



2020 TRANSPORTATION FUNDING MEASURE

Proposed Task Force Amendments to Staff Recommendation for Tier 1 Corridor Investments

In early 2019 the Task Force identified several key values and desired outcomes for the measure. These provided a key guide for the staff recommendation. We encourage Task Force members to revisit those values as you consider the package and prepare to make recommendations. These values include the following. More details can be found at oregonmetro.gov/transportation.

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

Memo

Date: December 13, 2019
To: Transportation Funding Task Force Members
From: Commissioner Jessica Vega Pederson and Commissioner Pam Treece, Task Force Co-Chairs
Subject: Reaching our Tier 1 Recommendations

On December 18, our Task Force holds a milestone meeting. We'll be discussing and voting on our recommendations to the Metro Council for project investments in Tier 1 corridors. We've come a long way together, and we're excited to move through this next step with you. This memo describes our proposed format for discussion and voting at this meeting.

As you know, we have been using the Metro staff project recommendation released in October as our starting place for proposing amendments and developing the Task Force's recommendations to the Metro Council.

Staff developed their recommendation based on consideration of several factors, including:

- Metro Council outcomes for the Measure
- Task Force outcomes for the Measure
- Local Investment Team input
- Regional and local plans
- Analysis of transit opportunities on corridor
- Agency staff knowledge of readiness and opportunity
- Metro staff review of consistency with Regional Transportation Plan principles
- Expected scale of potential revenue
- Feasibility of delivering projects within the near future

Following the release of the staff recommendation, eight Task Force members proposed a number of amendments for consideration by the Task Force. Several amendments were proposed by multiple members; most amendments concerned a handful of corridors. A considerable majority of the staff recommendations received no proposed changes. The proposed amendments were summarized in a memo from Metro staff to the Task Force on Nov. 17, 2019.

We discussed the staff recommendation at our meetings on Oct. 30 and Nov. 20; at the latter meeting we focused on several proposed amendments of particular interest to Task Force members.

We appreciate the passion and knowledge each of you have brought to those discussions. Now it's time to move forward with our own Task Force Recommendations to the Metro Council.

Annotated attachment

In this document you will find an annotated version of the staff recommendation showing proposed amendments by Task Force members, as well as the corridors that received no specific proposed project amendments.

Many of the proposed amendments concern additions or increased funding for transit and safety projects, particularly in several corridors. Metro staff have done their best to translate these proposals, some of which were qualitative, into specific project concepts and funding levels reflected in the document. Other proposed amendments would modify or remove projects from the Task Force's recommendation to the Metro Council.

What counts as a Task Force Recommendation?

As you know, we have established a 75 percent voting threshold for official Task Force Recommendations to the Metro Council. Our goal is always to reach consensus, and a level of agreement where everyone feels comfortable with a way forward (even if it is not their favorite option). As we move through proposed amendments to the staff recommendation, we are hoping to reach consensus on as much as possible, but recognize that there may be times that we are not able to reach our 75 percent threshold to constitute a recommendation from this group. However, even in the areas where we don't reach this threshold, we will forward to the Metro Council the results of our discussion and key issues raised in it.

We remind you that the votes on Dec. 18 are meant to be an expression of Task Force priorities and values for the overall package, not a final list of projects. The Metro Council has the responsibility, as the process moves forward, to align our recommendations and its own values and priorities with funding resources and overall measure feasibility. As they do so, the Metro Council will continue to seek our advice and feedback.

Format for discussion and voting on Dec. 18

Our meeting begins at 5:30 p.m. at Clackamas Community College's Harmony Campus at 7738 SE Harmony Road. Following public comment, Metro staff will provide a brief presentation on potential outcomes of the Tier 1 corridor projects as a package, including proposed amendments by the Task Force. This will be a preliminary presentation but hopefully can help shed some light on key outcomes and values.

Following the staff presentation, we will enter into a phase of discussion and voting. Working with our facilitator, we will try to devote as much time as possible to the issues where there seem to be the greatest outstanding contention or concern.

We propose the discussion and voting proceed as follows.

1. A single vote on most of staff's recommended investments in the Tier 1 corridors, along with all proposed amendments that add or increase funding for transit, safety and active transportation projects.

This will be voted on as a single package. We believe there is strong Task Force support for advancing safety and transit outcomes in the measure and we want to save more time for discussion of other proposed amendments that need more time.

Several corridors have no major specific proposed amendments, including Burnside, SW Corridor, Portland Central City, Albina Vision, SW 185th Ave., and East 122nd Ave.

Investments in the Sunrise/212 corridor and two staff-recommended projects in the 82nd Avenue and Clackamas-to-Columbia corridors will be set aside from this package, however. These will be considered in individual discussion and votes as described in sections 2 and 3 below.

Proposed amendments to add or increase transit and safety investments in the corridors that will be included in this package vote include the following. They are reflected throughout the corridor pages in this document.

- Enhanced transit investments in all funded corridors
- Increase funding for safety in 82nd Ave., TV Highway, McLoughlin and Powell corridors
- Add active transportation/safety projects in McLoughlin Corridor:
 - Reedway Bike/Ped Overcrossing
 - Portland Ave Streetscape, Gladstone
 - Trolley Trail Bridge
 - Canyon Rd safety improvements
 - Council Creek Trail
- Increase funding for 82nd Ave. MAX station access project planning

If any Task Force member wishes to discuss and vote on an individual proposed amendment in this category, they may move to do so with a second and a third.

If 75% of Task Force members vote to support this combined package of corridors with no proposed project amendments and the additional safety and transit investments above, that will constitute a formal Task Force recommendation of these projects. If we do not reach 75% support, we will report the results to the Metro Council.

There are a handful of potential investments that need further discussion and individual votes, however. These are described in sections 2 and 3 below.

2. Major corridor modification

The Sunrise/Highway 212 corridor was a major topic of discussion at our Nov. 20 meeting. Several options have been proposed by members of the Task Force for this corridor in our recommendations.

We propose the Task Force consider three options for this corridor:

- a) Recommend the full revised \$477 million Sunrise/212 corridor proposal put forward by Clackamas County prior to the Nov. 20 meeting, including three phases of improvements to current Highway 212, planning and building the new regional connector road and the Rock Creek employment connections project
- b) Recommend part(s) of the modified Clackamas County Sunrise/212 proposal, such as specific Highway 212 investments, planning and design for a future connector road, and/or Rock Creek area connections
- c) Remove the Sunrise/212 corridor altogether from the Task Force Recommendation

If you would like to make a specific proposal about part(s) of the Sunrise/212 corridor projects to include in our recommendations, please be prepared to do so. We will discuss and vote on any proposals that receive a second and a third.

Following discussion, we propose to vote on each option above. If any option achieves 75% support, we will consider that a Task Force recommendation. If no option is able to reach that threshold, we will report the results in full to the Metro Council.

3. Proposed amendments needing further discussion

The following staff-recommended project investments received more than one proposal for removal from the Task Force recommendation. We know, however, that multiple Task Force members also support advancing these projects in our recommendation.

Therefore, we will consider whether to remove the following projects from the Task Force recommendation individually. We will invite jurisdictional staff to share information and answer questions about the projects and, after discussion, have a vote on whether to remove them from the Task Force recommendation.

These projects include:

- Airport Way & 82nd Ave. interchange
- Clackamas-to-Columbia: 178th to 190th Ave. Connector Road

If 75% of members vote to remove a project above, we will consider that a Task Force recommendation. If that threshold is not reached, we will share the full results of the vote and discussion with the Metro Council.

4. Minor or single-member proposals

A fourth group of proposed amendments were put forward by only one Task Force member or are relatively technical or minor in their impacts to the overall Task Force Tier 1 Recommendations. This group also includes a number of statements of concern or priority that do not explicitly call for changes to projects in the recommendation.

We expect that after discussing the above groups of proposed amendments, there may not be much time left on the 18th to discuss this final group.

Therefore, for these proposed amendments we do not plan to have detailed discussion, but will do a temperature-check with red and green cards on each in turn. We will report the results of these checks with the Metro Council, noting that they were not thoroughly discussed by the Task Force.

