



2020 TRANSPORTATION FUNDING MEASURE

Task Force Recommendations 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. 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: January 3, 2020
To: Metro Council
From: Commissioner Jessica Vega Pederson and Commissioner Pam Treece, Task Force Co-Chairs
Subject: Tier 1 Corridor Investment Recommendations

Early in 2019, the Metro Council assembled a diverse group of community leaders from throughout greater Portland. You asked us to provide you with advice and recommendations on a potential 2020 transportation funding measure that could make much-needed regional investments in helping people go places reliably and safely in a growing, increasingly congested region. In your charge, you directed us to apply “honest, solutions-focused dialogue” in representing the needs of our constituencies and communities.

It has been an honor for us to serve as the co-chairs of this Task Force. Through sixteen meetings to date, this unique group has articulated shared values, considered community needs, and explored potential priorities for investment. We have thought big, sought consensus as much as possible, and respected the remarkably few places where our views diverge.

Developing our recommendations

In June, with input from the Task Force, the Metro Council prioritized 13 of the region’s busiest and most dangerous travel routes as Tier 1 Corridors for the potential measure; an additional 16 corridors were identified as Tier 2.

Following a summer of engagement with community and jurisdictional partners, Metro staff submitted Tier 1 corridor investment recommendations to the Task Force in October. These recommendations were informed by Council and Task Force outcomes; input from Local Investment Teams and partner jurisdictions; and assessments of readiness, risk and benefits of potential investments. They proposed approximately \$3.11 billion in investments from the measure, leveraging an expected \$2.13 billion in expected federal and local funds.

On Nov. 6 and 20, the Task Force discussed the staff recommendations and amendments proposed by several Task Force members. At our Dec. 18 meeting in Clackamas, we took votes on several motions to formalize our own Tier 1 project recommendations to the Metro Council. We sought to achieve a 75% share of present members in order to advance formal Task Force recommendations. Additionally, as co-chairs we pledged to share the full discussion directly with you to inform your ongoing discussion and direction regarding the potential measure.

The attached packet summarize our Tier 1 project recommendations and key themes of discussion. In addition, staff will send to you the Dec. 18 meeting notes as soon as they are available.

Key themes of Task Force recommendations and discussions

There are several key points we would like to highlight in these recommendations and the Task Force discussions that shaped them.

Remarkable consensus on almost all recommended projects in the Tier 1 corridors. These recommendations increase the total proposed for Tier 1 corridor investments by approximately \$700 million beyond the Metro staff recommendations. Including potential leveraged funds of \$2.2 billion, this increases the total to approximately \$6 billion. Task Force members voting at the December 18 meeting were in unanimous consent about the overwhelming majority of these investments—approximately 99 percent of the total investment. This consensus is testament to both the scale of need and the considerable common ground the Task Force has found in our work together.

One proposed investment, the 82nd Avenue and Airport Way intersection project, reached the 75% support threshold to be an official Task Force recommendation, but did not achieve unanimous consensus. Finally, just one proposed investment—the new connector road from SE 172nd to SE 190th Avenue in the Clackamas-to-Columbia corridor—failed to reach the 75% support threshold to be an official Task Force recommendation, though a majority on Dec. 18 did support this investment.

Prioritizing safer streets and better transit for everyone. The Task Force agreed unanimously on recommending approximately \$650 million dollars in safety and transit investments beyond those included in the initial Tier 1 staff recommendation. These additional recommendations are a clear declaration of the Task Force's priorities to make key arterials safer for people walking, bicycling, and getting to transit, and to make transit a more reliable, competitive and comfortable option for people throughout the region.

Thinking of a greater regional system. Hundreds of thousands of people in the greater Portland region travel across city and county lines on a daily basis—whether we're commuting to work or school, running errands or going to appointments, our travel patterns stitch us together as one region with common interests and needs. So it's no surprise that the Task Force recommendations reflect a truly regional funding measure, with investments across the metropolitan area will help create a more reliable, safer regional transportation system no matter where we live, work or travel—and no matter how we reach the places we need to go.

Contributing to the region's racial equity, climate and safety goals. The Task Force wants to ensure a transportation investment measure helps advance the region's ambitious goals for advancing racial equity, reducing carbon emissions, and reducing deaths and serious injuries from crashes. Staff have provided preliminary data on how the Task Force's Tier 1 recommendations support these goals. Task Force members are eager for more information and contextualization of this data alongside other strategies and policies the region has undertaken in pursuit of its climate, racial equity and safety goals. The Task Force also wants to ensure the measure includes clear commitments and enough funding to implement effective, community-based anti-displacement strategies alongside transportation investments.

Maintaining and aligning with funding for regionwide programs. While these Task Force recommendations focus on Tier 1 corridor investments, Task Force members have voiced their desire to keep funding for the proposed regionwide programs at the scale previously discussed—at least \$50 million per year. These programs would make vital investments in safety, reliability, racial equity and community beyond the identified corridors, extending the proposed measure's benefits even further across the region.

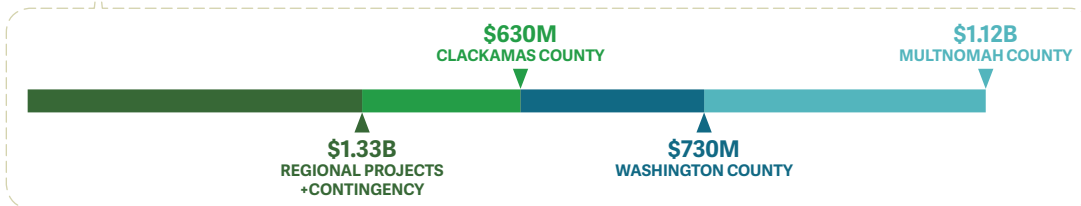
Conclusion

The Task Force has made these recommendations recognizing there is more work ahead to align Tier 1 investments with viable revenue mechanisms, potential Tier 2 corridor investments, and overall measure scale. The Task Force looks forward to supporting the Metro Council in this process of alignment. We are pleased to submit these recommendations and feedback on behalf of the Transportation Funding Task Force. We thank you for the opportunity to serve as co-chairs and look forward to continuing to support and advise the Metro Council in the months ahead.

