

Access to Opportunity  
Corridor TIGER funds will:

*“Support the success –  
and health – of the **next  
generation** of residents  
by increased **access to  
educational and  
economic opportunity**  
in our region”*

Nichole Maher  
President,  
NW Health Foundation

*“Allow us to **better  
engage the diverse  
population** that resides  
in our particular node  
which has been  
**historically  
underrepresented** in  
similar planning  
processes”*

Dustin Hwang  
Manager,  
Jade District Program

# ACCESS TO OPPORTUNITY CORRIDOR

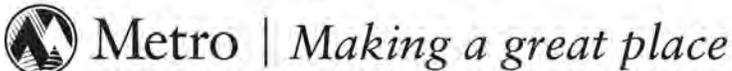
PORTLAND, OREGON  
METROPOLITAN PLANNING ORGANIZATION



Transportation Investment Generating Economic Recovery (TIGER)  
2014 Regional Planning Grant Application



**TIGER Project's Primary Point of Contact:**  
Jamie Snook, Principal Transportation Planner  
DUNS #: 0308001300000  
600 NE Grand Avenue, Portland, OR 97232  
P: 503-797-1751 E: [Jamie.Snook@oregonmetro.gov](mailto:Jamie.Snook@oregonmetro.gov)  
**Amount Sought: \$2,000,000**



April 25, 2014

The Honorable Anthony Foxx  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington, DC 20590

Dear Secretary Foxx:

As the metropolitan planning organization (MPO) for the Portland, Oregon, metropolitan region, we are pleased to submit a 2014 TIGER planning grant linking the Powell-Division and Southwest Corridors into the “Access to Opportunity” Corridor with fellow project parties, the Oregon Department of Transportation and TriMet. This grant will help bring the benefits of high capacity transit (HCT) to some of the most diverse and underserved communities in the Portland region. It will support the success of the next generation of residents by increasing access to key educational and employment opportunity areas in our region, and capturing the economic, social and environmental value of HCT investments in the communities it serves.

The Southwest Corridor and Powell-Division projects are significant to our metropolitan region and will focus resources on five important places and the educational institutions that define them: the Mt. Hood Community College area, the Portland Community College Jade District, the region’s Innovation Quadrant, the Portland Community College Sylvania neighborhood area and the Tigard Triangle.

Leveraging \$1.28 million in local planning commitments, the Access to Opportunity Corridor project will build community partnerships and deliver development strategies around the five key nodes. This expansive HCT corridor will provide new transportation options for underserved communities and reduce congestion along some of the region’s fastest growing employment areas. The project crosses Washington and Multnomah Counties, and focuses on the cities of Gresham, Portland and Tigard. It crosses Oregon’s 1st and 3rd Congressional Districts, and touches on the commuter-shed of the 5th District.

The specific benefits this work would have for our region include:

- Building on previous federal, state and local multi-modal transportation investments to continue to maintain and enhance transportation networks and facilities;
- Leveraging other public and private investment to increase economic competitiveness and growth;
- Connecting the region’s largest high schools, community colleges, universities, and employers to each other to ensure equitable access to educational and workforce opportunities;

- Investing further in multi-modal transportation systems to mitigate environmental impacts and lower GHG emissions;
- Helping establish consensus around safety components and system upgrades of the proposed HCT corridor for users;
- Engaging diverse community groups through innovative planning processes and development agreements; and
- Developing strong partnerships with local, institutional, private, regional and state organizations and agencies to ensure implementation of projects throughout the five nodes.

Our region understands the highly competitive nature of this grant program and has worked hard to align our planning needs with our key partners to develop a proposal that reflects our shared regional priorities. The Access to Opportunity Corridor projects will focus resources to better connect transit, education and employment to support our region's economic recovery for the next generation.

Thank you for your consideration.