If a Task Force member wishes to elevate one of these proposals for more discussion and a formal vote on the 18th, you may do so with a second and a third. If, after such a motion and discussion, a proposed amendment reaches a 75% support threshold, we will consider it a Task Force recommendation.

These proposals include the following, organized by corridor:

- **Clackamas-to-Columbia**
 - Remove Roundabout at SE Foster Road and 172nd Ave.
 - 190th/Highland Bridge replacement: Maintain current number of roadway lanes.
 - Modify funding table to reflect additional \$40 million in local leveraged funds from City of Happy Valley
- **McLoughlin**
 - Remove I-205 ramp access project
 - Remove Park Avenue Park & Ride expansion
 - Express concerns about improvements on ODOT-owned road
- **SW 185th Ave**
 - Express concerns about MAX Overcrossing project costs
- **Sunrise Corridor**
 - Modify funding table to reflect additional \$10M in leveraged funds – right-of-way acquisition
- **Central City – MAX Tunnel**
 - Ensure study focuses on climate and equity outcomes; adjust cost estimate if needed
- **SW Corridor**
 - Share how OHSU and Hillsdale will be served by light rail project
 - Elevate climate and equity outcomes in project
- **Burnside**
 - Do not list Burnside Bridge as a regional project in measure investment summaries
- **82nd Ave**
 - Express concerns about ODOT financial contributions to project
- **Other requests and motions**
 - Request for full modeling of impacts of corridors and projects on greenhouse gas emissions and vehicle miles traveled, prior to final Task Force recommendation
 - Request to accelerate decision-making on which regionwide programs will be in a referral
 - Request to accelerate funding mechanism decision-making

Note: Following the Nov. 20 meeting, members who proposed amendments were given the option of withdrawing any amendment if they felt their reasons for the amendment had been addressed. One member chose to withdraw their proposed amendment to remove the 185th MAX Overcrossing project from the Recommendation.

Proposed Amendment Summary

This page contains a summary of all proposed Tier 1 corridor project amendments by Task Force members and their potential effects on total investments in each corridor.



CORRIDOR	PROPOSED REGIONAL MEASURE FUNDING (STAFF RECOMMENDATION)	LEVERAGED FUNDS	IDENTIFIED CORRIDOR NEED	CORRIDOR MAXIMUM ADDITIONS	CORRIDOR MAXIMUM REDUCTIONS
Southwest Corridor	\$975M	\$1.4B	\$2.4B		
McLoughlin	\$200M		\$280M	+\$83M	-\$60M
Clackamas to Columbia/181st	\$50M / \$80M		\$280M	+\$20M	-\$60M
Sunrise	\$70M		\$560M	+\$481M	-\$53M
Tualatin Valley Highway	\$350M	\$50M	\$600M	+\$175M	
185th Ave	\$200M	\$20M	\$270M		
82nd Ave	\$35M / \$70M / \$265M	\$160M	\$820M	+\$149M	-\$35M
Burnside	\$80M / \$150M	\$450M	\$890M	+\$38M	
Central City	\$170M / \$50M	\$50M	\$390M		
122nd Ave	\$90M		\$160M		
162nd Ave	\$70M	\$10M	\$170M	+\$16M	
Albina Vision	\$55M		\$75M		
Powell	\$30M		\$40M	+\$105M	

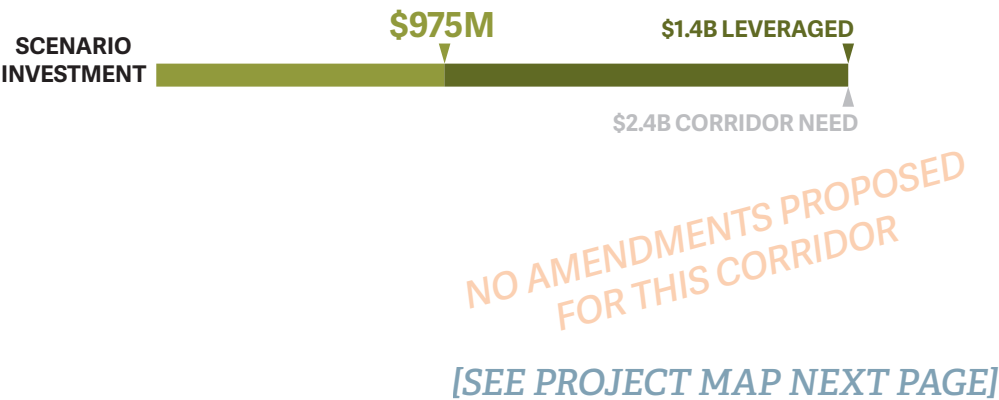
REGIONAL PROJECTS | CLACKAMAS COUNTY | WASHINGTON COUNTY | MULTNOMAH COUNTY

SW Corridor

Southwest Corridor Light Rail will address congestion in the I-5 corridor and expand the MAX system to growing communities in SW Portland, Tigard and Tualatin, serving more people with fast, affordable high-capacity transit. It will increase access to living wage jobs in Tigard and Tualatin and connect to educational opportunities at PCC Sylvania, OHSU and PSU.

The project includes bicycle and pedestrian network improvements, like protected bike lanes and better sidewalks on Barbur Boulevard. Bus service improvements will complement light rail, including a two-mile shared trackway near Downtown Portland where buses can drive on the tracks to avoid traffic delays. The project will improve safety in a corridor where **42** serious injuries and fatalities occurred between 2007-2017. **32%** of this corridor is in an equity focus area.

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



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SW Corridor

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

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

\$975M

[leverages \$1.4B federal/other funds]

TM

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

Marquam Hill connector

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

Shared trackway for buses

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

Barbur bridges

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

PCC-Sylvania access

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

Walking and biking improvements

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

Tigard Triangle street improvements

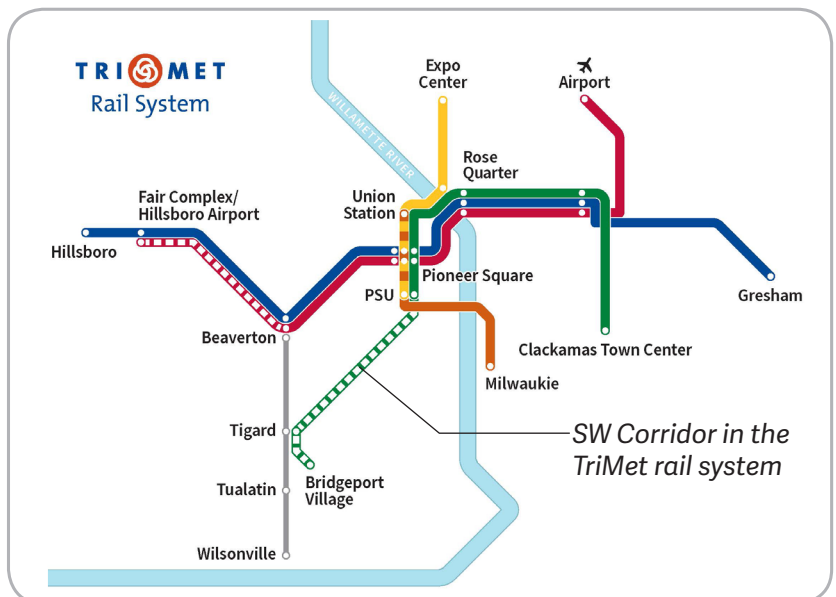
Rebuild and add portions of 70th and Elmhurst to improve access and support anticipated development.

Downtown Tigard

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

Terminus station

Build parking garage and bus hub at Bridgeport terminus station.



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McLoughlin Blvd

McLoughlin Boulevard connects communities in Clackamas and Multnomah counties to jobs, housing, and transit. The corridor serves as an alternative to I-205 and other routes between Portland and Clackamas County, and has been identified by TriMet as a key corridor to increase ridership. Locally, it is a main street for various communities, and provides local access and circulation. There were **133** serious injuries and fatalities on this corridor between 2007-2017. **59%** of this corridor is in an equity focus area.