Let's get moving.

Corridor Scenario Investment Summary

PROPOSED CORRIDOR FUNDING + **POTENTIAL LEVERAGED FUNDS** = **TOTAL CORRIDOR INVESTMENT**
\$3.81B + **\$2.22B** = **\$6.03B**



CORRIDOR	PROPOSED REGIONAL MEASURE FUNDING	EXPECTED LEVERAGED FUNDS	IDENTIFIED CORRIDOR NEED
Southwest Corridor	\$975M	\$1.4B	\$2.4B
McLoughlin	\$280M	\$20M*	\$350M
Clackamas to Columbia/181st	\$50M / \$100M		\$280M
Sunrise/Hwy 212	\$180M		\$570M
Tualatin Valley Highway	\$520M	\$50M	\$630M
185th Ave	\$200M	\$20M*	\$250M
82nd Ave	\$35M / \$80M / \$395M	\$160M	\$840M
Burnside	\$150M / \$??M / \$120M	\$540M	\$890M
Central City	\$50M / \$170M	\$50M	\$390M
122nd Ave	\$90M		\$160M
162nd Ave	\$90M	\$10M	\$170M
Albina Vision	\$55M		\$75M
Powell	\$140M		\$230M

* TO BE CONFIRMED

REGIONAL PROJECTS | CLACKAMAS COUNTY | WASHINGTON COUNTY | MULTNOMAH COUNTY

DELIVERY AGENCIES

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

Projects in black have been recommended by the Task Force.

9 Portland Ave Streetscape Abernethy to Arlington (.5 miles)

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

\$5-8M

Projects in gray are a future need.

3 Kellogg Creek Dam

Remove Kellogg dam, drain lake, replace bridge, add multi-use underpass to address major fish passage barrier and add pedestrian and bike facilities.

(\$10-30M)

MW **ODOT**

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.



[SEE PROJECT MAP NEXT PAGE]

SW Corridor

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

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

\$975M

[leverages \$1.4B 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

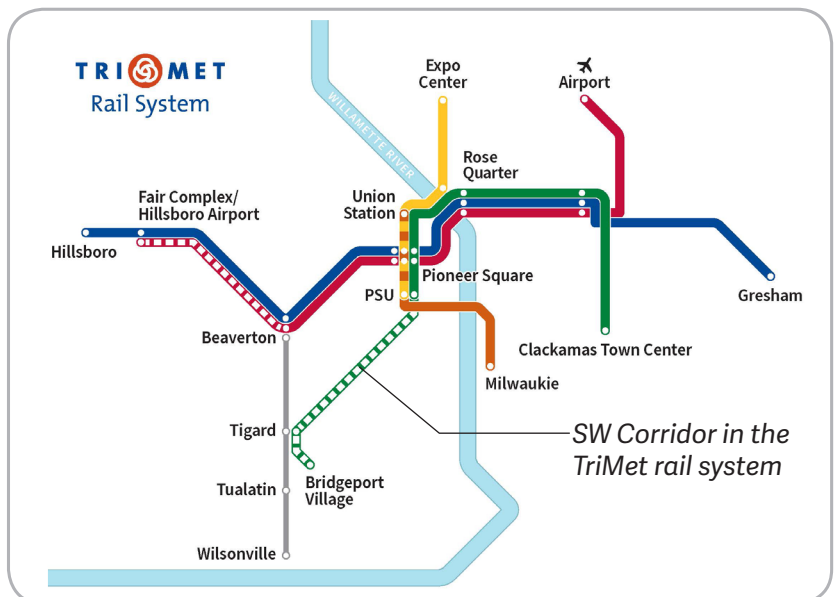
Rebuild and add portions of 70th and Elmhurst to improve access and support anticipated development.

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.



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.



[SEE PROJECTS MAP NEXT PAGE]

McLoughlin Blvd

⑧ Park Ave Park & Ride Expansion

Add two levels to existing park & ride facility at current Orange Line terminus.

\$16-19M

TM

① Enhanced Transit Milwaukie to Oregon City (6.5 miles)

Bus enhancements for Lines 33 and 99 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and rider experience.

\$110-132M

TM

ODOT

② Safety Milwaukie to Oregon City (6.5 miles)

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

\$50-75M

ODOT

⑩ Corridor Planning Milwaukie to Oregon City (6.5 miles)

Design for longer term transportation improvements including transit.

\$5M

M

not on map

⑥ Reedway Bike Overcrossing

Create bike/ped bridge over McLoughlin to cross railroad barrier.

\$12-18M

PROT

③ Kellogg Creek Dam

Remove Kellogg dam, drain lake, replace bridge, add multi-use underpass to address major fish passage barrier and add pedestrian and bike facilities.

(\$10-30M)

MW

ODOT

⑨ Portland Ave Streetscape Abernethy to Arlington (.5 miles)

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

\$5-8M

GL

⑤ Trolley Trail

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

\$10-14M

CC

④ I-205 Ramp Improvements

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

\$7-9M

ODOT

⑦ Willamette Falls Bike/Ped Plan 10th to Railroad Ave (.4 miles)