Sincerely,



Tom Hughes  
Metro Council President



Shirley Craddick,  
Metro Councilor, District 1



Carlotta Collette  
Metro Councilor, District 2



Craig Dirksen  
Metro Councilor, District 3



Kathryn Harrington  
Metro Councilor, District 4



Sam Chase  
Metro Councilor, District 5



Bob Stacey  
Metro Councilor, District 6

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**FULL APPLICATION, LETTERS OF SUPPORT AND SUPPORTING MATERIALS AVAILABLE AT:**  
[www.oregonmetro.gov/2014TIGERgrant](http://www.oregonmetro.gov/2014TIGERgrant)

# I. PROJECT DESCRIPTION

## Introduction

Metro (the regional government and metropolitan planning organization), in partnership with TriMet (the regional transit agency) and the Oregon Department of Transportation (ODOT), seeks \$2 million in TIGER Grant planning funds to complete two high capacity transit (HCT) planning efforts and create a single “Access to Opportunity Corridor.” Ultimately, this expansive HCT corridor will provide new transportation options for underserved communities and reduce congestion in some of the region’s fastest growing employment areas. The project crosses Washington and Multnomah Counties, and focuses on the cities of Gresham, Portland and Tigard. It crosses the 1st and 3rd Congressional Districts, and touches on the commute-shed of the 5th District.

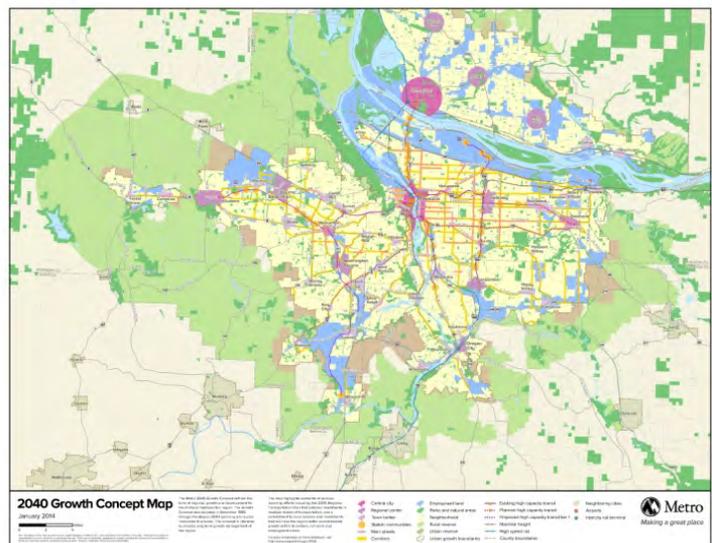
Leveraging \$1.28 million in local planning commitments, the TIGER project will engage communities to ensure that HCT serves local economic development needs including access to housing, jobs and education. The project will undertake place-based planning efforts in five key educational hubs along the corridor, focusing on expanded station area planning to align HCT with campus master planning. The efforts will culminate in five community development agreements articulating distinct visions for development priorities along the corridor, demonstrating full partnership and readiness for regional HCT investment.

## Planning for the “other” Portland

The Portland metro region is a place of convergence. The Columbia and Willamette Rivers converge here and make their way to the Pacific Ocean, just as a multitude of Oregon products connect with the fast-growing modern economy of the Pacific Rim. As the recently announced name of the transit bridge in the center of the project area (“Tilikum Crossing: Bridge of the People”) indicates, it is a meeting place of people, ancient and newly arrived.

Over the past three decades, Metro and local jurisdictions also converged on a shared vision for growth, memorialized in the Metro 2040 Growth Concept, which discourages sprawl, protects open space, and creates vital communities with many transit options. In many parts of the Portland region, the planning has seen great success: thriving neighborhoods, economic growth, scenic beauty, cultural amenities, and healthy people and environment.

Figure 1: Metro 2040 Growth Concept



In recent years, however, the region has experienced increasing divergence between the Portland of opportunity and the “other” Portland. As the economy recovers, previous investments in the Innovation Quadrant of the Central City and the surrounding “Silicon Forest” are delivering strong job growth and a sharp uptick in development. At the same time, large neighborhoods and cities on the region’s periphery are experiencing a different reality: long commute times, lack of transportation choices, suburban poverty, and chronic underinvestment in basic infrastructure like roads, sidewalks, and transit.