PROJECT Recommended / Future Need	LOCAL INVESTMENT TEAM KEY THEMES			
	SAFETY	ACCESS/ TRANSIT	ECONOMIC	EQUITY
① Enhanced Transit	○	●		○
② Safety	●	●		○
③ Kellogg Creek Dam			●	
④ I-205 Ramp Improvements			○	
⑤ Trolley Trail Planning				○
⑥ Reedway Bike Overcrossing			○	
⑦ Willamette Falls Bike/ Ped Plan			●	
⑧ Park Ave Park & Ride Expansion		●		
⑨ Portland Ave Streetscape	○			
⑩ Corridor Planning	●	○	●	

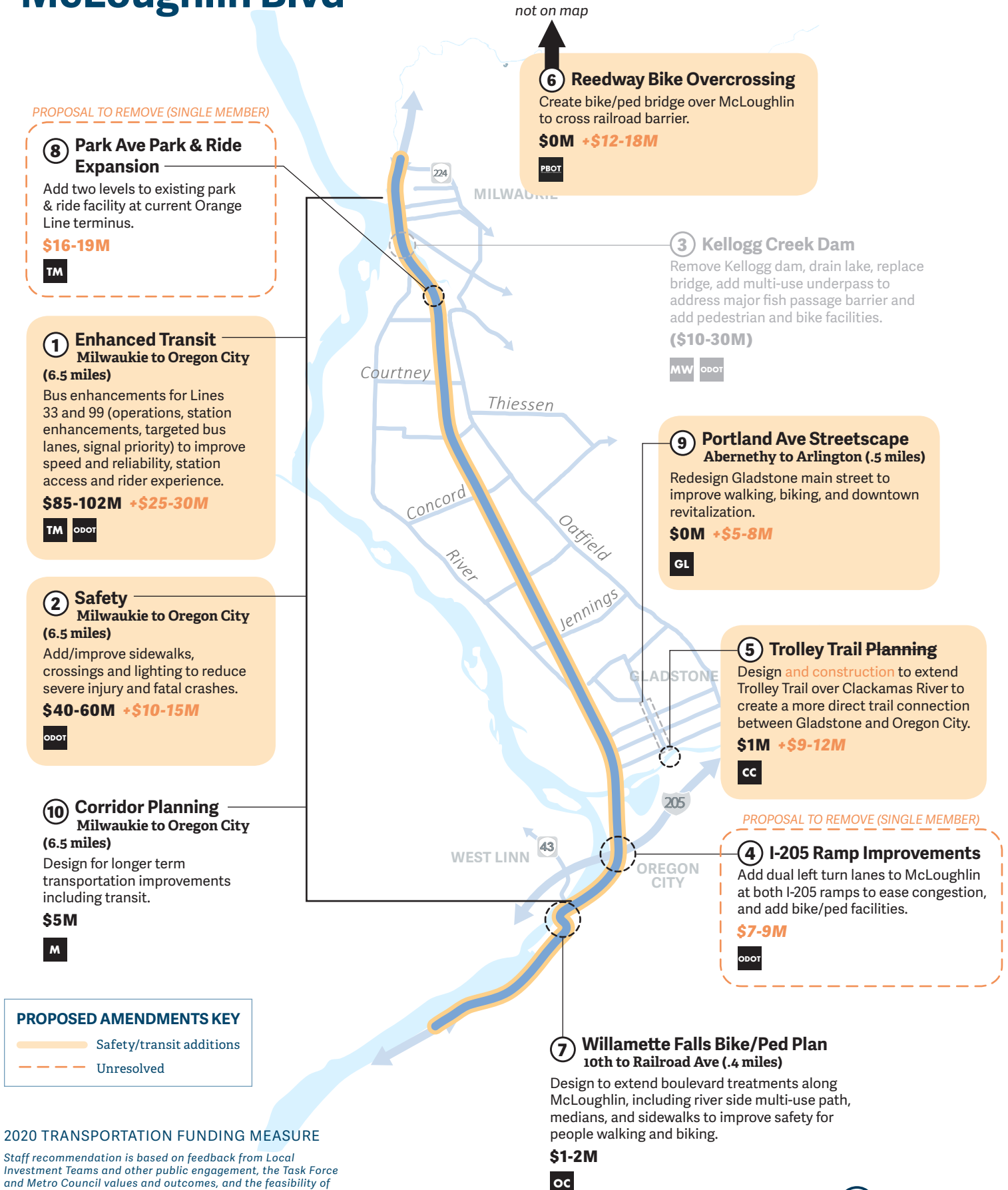


[SEE PROJECTS MAP NEXT PAGE]

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McLoughlin Blvd



C2C/181st Ave

C2C (Clackamas to Columbia) /181st Avenue is a major North-South connection between rapidly developing Happy Valley and the Columbia Corridor through Western Gresham. It connects I-84 and US 26 (Powell) and is a North-South alternative to I-205. This corridor also connects employment with low-income areas, affordable housing, schools, parks and other neighborhood amenities. There were **68** serious injuries and fatalities on this corridor between 2007-2017. **37%** of this corridor is in an equity focus area.

PROPOSED AMENDMENTS KEY

- Safety/transit additions
- - - Unresolved

LOCAL INVESTMENT TEAM KEY THEMES

PROJECT Recommended / Future Need	SAFETY	ACCESS/ EASE	ECONOMIC	HEALTHY	EQUITY
① Enhanced Transit	●	●	○	●	○
② Safety	●	○	○	●	○
③ Roundabout	●	●			○
④ Widen 190th/Highland		●	○		
⑤ New Connector Road		●	●		
⑥ 172nd Expansion		●	●		
⑦ 190th/Highland Bridge Replacement	○	●	○	○	

SCENARIO
INVESTMENT

\$130M

\$280M CORRIDOR NEED

PROPOSED AMENDMENTS

⑦ 190th/Highland Bridge Replacement

Over Johnson Creek and Springwater Corridor Trail

Four-lane bridge replacement with sidewalks and bike facilities, seismic upgrade.

\$9-12M

G

PROPOSAL TO REMOVE (SINGLE MEMBER)

③ Roundabout 172nd/Foster

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

\$5-6M

MC

⑥ 172nd Expansion N of Hemrick Rd to Sunnyside (1.2 miles)

Widen 172nd to 4-5 lanes with bike/ped facilities to develop continuous corridor. (**\$35-54M**)

CC

① Enhanced Transit Sandy to Powell (4 miles)

Bus enhancements for Line 87 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and amenities.

\$0M +\$15-20M

G

② Safety Sandy to Powell (4 miles)

Add/improve sidewalks, crossings, lighting to roadway to reduce severe injury and fatal crashes.

\$41-62M

G

④ 190th/Highland Expansion Powell to county line (2 miles)

Widen 190th to 4-5 lanes with medians, sidewalks, and bike/ped facilities to develop continuous 4 lane corridor.

(\$35-54M)

G

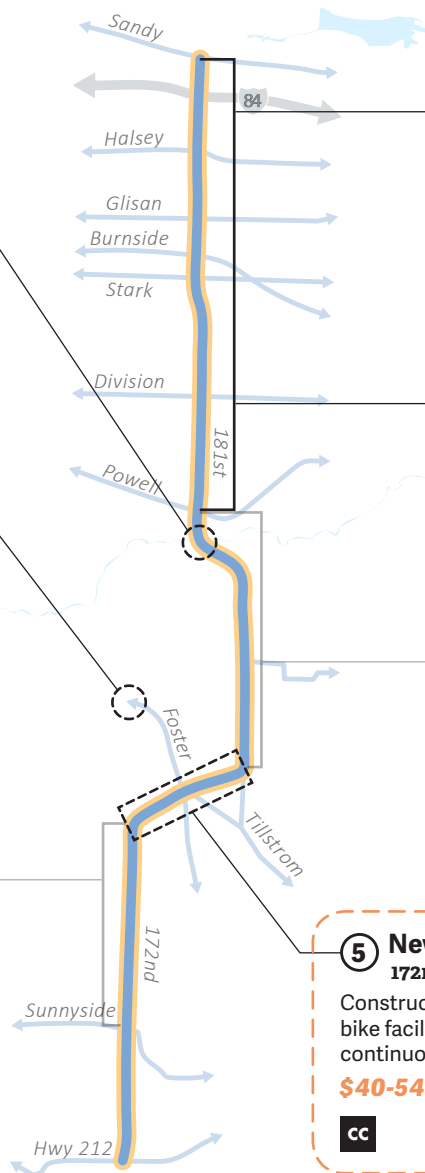
PROPOSAL TO REMOVE

⑤ New Connector Road 172nd to 190th (1.25 miles)

Construct new roadway with sidewalks, bike facilities, and roundabouts to create a continuous Clackamas to Columbia corridor.