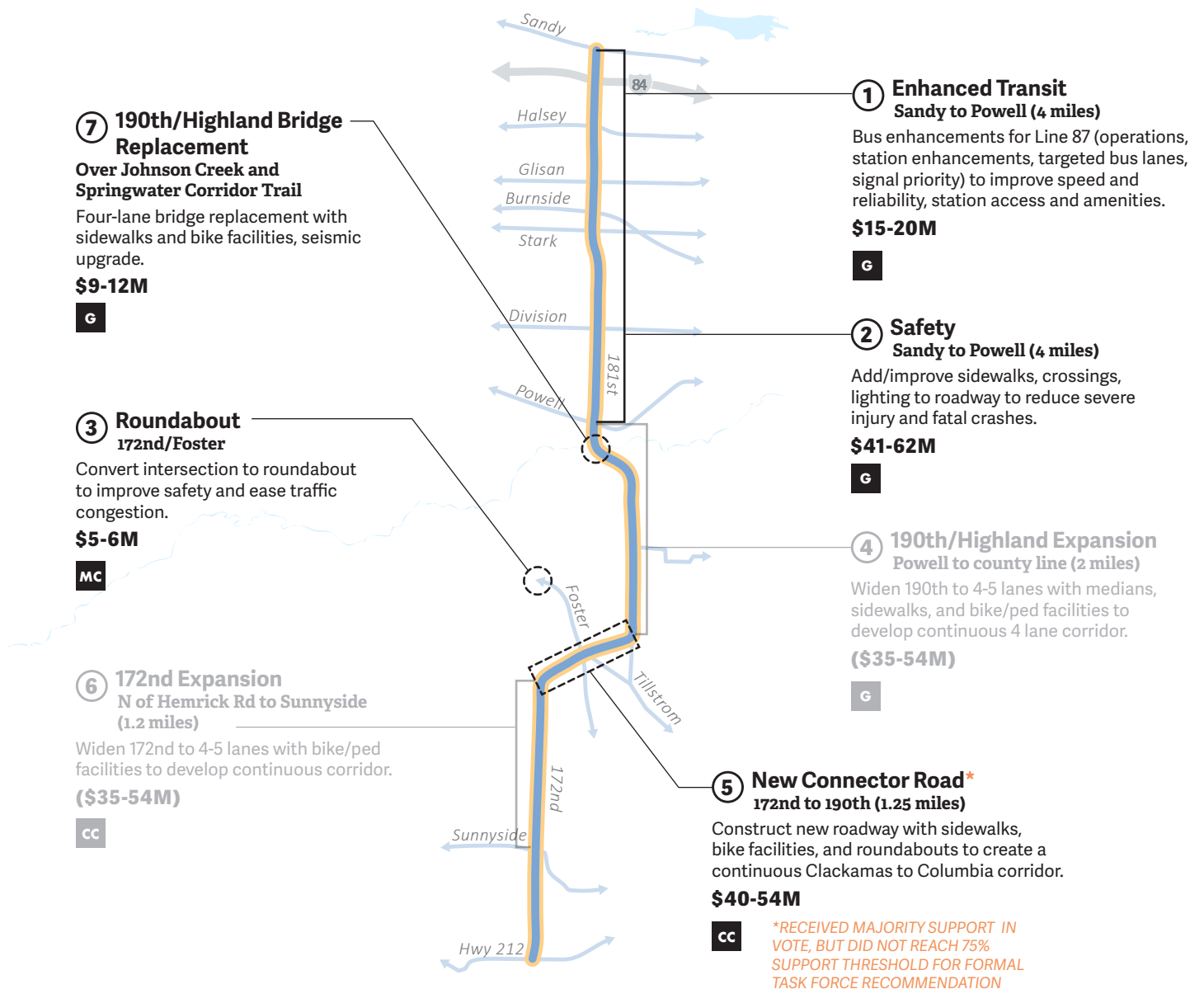
Design to extend boulevard treatments along McLoughlin, including river side multi-use path, medians, and sidewalks to improve safety for people walking and biking.