The Powell-Division Corridor stretches from the City of Gresham on the east edge of the region to the Portland core, running through more than 10 distinct neighborhoods. Many of these (especially those farther east) are characterized by much higher poverty rates and more ethnic diversity than in other parts of the Portland region. The high-speed congested arterials of east 82nd Avenue, Powell Boulevard and Division Street have major transit needs and critical pedestrian safety issues.

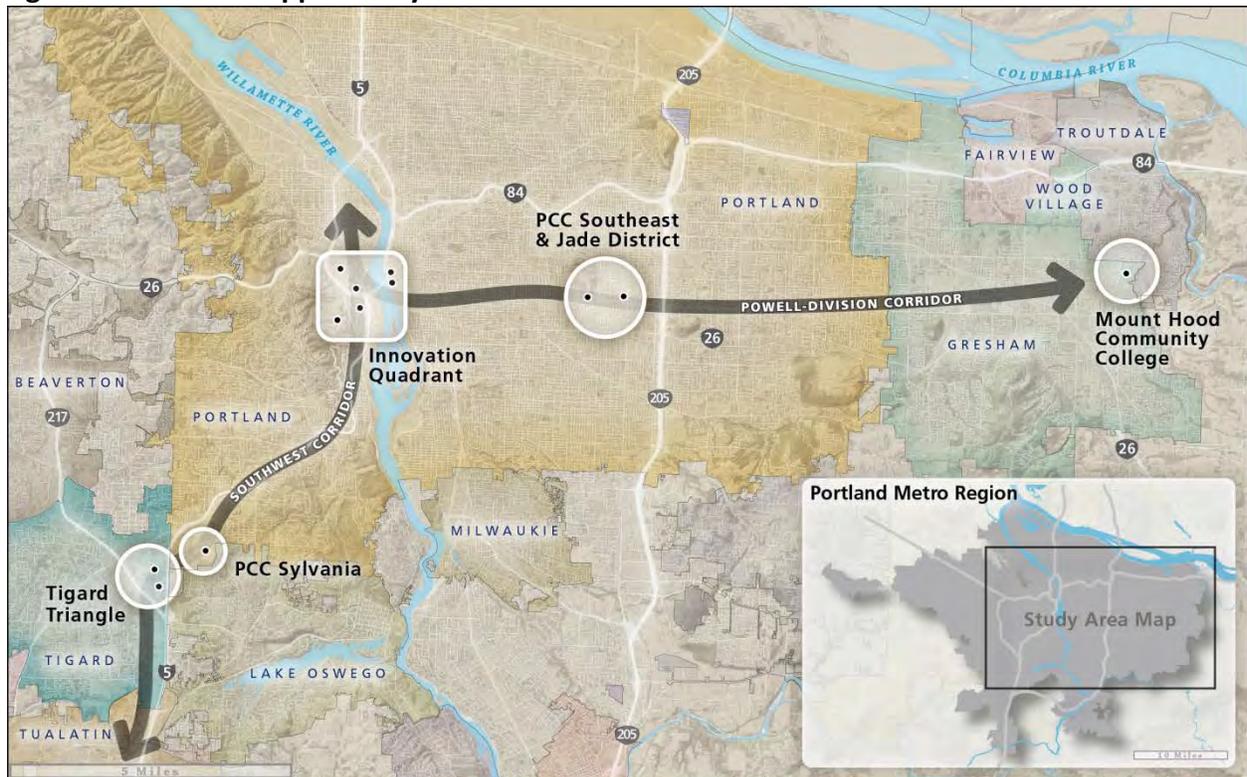
On the west side of the Willamette River, the Southwest Corridor runs from downtown Portland on Highway 99/SW Barbur to the Washington County cities of Tigard and Tualatin. This area is home to 11% of the Portland metropolitan area population and 26% of tri-county jobs. Heavy traffic chokes access to this rapidly growing employment area. Washington County is undergoing rapid demographic change, and now has a more diverse population than neighboring Multnomah County.