\$40-54M

CC



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Sunrise Corridor

Highway 212 and the Sunrise Corridor connect future residential and employment areas to existing job centers near I-205. The potential future connection is intended to provide access to jobs and affordable housing in Clackamas County and serve as an alternative connection from the future Clackamas-to-Columbia corridor to I-205. The corridor supports freight movement to US 26, provides connections to recreation areas, and is an important bicycle connector. There were **48** serious injuries and fatalities on this corridor between 2007-2017. **32%** of this corridor is in an equity focus area.

LOCAL INVESTMENT TEAM KEY THEMES

PROJECT Recommended / Future Need	SAFETY	EASE	HEALTHY	EQUITY	ECONOMIC
① Sunrise Corridor Phase 2 (2 lane)		●	○		●
② Sunrise Corridor Phase 2 (4-lane)		●	○		●
③ Sunrise Planning		●	○		○
④ Highway 212 Multimodal	●	●	●	●	●



PROPOSED AMENDMENTS KEY

- Safety/transit additions
- - - Unresolved

PROPOSALS TO INCREASE / REMOVE

③ Sunrise Planning and Design 122nd to 172nd (3 miles)

Design for limited access roadway with parallel multi-use path to serve future development.

PROPOSAL A: \$45-53M **+\$6-8M**
PROPOSAL B: \$45-53M **REMOVE**

CC

PROPOSAL TO ADD AND REVISE SCOPE

① Sunrise Corridor Phase 2 (2 lane) and Rock Creek Connections 122nd to 172nd (3 miles)

Build limited access roadway with parallel multi-use path to increase capacity for future development. Create multimodal access to schools and employment lands (two roundabouts and a new local connection).

\$0M +\$347-416M

CC ODOT

② Sunrise Corridor Phase 2 (4 lane) 122nd to 172nd (3 miles)

Build limited access roadway with parallel multi-use path to increase capacity for future development.

(\$460-560M)

CC ODOT

④ Hwy 212 Safety & Sunrise Right-of-Way

Add or enhance sidewalks, bicycle facilities and crossings to improve access for people walking and biking. Acquire right-of-way per revised corridor concept.

\$10-14M +\$120-142M

CC ODOT

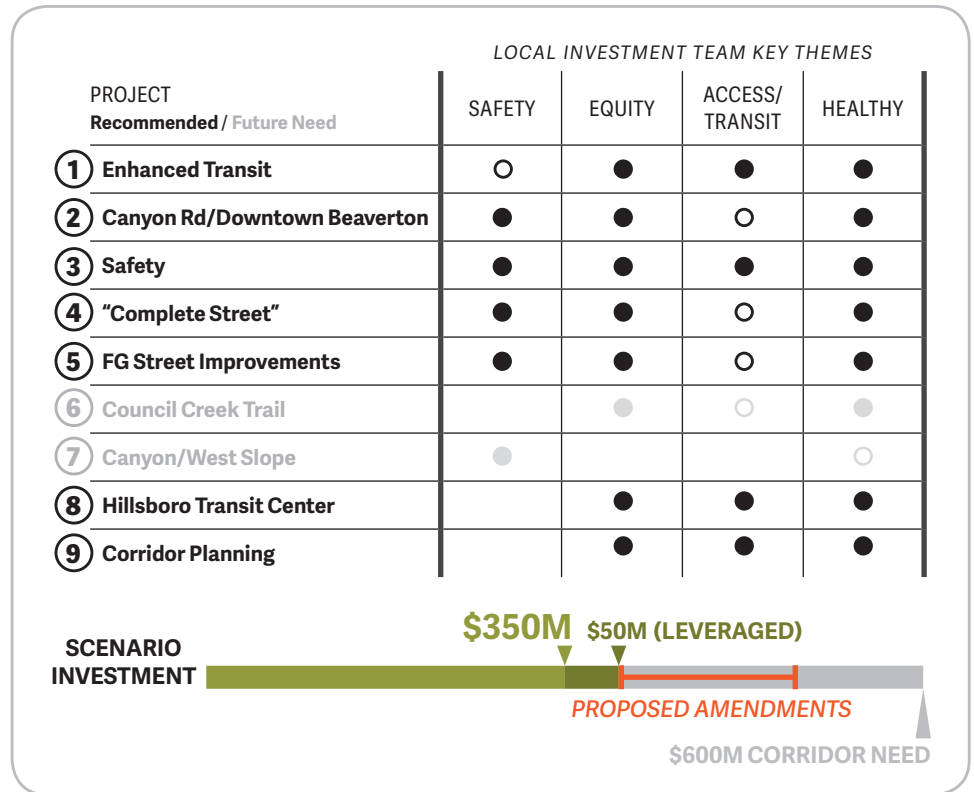
PROPOSAL TO INCREASE FUNDING AND MODIFY PROJECT PER UPDATED CONCEPT DEVELOPED BY CLACKAMAS COUNTY

2020 TRANSPORTATION FUNDING MEASURE

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TV Highway

Tualatin Valley (TV) Highway connects multiple community centers, including Forest Grove, Cornelius, Hillsboro, Aloha, Beaverton and Portland. The corridor serves many communities of color, limited English proficiency speakers and lower income communities, and supports one of the highest ridership bus lines in the region. The corridor also supports significant freight movement. It has multiple regional trail crossings and serves several Urban Growth Boundary expansion areas. There were **204** serious injuries and fatalities on this corridor between 2007-2017. **85%** of this corridor is in an equity focus area.