\$1-2M

OC

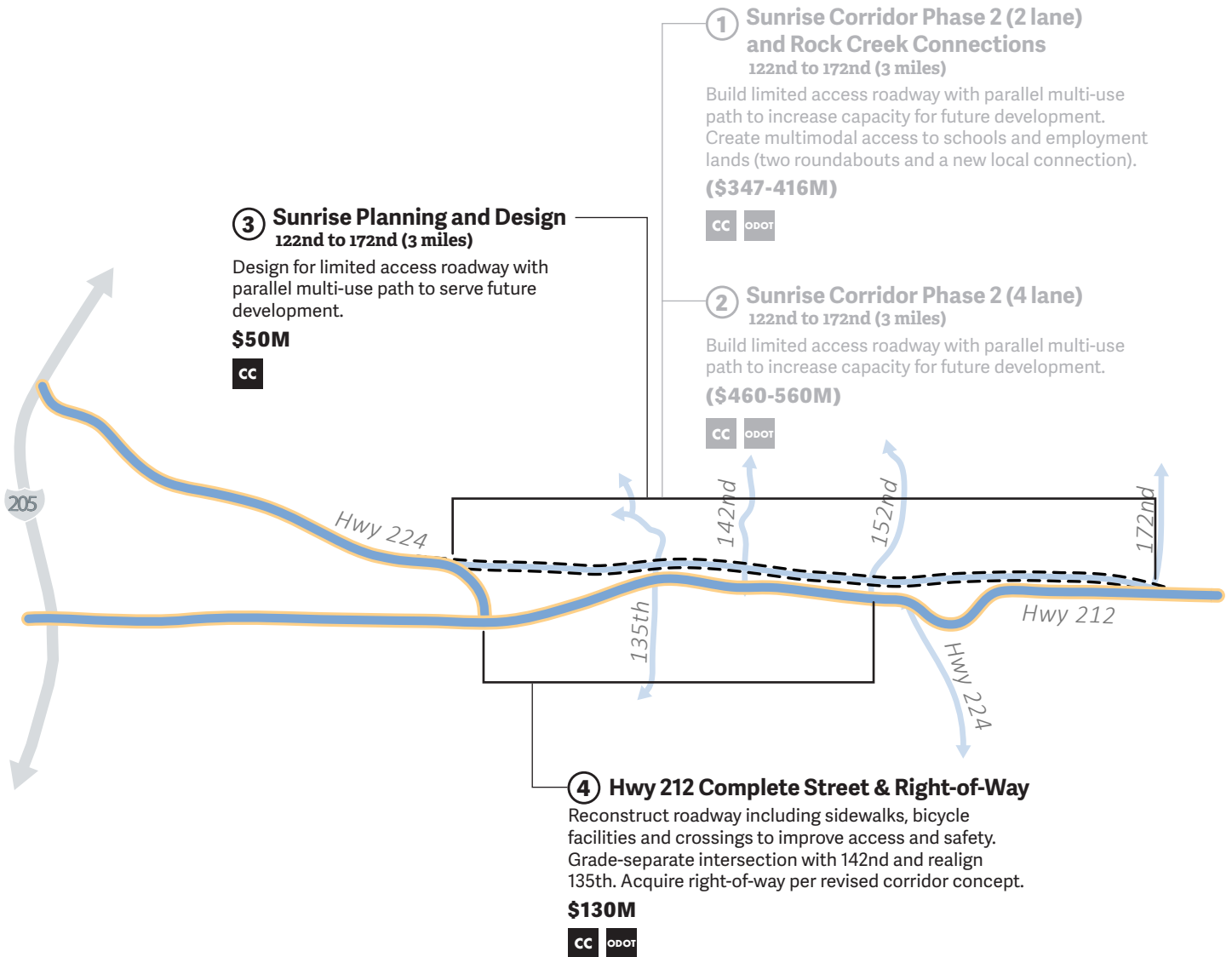
C2C/181st Ave

C2C (Clackamas to Columbia) /181st Avenue is a major North-South connection between rapidly developing Happy Valley and the Columbia Corridor through Western Gresham. It connects I-84 and US 26 (Powell) and is a North-South alternative to I-205. This corridor also connects employment 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.



Hwy 212/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.



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]

TV Highway

① Enhanced Transit Forest Grove to Beaverton Transit Center (16 miles)

Bus enhancements for Line 57 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and amenities throughout the corridor.

\$83M [could leverage federal funds]

WC TM

⑥ Council Creek Trail Hillsboro to Forest Grove (5.5 miles)

Regional trail connecting Hillsboro, Cornelius and Forest Grove.

\$25-38M

WC

⑧ Hillsboro Transit Center

Convert transit center and adjacent streets to 2-way to allow buses to circulate more directly (traffic reconfiguration, signal replacements, platform modifications).

\$10-12M

WC H TM

⑦ Canyon/West Slope 117th to Camelot (2.9 miles)

Add/improve walking and biking facilities including crossings.

\$20-24M

WC ODOT

②③④⑤ Safety and Multimodal Improvements Forest Grove to 117th in Beaverton

Comprehensive street upgrades to include: pedestrian facilities (sidewalks, lighting, transit improvements, railroad "quiet zone"), bicycle facilities, safety features (medians, crosswalks), stormwater facilities.

\$289-350M

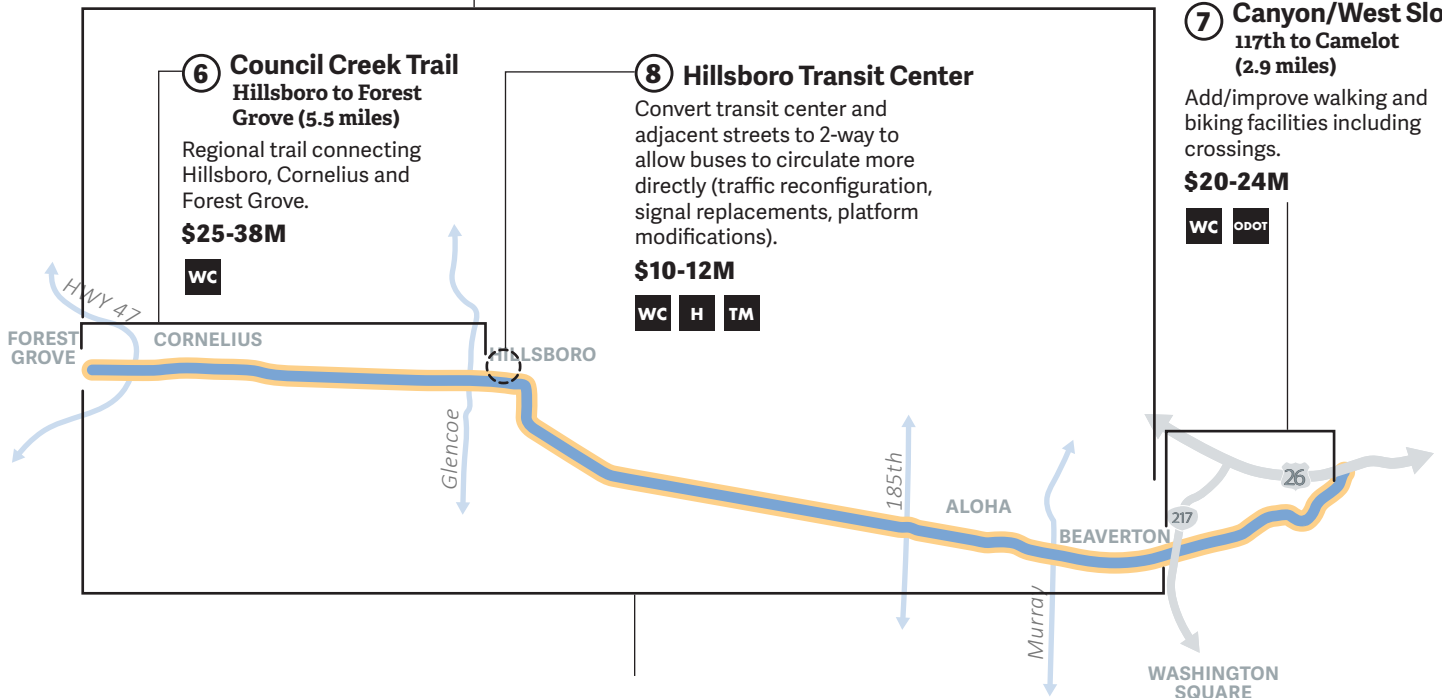
WC ODOT TM

⑨ Corridor Planning Forest Grove to Portland Union Station (26 miles)

Planning work for longer-term corridor investments including transit enhancements to improve speed and reliability, station access and amenities. Alternatives analysis for transportation, transit, land use, railroad interface.

