and/or child with a disability:
- Mental Health, including PTSD and Anxiety
- Mild Hearing/Vision

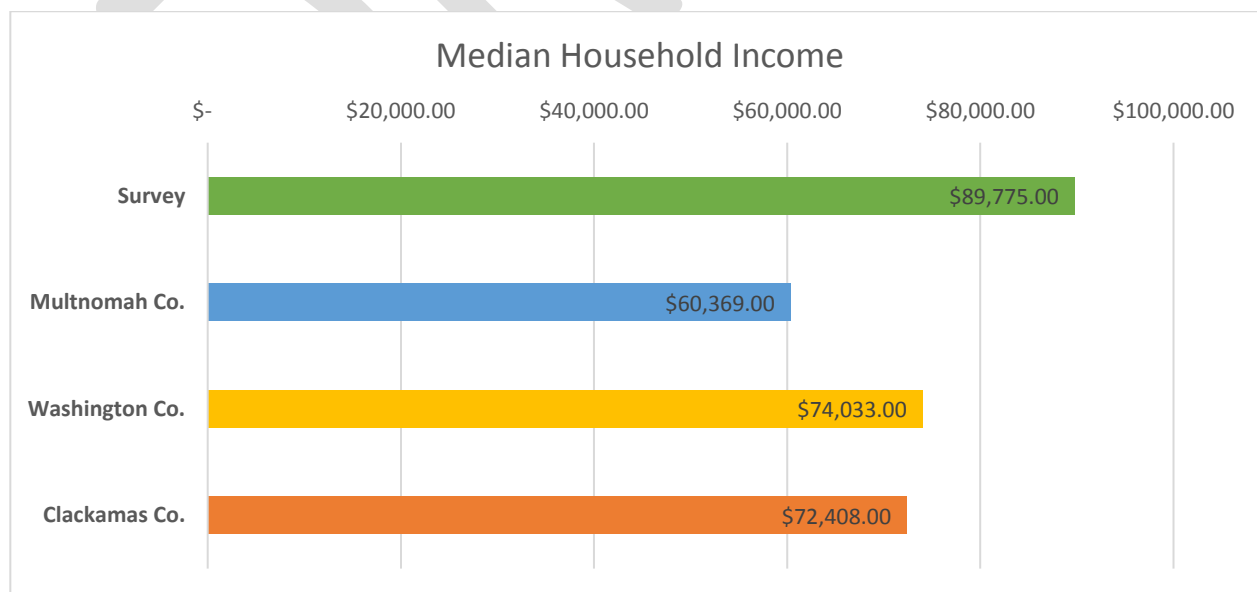
- Chronic Pain
- Learning disability that makes planning and sticking to a time table difficult.
- Age
- Asthma
- Temporarily disabled due to Cancer
- Communication disability/speech disorder
- Epilepsy, and seizures
- HIV

## HOUSEHOLD INCOME:

61% of survey respondents identified as having a household income (pre-tax) over \$74,999

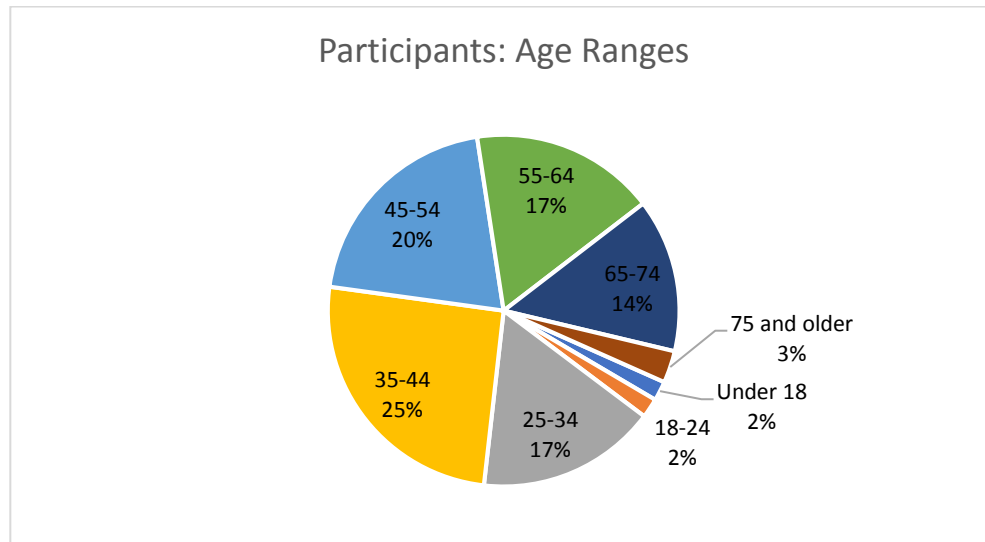


Survey respondents showed a higher median income than that of the region (represented in the graphic below):