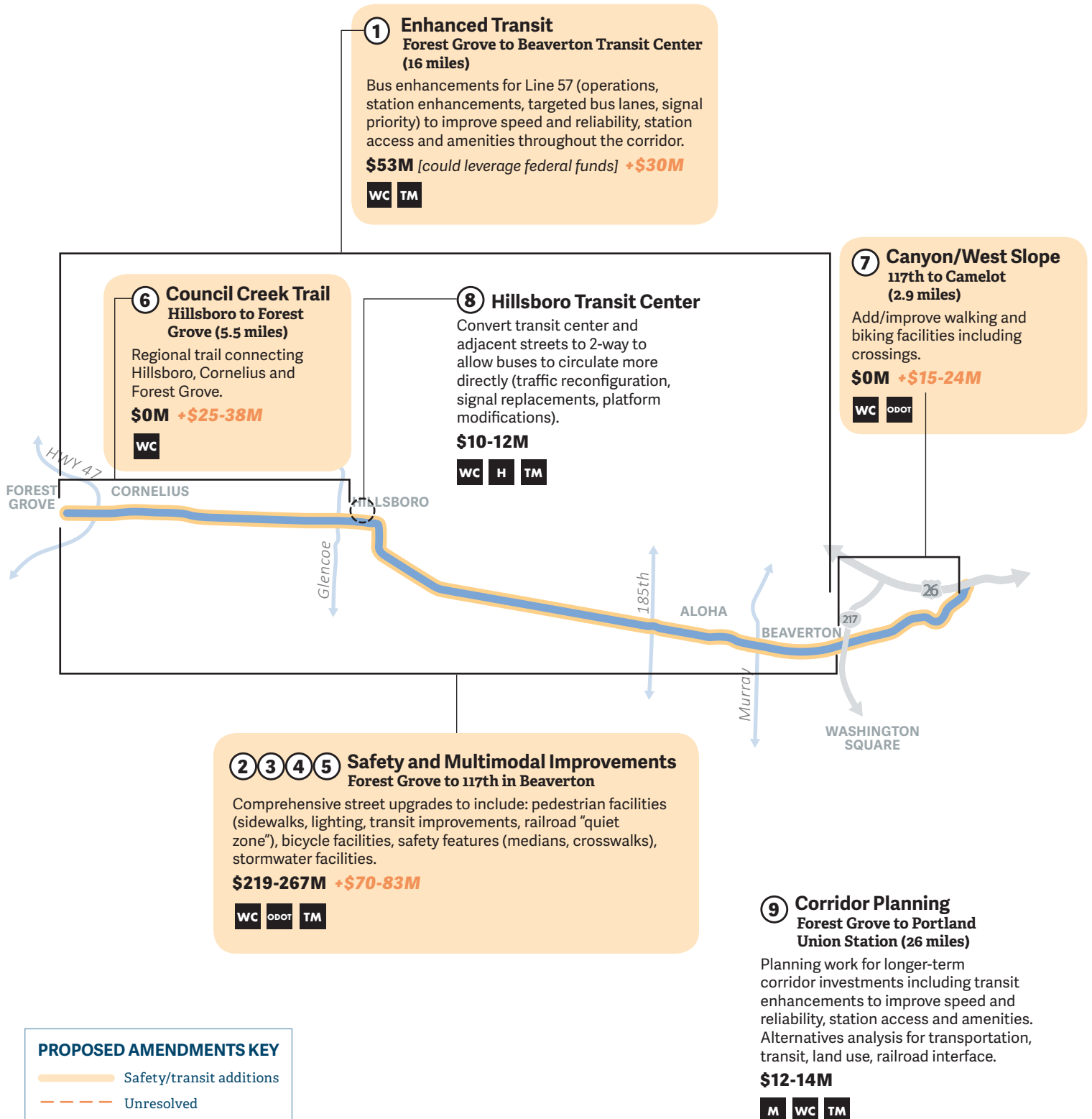


[SEE PROJECTS MAP NEXT PAGE]

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TV Highway



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185th Ave

SW 185th Avenue carries up to 65,000 vehicles and over 3,900 people on transit a day. It serves a concentration of communities of color, lower-income communities and provides access to education centers and medical clinics. It has high transit ridership potential, a high safety need, and a concentration (90% of corridor) of equity focus areas. There were 45 serious injuries and fatalities on this corridor between 2007-2017.

NO AMENDMENTS PROPOSED FOR THIS CORRIDOR

LOCAL INVESTMENT TEAM KEY THEMES

PROJECT Recommended / Future Need	TRANSIT	ACCESS/ EASE	EQUITY	SAFETY	LEVERAGE
① Enhanced Transit	●	●	●	○	●
② MAX Overcrossing	○	●			
③ Mid-block Crossings	○		●	●	●
④ Intersection Improvements	○		○	●	●
⑤ "Complete Street"		○	●	●	

SCENARIO INVESTMENT

\$200M \$20M (LEVERAGED)

\$270M CORRIDOR NEED

① Enhanced Transit Rock Creek Blvd to Farmington (entire corridor, 5 miles)

Bus enhancements for Line 52 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and rider experience throughout corridor.

\$50-60M

WC TM

② MAX Overcrossing 185th/Baseline

Build bridge for MAX Blue Line over 185th to reduce traffic, and bus and train delays.

\$70-87M

TM

④ Intersection Improvements Alexander to Blanton (.25 miles)

Fix intersections to improve safety and efficiency for all users (intersection alignment at Blanton, crossing signal at Alexander).

\$10-14M

WC

③ Mid-block Crossings Cascade to West Union (4 miles)

Add actuated pedestrian crossings at four locations to improve access for people walking.

\$8-11M

WC

⑤ "Complete Street" Kinnaman to Farmington (.7 miles)

Widen to 3 lanes, add curbs, sidewalks, crossings, lighting, bike facilities, stormwater facilities.

\$24-32M

WC

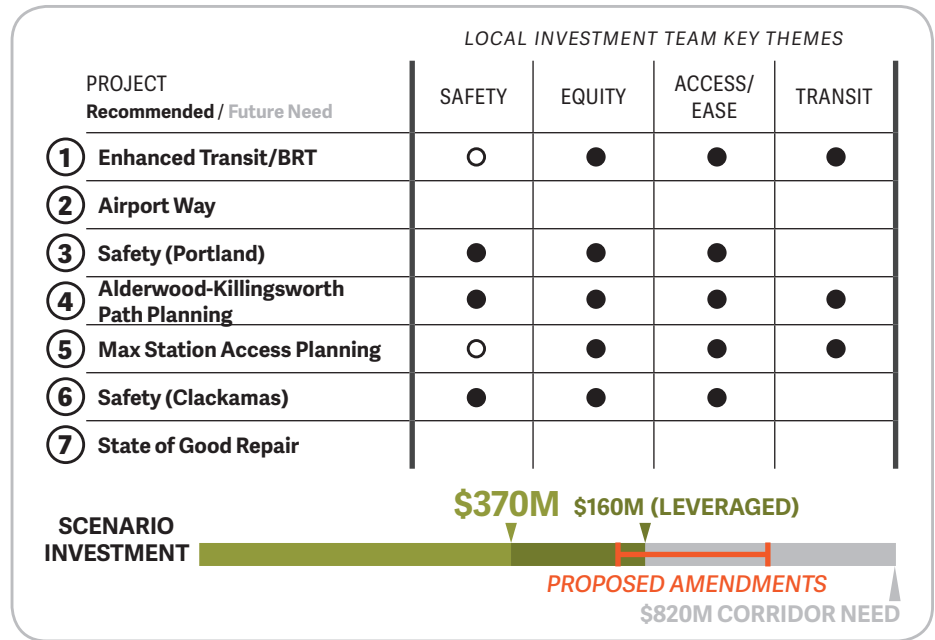


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82nd Ave

82nd Avenue connects Clackamas Town Center, the Jade District, Montavilla and Roseway neighborhoods, and the Portland International Airport. It is an alternative route to I-205 and serves one of the most diverse populations in the region. 82nd Avenue also has the highest bus line ridership in the region and provides access to the Blue, Red, and Green MAX lines. It serves as a main street for various communities, provides local access and circulation, and is a Civic Corridor within the City of Portland. There were **196** serious injuries and fatalities on this corridor between 2007-2017. **74%** of this corridor is in an equity focus area.



④ Alderwood-Killingsworth Path Planning

(1 mile)

Design multi-use path to address complete lack of safe walking/biking facility.

\$5-.6M

PP ODOT

③ Safety (Portland) Killingsworth to Clatsop (7 miles)

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

\$120-144M +\$20-24M

PBOT ODOT

⑦ State of Good Repair Killingsworth to Clatsop (7 miles)

Address maintenance issues (rebuild street and signals, address ADA needs) to facilitate jurisdictional transfer from ODOT to PBOT.

\$30M [additional investments needed]

ODOT PBOT

⑥ Safety (Clackamas) Clatsop to Sunnybrook (2 miles)

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

\$30-45M +\$20-38M

ODOT

PROPOSED AMENDMENTS KEY

- Safety/transit additions
- Unresolved

PROPOSAL TO REMOVE

② Airport Way Intersection with 82nd Ave

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

\$35M [leverages Port of Portland funds]

PP

⑤ MAX Station Access Planning 82nd Ave Station

Design to improve station access to the west side of 82nd to reduce the need for dangerous pedestrian crossings.

\$.5M +\$1M

TM

① Enhanced Transit/ Bus Rapid Transit Killingsworth to Clackamas Transit Center (9 miles)

Bus enhancements for Line 72 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and amenities.

\$113M [could leverage fed. funds] **+\$87M**

TM M

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Burnside

Burnside Street connects Washington County (where it's known as Barnes Rd) and East Multnomah County through downtown Portland. It is a designated "emergency lifeline" route and aids emergency vehicles during disaster recovery efforts. It is a critical Willamette River crossing for all users and a Main Street for numerous commercial centers. It also provides connections to MAX and Gresham Transit facilities. There were **141** serious injuries and fatalities on this corridor between 2007-2017. **71%** of this corridor is in an equity focus area.