\$12-14M

M WC TM



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.



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



② MAX Overcrossing 185th/Baseline

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

\$70-87M



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



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

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

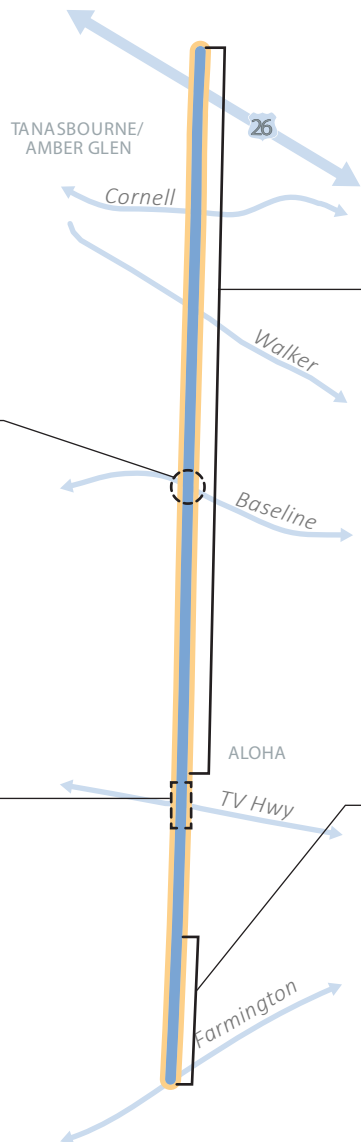
\$8-11M



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

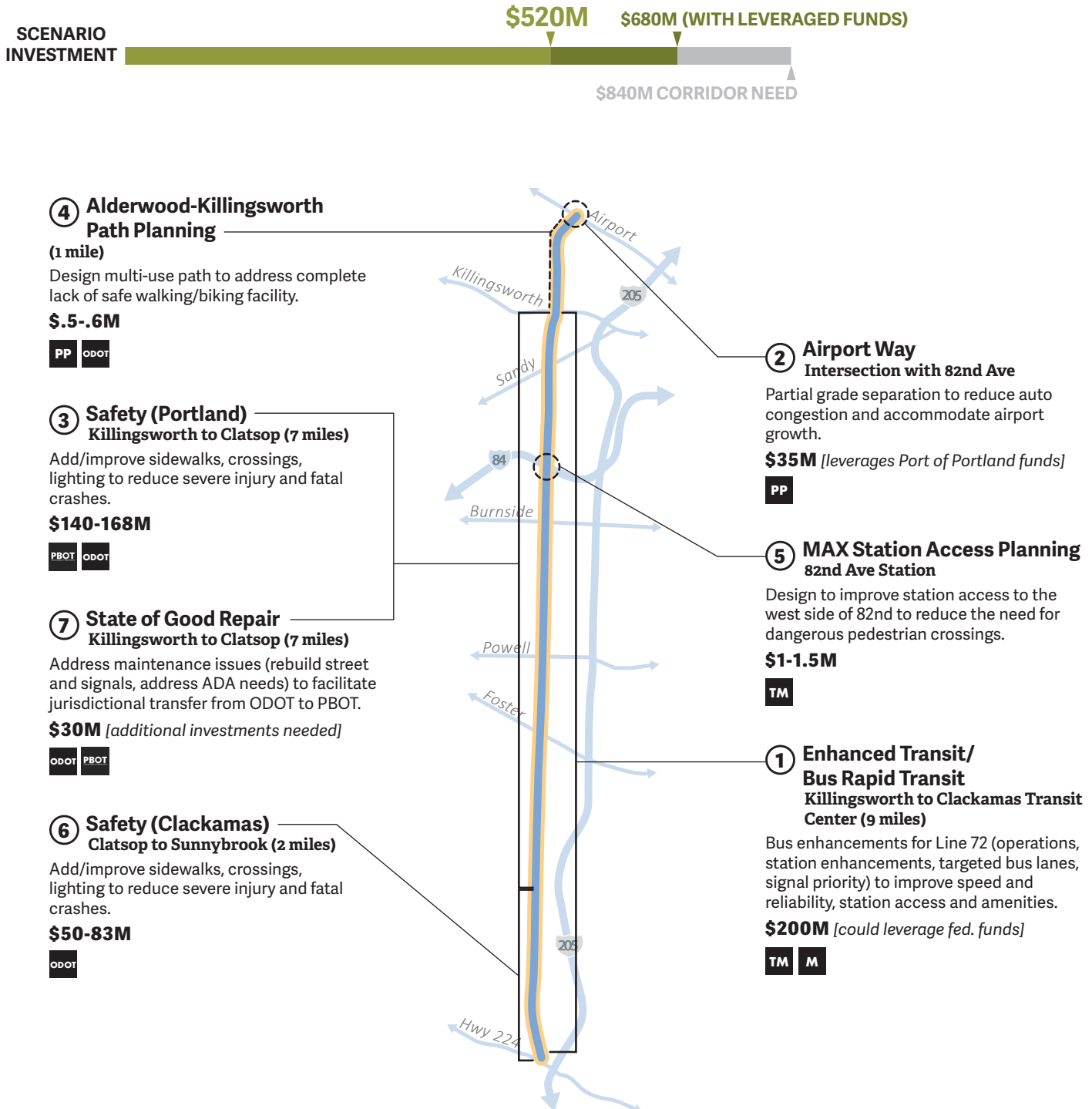
Widen to 3 lanes, add curbs, sidewalks, crossings, lighting, bike facilities, stormwater facilities.