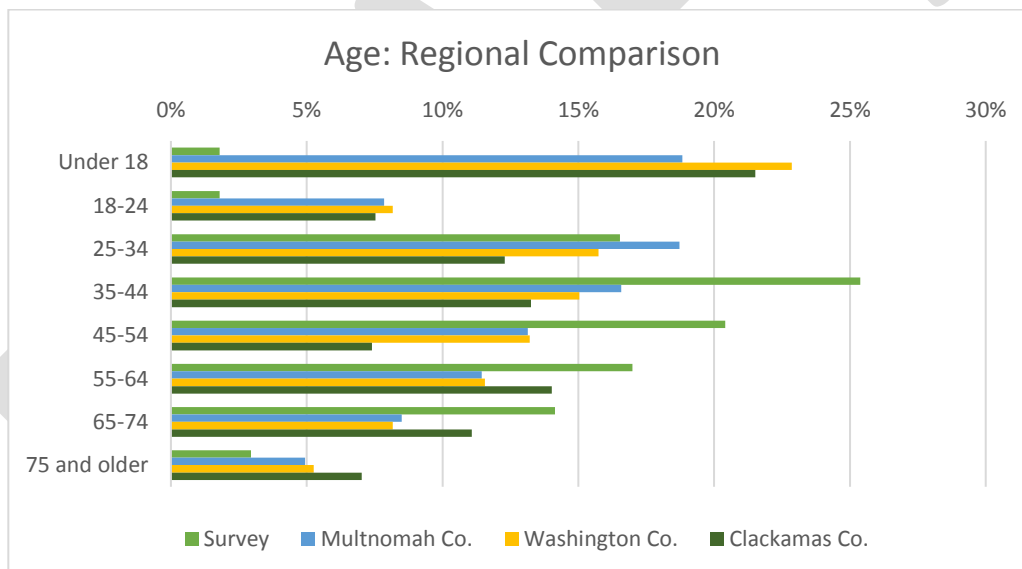


## AGE:

Over 2171 participants selected to complete this question, with 46% of those respondents identifying as under the age of 44. Twenty percent identified as between the ages of 45 and 54, 17% identified as between 55 and 64, and 14% identified as between the age of 65 and 74. Three percent of respondents identified as over 75.



In comparison to regional demographics, survey respondents were older than the median age.





To: Co-chair Commissioner Pam Treece  
Co-chair Commissioner Jessica Vega Pederson  
From: Commissioner Chloe Eudaly *CDE*  
Date: July 23, 2019  
Subject: Feedback on Regional Investment Measure

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As I will be unable to attend the July 24th Transportation Funding Task Force meeting, I am providing some comments that I hope you will share with taskforce members and Metro staff. I continue to appreciate your leadership in making the choices required to develop a strong proposal that meets our climate, safety, and equity needs.

#### Review of public opinion research

In November 2016, Portland voters passed the Portland Clean Energy Fund with a winning margin of almost 30% points – Yes (64%), No (36%). Portland's 1% gross receipts tax on large retailers is estimated to generate between \$50-70 million in revenue annually.

Portland voters' strong support for the Clean Energy Fund provides vital takeaways that should guide the regional transportation funding conversation:

1. Portlanders are willing to impose significant funding increases that achieve equity and climate goals
2. Endorsements from well-respected equity, social justice, and environmental groups are critical to a successful effort

#### Specific feedback on programs

In the update of the Regional Transportation Plan, Metro prioritized transportation investments that achieve critical equity, climate, and safety goals. These values should guide the development and prioritization of programmatic funding from the regional investment measure as well.

Portland strongly supports directing new regional transportation revenue to regionwide programs. Although larger corridor investments are crucial to our region's success, investments in regional programs are one of the quickest and most cost-effective ways to meet our safety, equity, and climate needs. I strongly support a requirement that corridor investments include programmatic funding to ensure the development and implementation of equitable development strategies.

In addition, investments in regionwide programs are one of our best strategies for addressing displacement and improving equity outcomes in our region. Investment in targeted equity programs can ensure that we are investing in people at the same time we are investing in places. We know that major transportation projects can directly lead to displacement; it becomes even more vital that we invest in community building as a required element of corridor investments.

For too long, the needs of the disabled community have not been addressed in our transportation system. I request that the proposed active transportation connections program prioritize projects that can improve access to transit for people living with disabilities. I support stronger language in all programs that ensure that the needs of the disabled community are prioritized in the allocation of resources.

I strongly support the inclusion of Safe Routes as a regional program. Portland's investments in Safe Routes have demonstrated that this is one of our most effective ways of cost-effectively increasing walking and biking and improving safety. During the Regional Transportation Plan process, the community, including students and parents, repeatedly testified on the critical need for additional safe routes to school projects and services.

I am a strong supporter of year-round youth pass and our collective work to reduce transit fares for low-income and disabled people. I support Metro's efforts to develop free transit for low-income youth and residents living in regulated affordable housing. I strongly encourage Metro, the community, and TriMet in continuing to explore what is possible to include in this measure. I am convinced that making transit more affordable to more people is the right policy and will generate strong public support.

Thank you for your leadership and consideration of these comments. I look forward to working to ensure that our commitments to equity, climate, and safety guide our decisions.