PROPOSED AMENDMENTS KEY

- Safety/transit additions
- Unresolved

LOCAL INVESTMENT TEAM KEY THEMES

PROJECT Recommended / Future Need	SAFETY	EQUITY	ACCESS/ EASE
① Enhanced Transit	○	●	●
② EQRB Bridge	●		
③ Safety (Portland)	●	○	○
④ Safety (Gresham)	●	●	○
⑤ Transit Center Planning	○	●	○
⑥ W 95th Ave Trail	●		○
⑦ "Complete streets"	○		○



⑥ W 95th Ave Trail Morrison to Sunset Transit Center

Multimodal trail along W 95th.
(\$10-13M)

WC

⑦ "Complete Streets" 89th to Portland city limit

Widen to 3-5 lanes and build to urban standard (curbs, sidewalks, lighting, bike and stormwater facilities).

(\$32-54M)

WC

② Earthquake Ready Burnside Bridge W 3rd to MLK

Replacement or seismic upgrade of Burnside Bridge to improve safety and lifeline route.

\$150M [leverages state/county/federal funds]

MC

③ Safety (Portland) E 12th to Gresham city limit (8 miles)

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

\$10-15M

PBOT

④ Safety (Gresham) Gresham city limit to Powell (5 miles)

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

\$10-15M

G

⑤ Transit Center Planning Sunset and Gresham Transit Centers

Design multimodal access improvements (e.g., sidewalks, crossings, bike facilities, plaza).

\$1M

TM WC G

① Enhanced Transit Sunset Transit Center to NE Kane (entire corridor, 19 miles)

Bus enhancements for Line 20 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and amenities throughout the corridor.

\$50M +\$38M [leverages federal funds]

PBOT TM WC

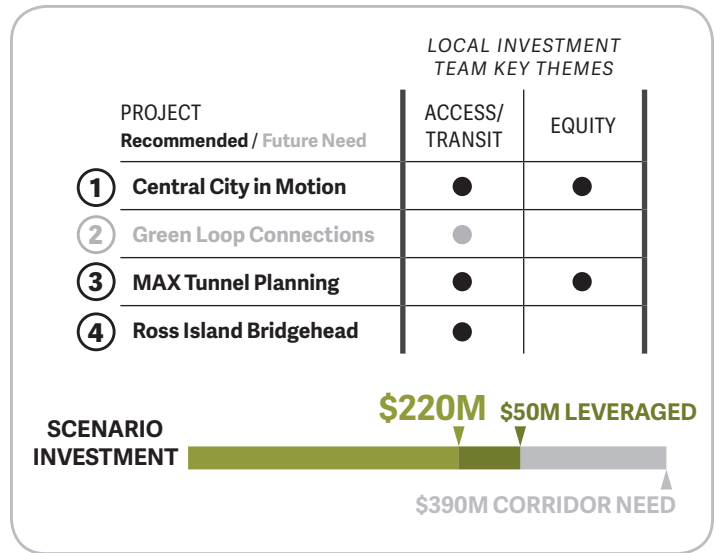
2020 TRANSPORTATION FUNDING MEASURE

Staff recommendation is based on feedback from Local Investment Teams and other public engagement, the Task Force and Metro Council values and outcomes, and the feasibility of delivering projects to the public within a reasonable time frame. Qualitative amendments were proposed by Task Force members and have been interpreted and quantified by Metro staff.

Central City

The **Central City** is the center of the Metro region and a key engine of the state's economy. It has the largest concentration of jobs and affordable housing in the state and is expected to receive over 30% of the city's projected future growth. The corridor also has a multimodal transportation network with a wide variety of demands on the streets- walking, biking, MAX, streetcar, buses, scooters, freight delivery vehicles, cars and more. All MAX lines and 75% of the region's frequent bus lines serve and pass through the Central City. There were **101** serious injuries and fatalities on this corridor between 2007-2017. **97%** of this corridor is in an equity focus area.

NO AMENDMENTS PROPOSED FOR THIS CORRIDOR



① Central City in Motion Across Central City

Treatments to improve walking, biking and transit to make it easier and safer to take transit, walk and bike in the Central City.

\$80-96M

PBOT TM

④ Ross Island Bridgehead Harrison to Barbur/Naito (1 mile)

Reconstruct streets at west end of Ross Island Bridge to improve access and reduce neighborhood barriers.

\$50-75M

PBOT

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

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

\$50M

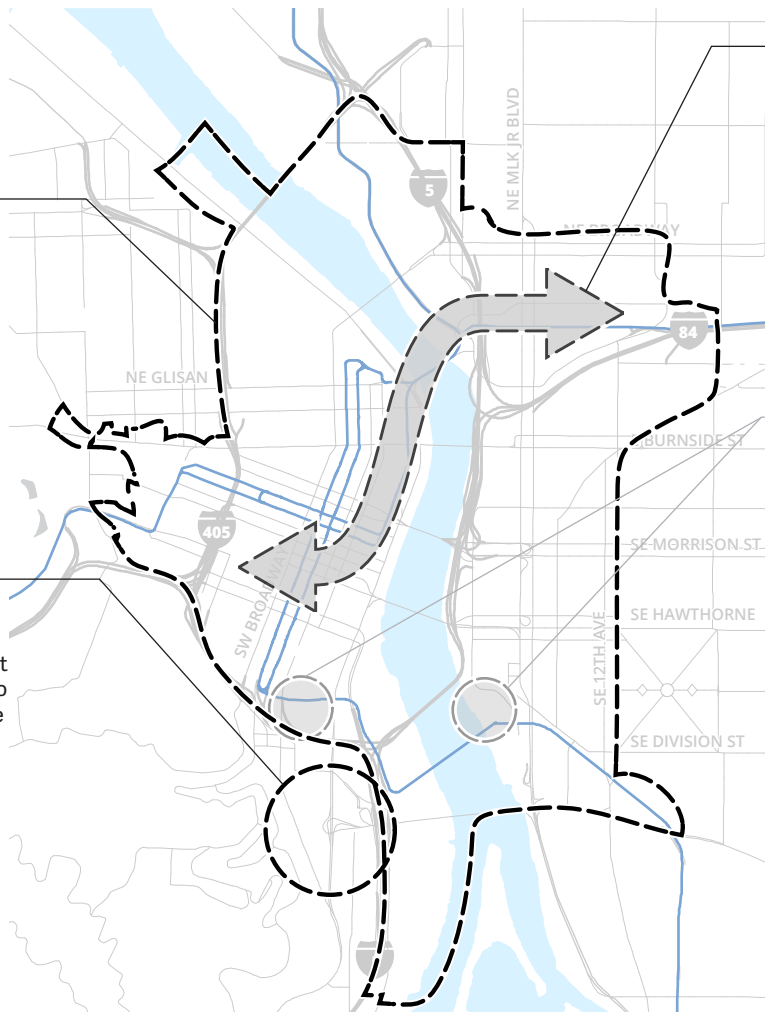
M TM

② Green Loop Key Connections SE and SW quadrants

Create bike/ped connections across key barriers for future Green Loop.

