



2020 TRANSPORTATION FUNDING MEASURE

## Preliminary Regionwide Programs Descriptions for Community Engagement

### Benefits beyond corridors: Regionwide programs

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

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

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

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

## Get Moving 2020 Regionwide Programs - Preliminary Draft

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

### 1. Safe and Livable Streets

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

#### Programs :

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

#### Types of projects funded:

- Capital transportation improvements
- Technical assistance
- Outreach

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

### 2. Community Stability

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

#### Programs:

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

#### Types of projects funded:

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

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

### 3. Future Transit

*Making transit more clean, affordable and reliable*

#### Programs:

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

#### Types of projects funded:

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

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

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

## How would the programs work?

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

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

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## SAFE AND LIVABLE STREETS

# 1a. Safe Routes to School (SRTS)

## Purpose

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

## Need

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

## Impact

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

## Types and scale of projects

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



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SAFE AND LIVABLE STREETS

## 1b. Safety Hot Spots

### Purpose

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

### Need

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

### Impact

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

### Types and scale of projects:

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



SAFE AND LIVABLE STREETS

## 1c. Active Transportation Regional Connections

### Purpose

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

### Need

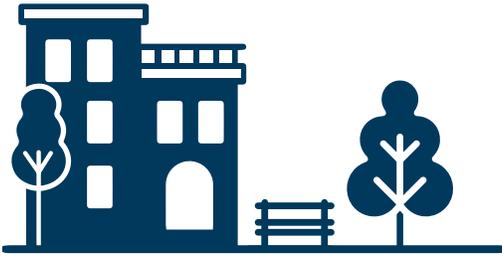
Many gaps and barriers remain across the region that prevent people from being able to walk and bike. The construction of large, meaningful projects like bridges and trails are difficult to fund through existing funding sources (such as small federal and state grants). Without investment in significant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

### Impact

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

### Types of projects and scale

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



SAFE AND LIVABLE STREETS

## 1d. Main Streets Revitalization

### Purpose

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

### Need

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

### Impact

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

### Types of projects and scale

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



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## COMMUNITY STABILITY

# 2a. Anti-displacement Strategies

## Purpose

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

## Need

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

## Impact

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

## Potential project types and scale

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

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



COMMUNITY STABILITY

## 2b. Multi-family and Missing Middle Housing

### Purpose

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

### Need

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

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

### Impact

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

### Types of projects and scale

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

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



COMMUNITY STABILITY

## 2c. Future Corridor Planning

### Purpose

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

### Need

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

### Impact

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

### Types of projects and scale

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



## FUTURE TRANSIT

### 3a. Better Bus

#### Purpose

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

#### Need

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

#### Impact

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

#### Types of projects and scale

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

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



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FUTURE TRANSIT

## 3b. Bus Electrification

### Purpose

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

### Need

Traditional buses emit large amounts of Green House Gases (GHG) including carbon dioxide (CO<sub>2</sub>), nitrogen oxide, and harmful diesel particulates. The impact of this pollution is felt more acutely by communities along bus routes, which are primarily in denser neighborhoods with a higher concentration of residents. For this reason, TriMet has set a goal of phasing out their diesel fleet over the next twenty years. SMART (South Metro Area Regional Transit in Wilsonville) also has goals of converting its fleet into low-carbon vehicles.

### Impact

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

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

### Types of projects and scale

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

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



## FUTURE TRANSIT

### 3c. Student Fare Affordability

#### Purpose

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

#### Need

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

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

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

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

#### Impact

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

#### Types of projects and scale

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

#### Considerations for future discussion

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