\$24-32M



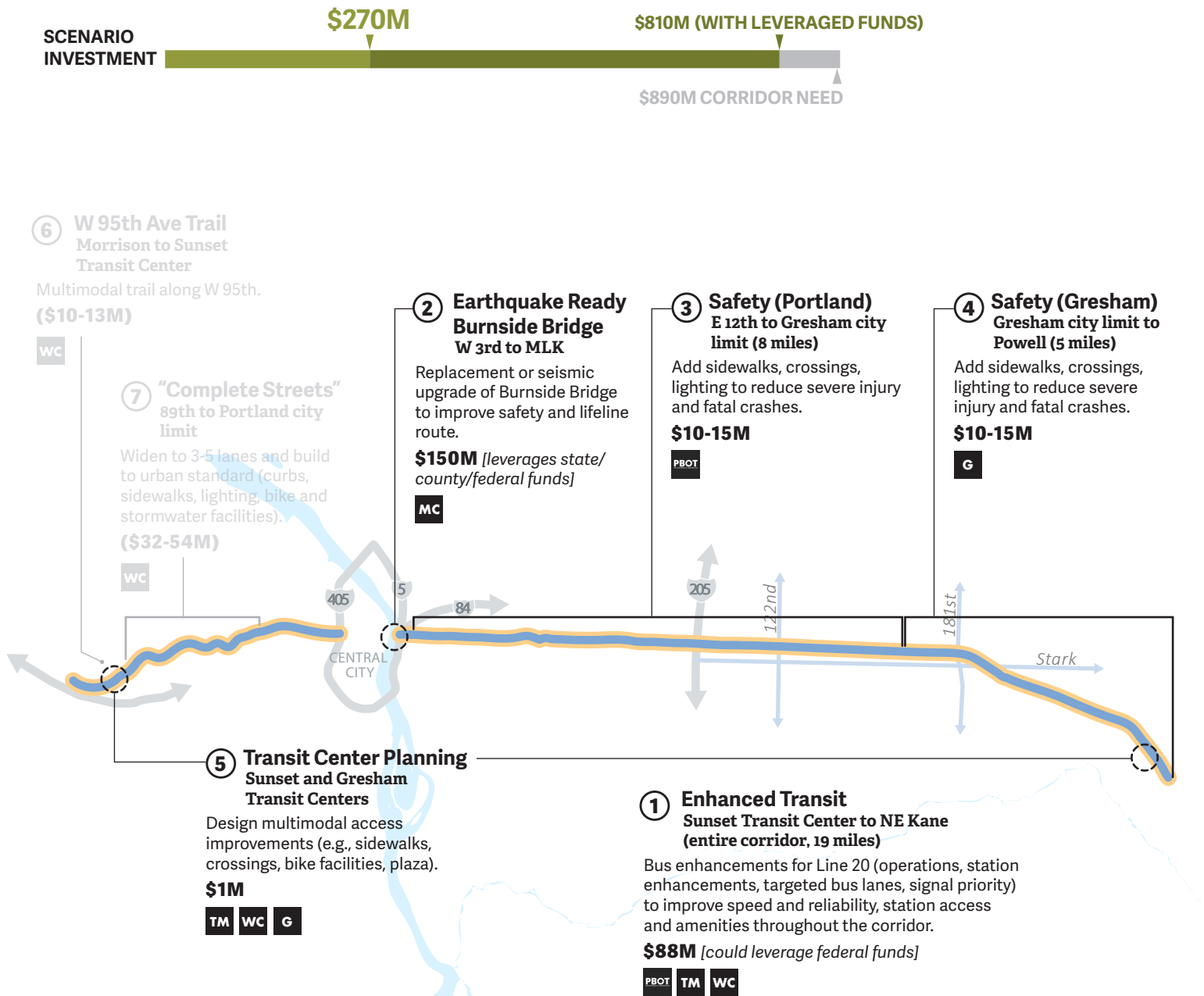
82nd Ave

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.



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.



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.