(\$10-40M)

PBOT

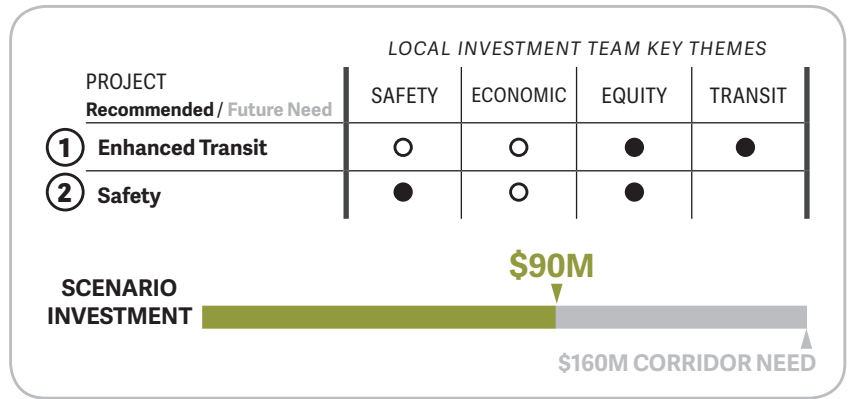


2020 TRANSPORTATION FUNDING MEASURE

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122nd Avenue

122nd Avenue connects Foster Road to Marine Drive. The corridor serves TriMet Line 73 and connects to various East-West transit lines, including the MAX Blue line. It is identified as a Civic Corridor by the City of Portland from NE Sandy to Foster, and provides access to trails, including the Marine Drive trail, I-84 trail, and Springwater Corridor. There were **75** serious injuries and fatalities on this corridor between 2007-2017. **88%** of this corridor is in an equity focus area.

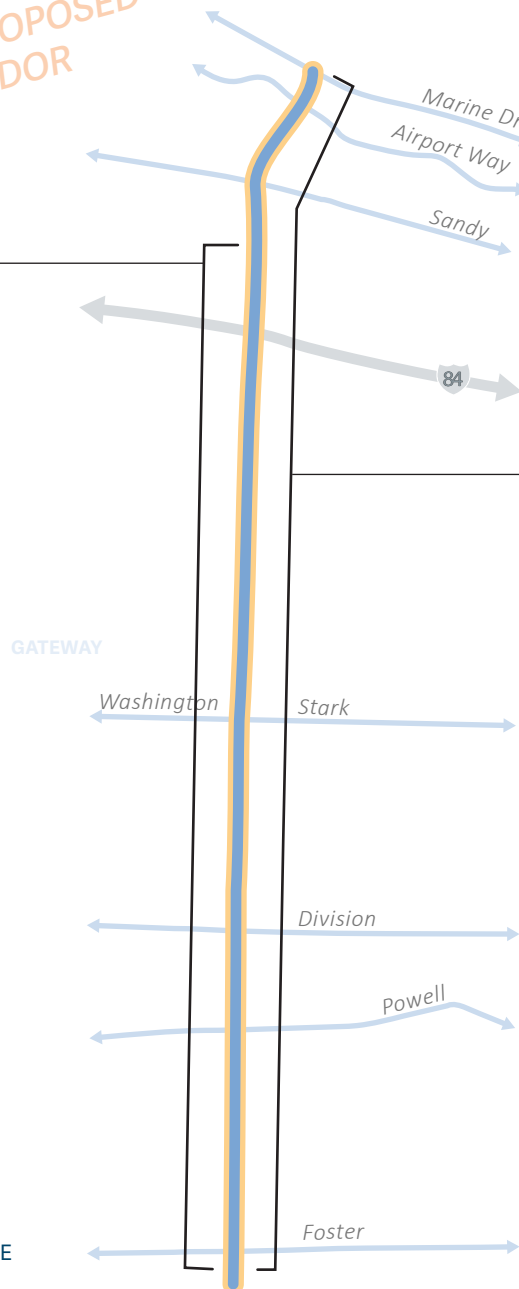


NO AMENDMENTS PROPOSED FOR THIS CORRIDOR

① Enhanced Transit Skidmore to Foster (5.5 miles)

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

\$15-18M



② Safety Marine Dr to Foster Rd

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

\$50-68M



2020 TRANSPORTATION FUNDING MEASURE

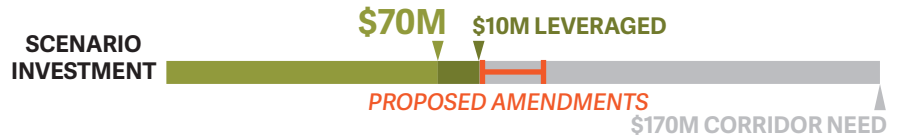
Staff recommendation is based on feedback from Local Investment Teams and other public engagement, the Task Force and Metro Council values and outcomes, and the feasibility of delivering projects to the public within a reasonable time frame. Qualitative amendments were proposed by Task Force members and have been interpreted and quantified by Metro staff.

162nd Ave

162nd Avenue connects NE Sandy Blvd and SE Powell Blvd on the border between Portland and Gresham. This corridor serves historically marginalized communities in the Rockwood neighborhood and provides access to schools, residential neighborhoods and commercial areas. It serves as a North-South bus connection to various East-West transit lines and provides access to Powell Butte trails and I-84 trail. There were **34** serious injuries and fatalities on this corridor between 2007-2017. **92%** of this corridor is in an equity focus area.

LOCAL INVESTMENT TEAM KEY THEMES

PROJECT Recommended / Future Need	SAFETY	TRANSIT	EASE	EQUITY
① Enhanced Transit	○	●		●
② Safety	●	○	○	●
③ "Complete Streets" Gresham	●	○	●	●
④ "Complete Streets" Portland	●	○	●	●
⑤ Railroad Undercrossing	●		●	●



PROPOSED AMENDMENTS KEY

- Safety/transit additions
- Unresolved

⑤ Railroad Undercrossing

Add bicycle/pedestrian access at existing railroad overcrossing.

\$5-9M



① Enhanced Transit Sandy to Powell (entire corridor, 4 miles)

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

\$0M +\$12-16M



④ "Complete Streets" Portland I-84 to Sandy

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

\$10-18M



③ "Complete Streets" Gresham Glisan to I-84 (1 mile)

Widen to 3 lanes and add improved/continuous curbs, sidewalks, lighting, bike and stormwater facilities.

\$30-41M



② Safety Stark to Powell (2 miles)

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

\$5-7M



2020 TRANSPORTATION FUNDING MEASURE

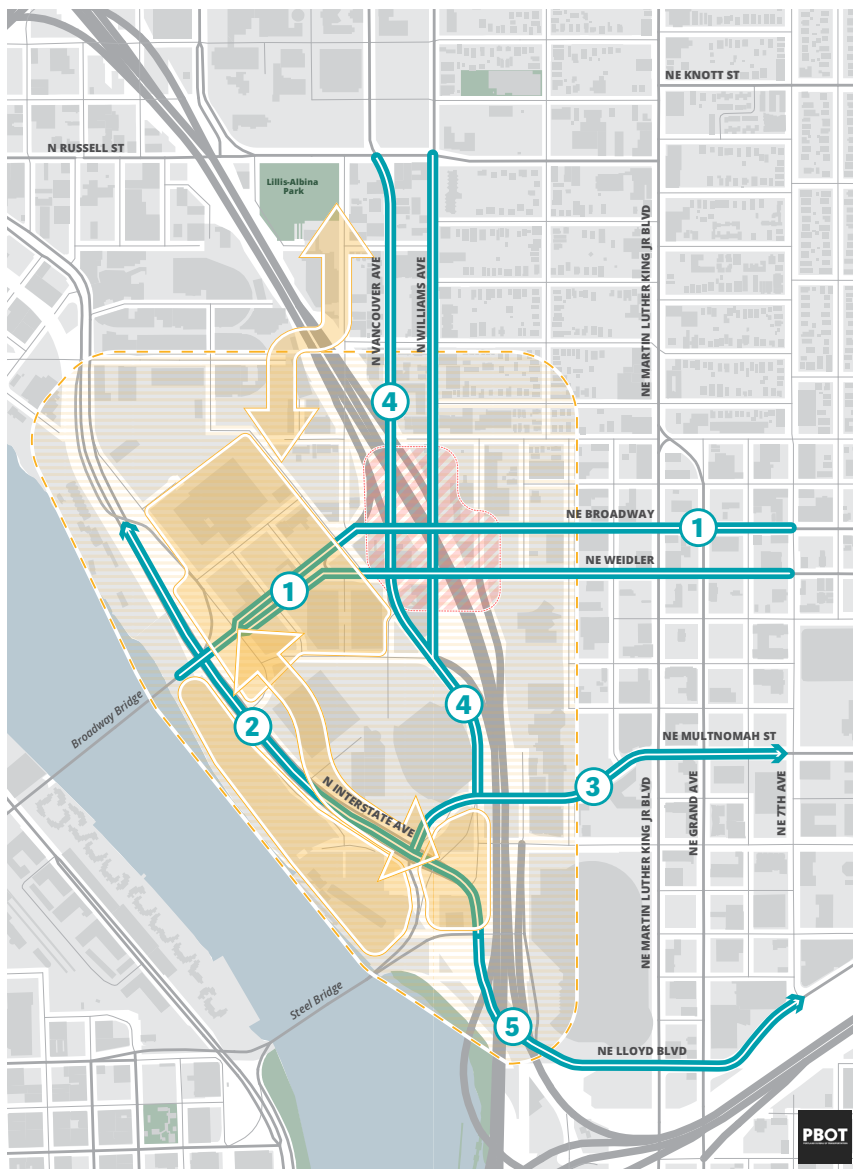
Staff recommendation is based on feedback from Local Investment Teams and other public engagement, the Task Force and Metro Council values and outcomes, and the feasibility of delivering projects to the public within a reasonable time frame. Qualitative amendments were proposed by Task Force members and have been interpreted and quantified by Metro staff.