These two corridors converge at Portland’s waterfront, as shown in Figure 2 (on the following page), where previous transit projects have precipitated transformative investments by local universities, developers, and employers. This public-private collaboration drives the Innovation Quadrant. Its economic engines include Oregon Museum of Science and Industry (OMSI), Oregon Health & Science University (OHSU), Portland State University (PSU), National College of Natural Medicine (NCCM), and Portland Community College’s workforce training center (PCC CLIMB), with a combined regional economic impact of more than \$4 billion.

### **Project Benefits**

- **Strong partnerships** between educational institutions, major employers, developers, and local communities
- **Engagement of diverse groups** to participate in the identification of community priorities
- **Leveraged public and private investment**
- **Expanded access** to previous federal, state and local transportation investments
- Communities ready to build and **capture the value of HCT**

**Figure 2 “Access to Opportunity Corridor”**



### **“Access to Opportunity Corridor”**

The convergence of those struggling with suburban poverty and long commute times creates a continuous “Access to Opportunity Corridor,” connecting underserved neighborhoods to educational and workforce opportunities.

Six of the metro area’s top employers are located along the Opportunity Corridor, as well as a number of community college campuses offering critical workforce training. The proposed alignment connects the largest and most diverse high schools in Oregon, including schools in the Portland Public, David Douglas, Centennial, and Tigard-Tualatin school districts. Better transit service will help residents – especially youth – gain access to the schools and universities, job training centers, and employment.

HCT investments in some of the region’s most economically and ethnically diverse neighborhoods extend opportunities to traditionally underserved areas. The expanded station area planning approach focuses on key educational institutions along the Opportunity Corridor that are both significant employment centers and economic anchors for surrounding communities. The TIGER project will engage these institutions, the private sector, and local communities to create a shared strategy for neighborhoods that are safer, more attractive, and more economically vital.

## Five Key Areas of Importance

TIGER support will enable Metro and its partners to focus resources on five significant places in the region to connect transit, education, and employment:

- Mt. Hood Community College neighborhood
- Portland Community College Southeast Center/Jade District
- Portland State University/OHSU/Innovation Quadrant
- Portland Community College Sylvania neighborhood
- Tigard Triangle

## MT. HOOD COMMUNITY COLLEGE NEIGHBORHOOD

### Station Area Snapshot

Gresham is the fourth largest city in the state of Oregon and the second largest in the metro area. Significant employers include Boeing, On Semiconductor, and Microchip Technologies, part of a strong manufacturing base. Gresham serves as the focal point of east Multnomah County due to a booming and increasingly diverse population, historic downtown, job centers, and primary connections to eastern Oregon and Mt. Hood.