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

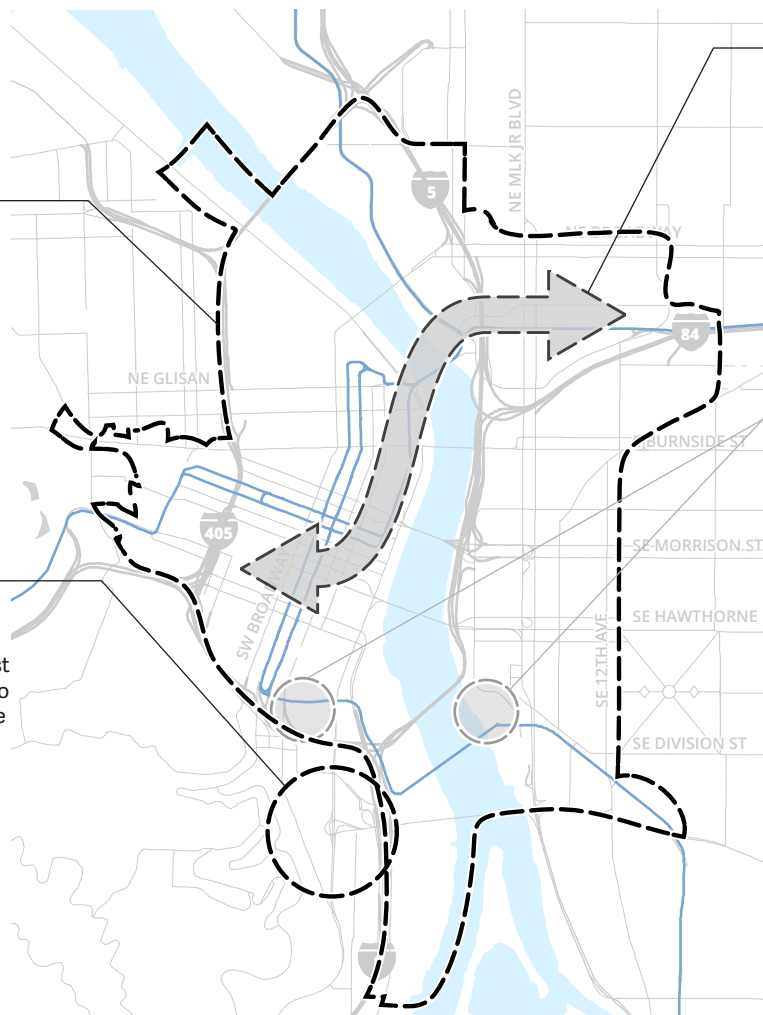
M TM

② Green Loop Key Connections SE and SW quadrants

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

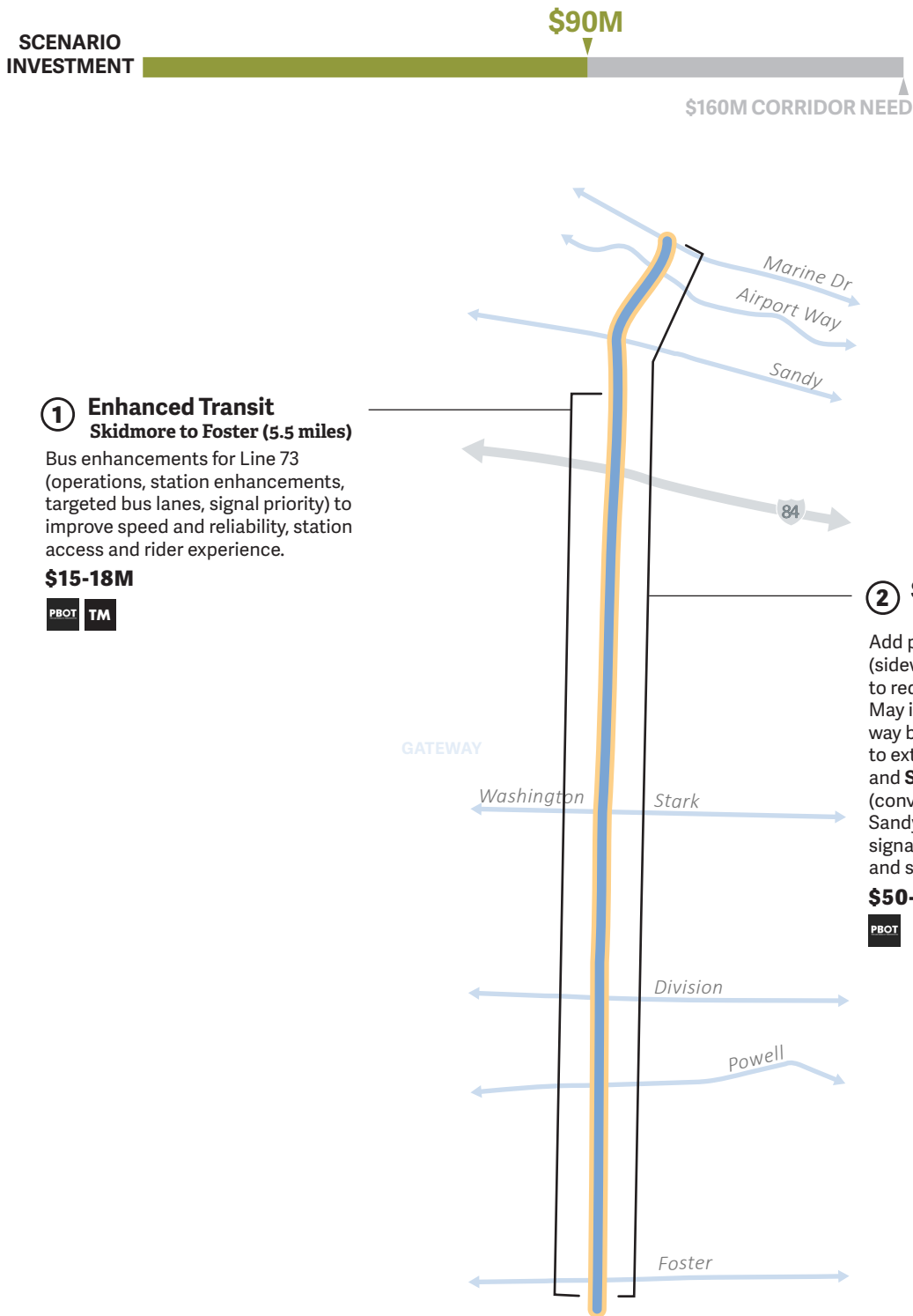
(\$10-40M)