Albina Vision

The Albina Vision concept offers a bold image of a new neighborhood in the historic Lower Albina area of N/NE Portland. The concept includes a reconfigured street grid, large open spaces, and direct access to the Willamette River for all people, especially children. Achieving this long-term vision will require thorough study, extensive public engagement, coordination with existing land-owners, and major public investments. Plans and strategies would synthesize the Portland City Council-adopted Central City 2035 Plan with the Albina Vision concept to establish a groundwork for future investment and expand upon Metro-funded work around public engagement and early design concepts. These projects are intended to provide short-term improvements to the neighborhood as a larger restorative vision is developed. There were **38** serious injuries and fatalities on this corridor between 2007-2017. **100%** of this corridor is in an equity focus area.



NO AMENDMENTS PROPOSED FOR THIS CORRIDOR



1 Broadway/Weidler Streetscape Broadway Bridge to NE 7th (.6 miles)

Develop an Albina "main street" with street lighting, public art, and enhanced transit stations to improve access and safety for all.

\$8-10M

2 Interstate/N. Portland Greenway Steel Bridge to NE Tillamook (.8 miles)

Enhanced crossings and a multi-use path to connect the Rose Quarter Transit Center to employment and housing areas further north.

\$13-16M

3 Multnomah Blvd Streetscape NE Interstate to 7th Ave (.5 miles)

Green street features, lighting and upgraded transit stations to provide safe connections between Lower Albina, Convention Center and Lloyd neighborhoods.

\$5-6M

4 Vancouver/Williams NE Russell to Multnomah (.8 miles)

Street lighting, better transit stops, and improvements to existing bikeway.

\$7-8M

5 Lloyd Blvd Steel Bridge to NE 7th Ave (.5 miles)

Multi-use path to strengthen multimodal connection between Albina, Lloyd and SE Portland.

\$3-4M

6 Albina Urban Design Strategy Areawide

Develop plans and strategies to guide Albina Vision implementation. Key elements include: urban design strategy, Rose Quarter TC, bridgehead and river connections, multimodal connections.

\$12M

2020 TRANSPORTATION FUNDING MEASURE

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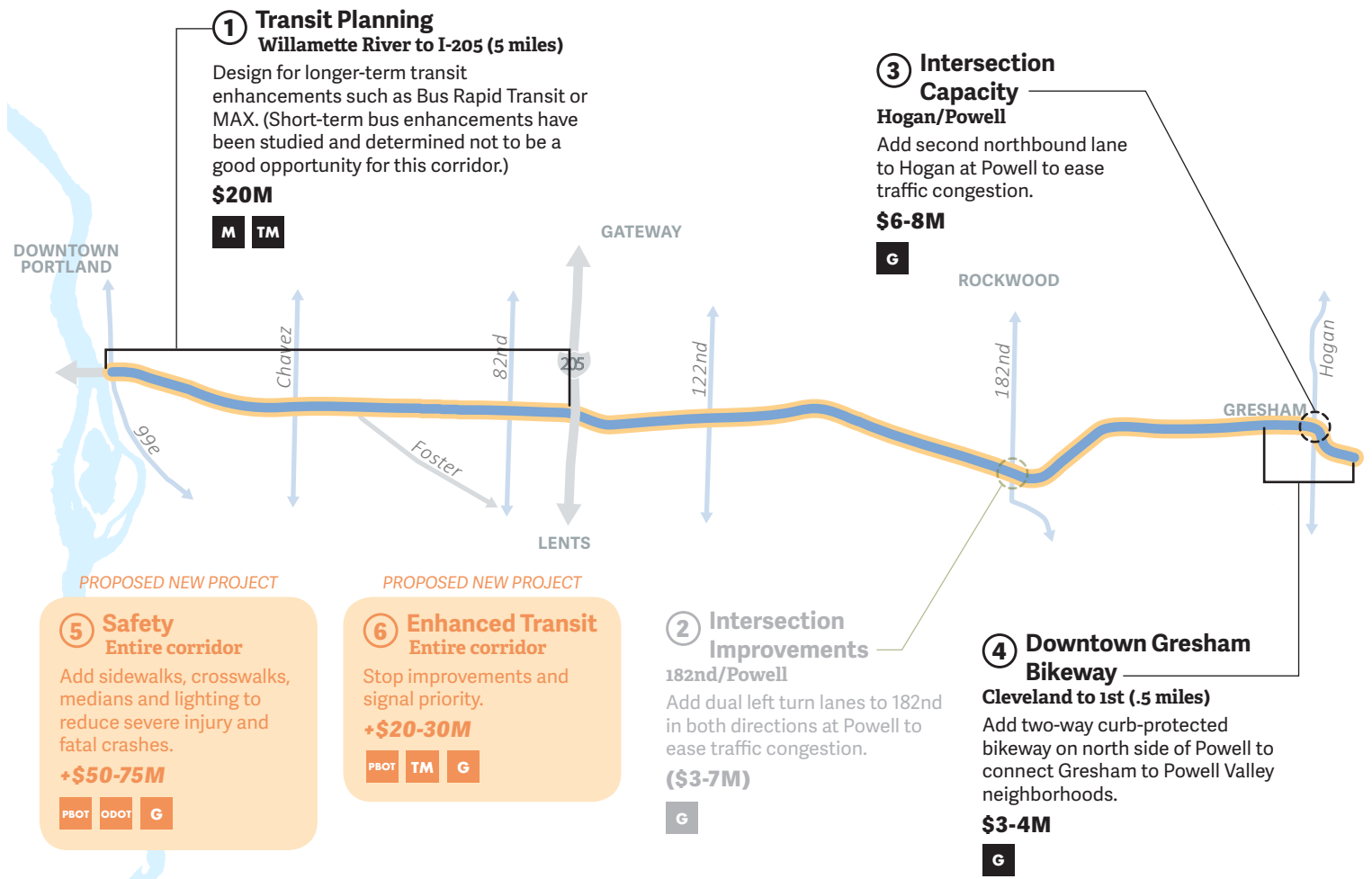
Powell Blvd

Powell Boulevard links Portland's west side to East Multnomah County for all modes, including freight, and connects historically underserved communities. TriMet identifies Powell as a key corridor to increase ridership. This corridor serves as main street for numerous commercial centers. There were **159** serious injuries and fatalities on this corridor between 2007-2017. **84%** of this corridor is in an equity focus area.

PROPOSED AMENDMENTS KEY

- Safety/transit additions
- - - Unresolved

PROJECT Recommended / Future Need	LOCAL INVESTMENT TEAM KEY THEMES				
	SAFETY	TRANSIT	ECONOMIC	EQUITY	RESILIENCY
① Transit Planning	○	●	●	○	
② Intersection Improvements			○		
③ Intersection Capacity			○		
④ Downtown Gresham Bikeway	●		●	●	



2020 TRANSPORTATION FUNDING MEASURE

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