PBOT



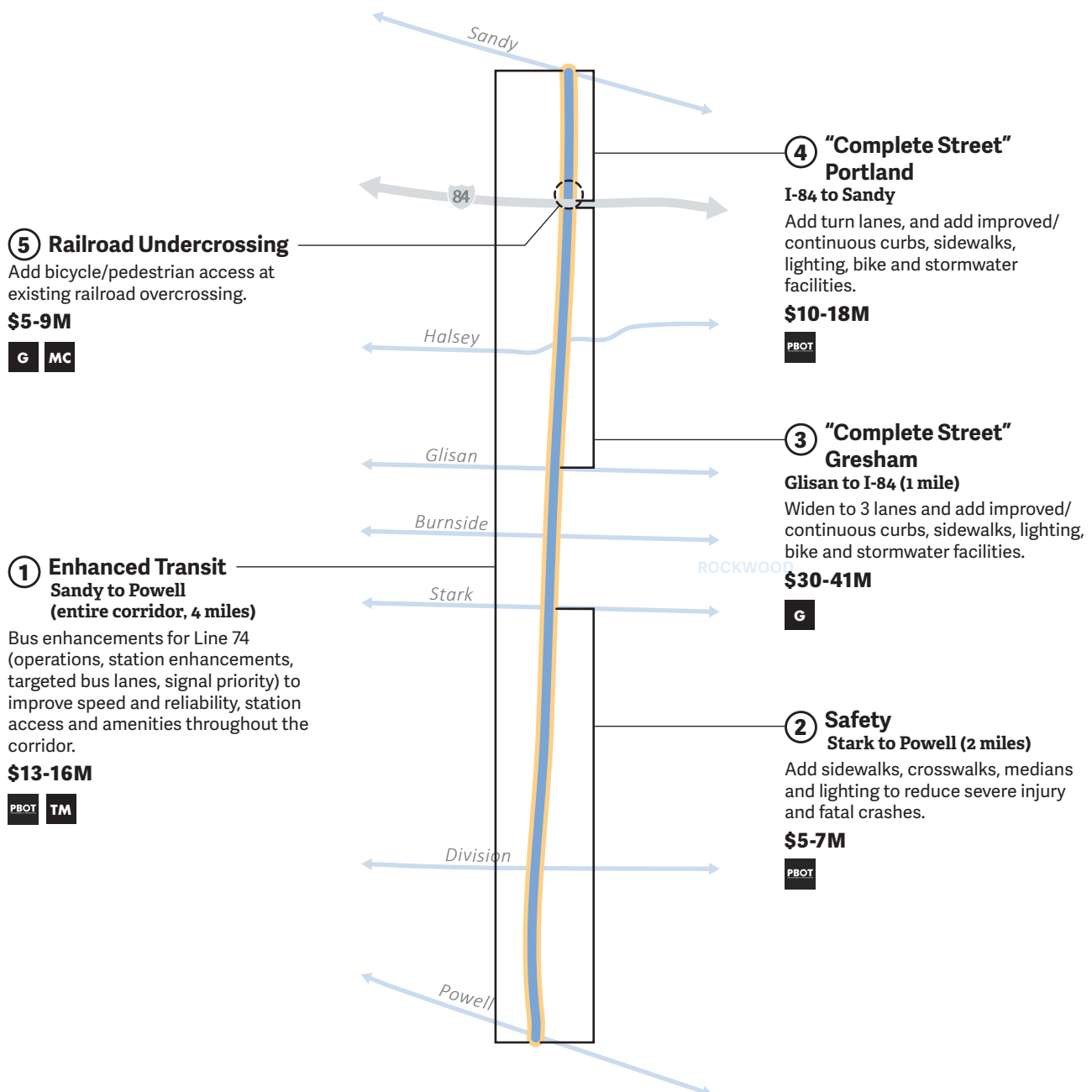
122nd Avenue

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.



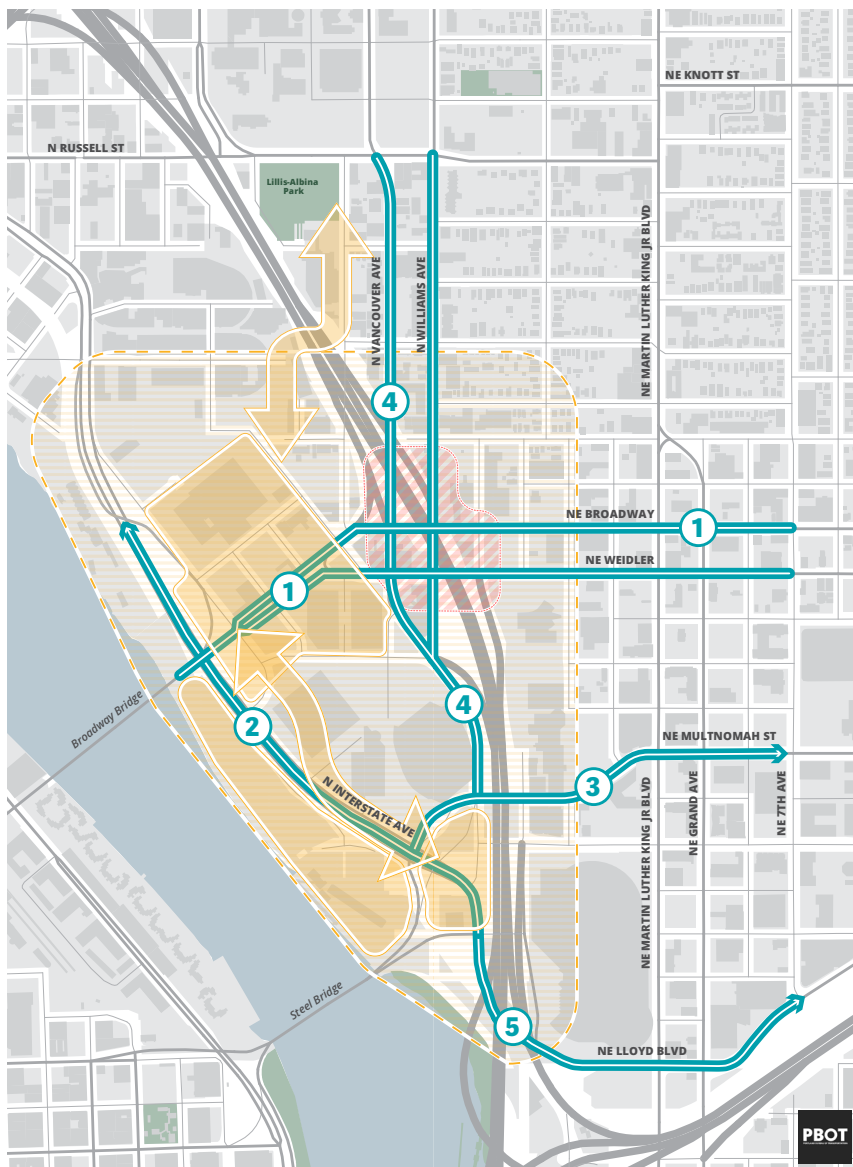
162nd Ave

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.



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.



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

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.