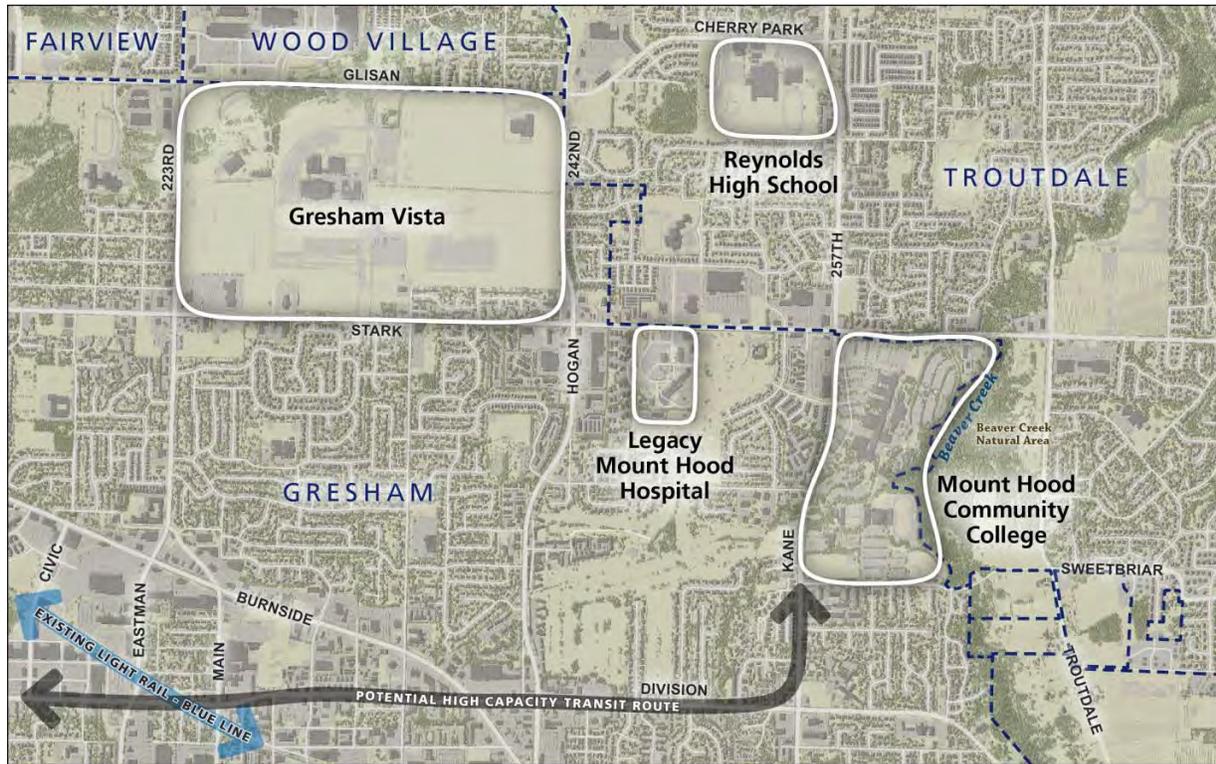


Mount Hood Community College (MHCC) is Gresham's largest employer and has an annual enrollment of approximately 30,000 students. With a master plan completed in 2010, the college plans to invest in campus modernization as it nears its 50th anniversary. In addition to college-age students, approximately 12% of area high school students concurrently attend MHCC.



Several major employers are located nearby, including Legacy Mt. Hood Hospital. A short distance away is Gresham Vista, a 200-acre industrial-zoned property owned by the Port of Portland slated to create 2,000 new jobs. The Port of Portland and MHCC have initiated discussions to develop a workforce training program tailored to produce industry-ready graduates. MHCC also benefits from its unique direct connection to regional recreational facilities and natural areas, including adjacent Beaver Creek, a 63-acre regional bond fund purchase that provides field education opportunities while preserving riparian habitat.

**Figure 3: Mount Hood Community College Neighborhood**



### Issues and Opportunities

Transportation demand is expected to increase as the campus and community grow. Current transit and parking do not adequately serve existing or projected needs. A robust transportation demand management strategy is needed that includes investments in transit service, bicycle, pedestrian, and trail facilities, and improvements to the surrounding road network that connect to nearby commercial areas.

The campus is a significant transit destination, and has been identified for future service improvements as part of the East Metro Connections Plan and the Powell-Division Transit and Development project. The campus is currently served by one bus line, with stops outside the campus on Kane Road/257<sup>th</sup> Avenue. The campus houses a heavily used regional recreation center in need of better connections on campus and improved external connectivity to allow community members better access. MHCC is currently updating its master plan and campus circulation study, providing an important opportunity to connect campus facility needs with related public investments.

### From Plan to Action

- Connect the MHCC Campus Master Plan and circulation study with future HCT station area planning and adjacent neighborhood development
- Optimize campus interface with a future HCT Station, active transportation and multi-use trail improvements, and connections to community parks and recreation amenities
- Identify land use and zoning changes to initiate a land use process, enabling further institutional and campus development

## TIGER Solution

Establish a formal Community Development Action Agreement between MHCC, City of Gresham, Multnomah County, Metro, TriMet, and other key business and community partners that will implement 'From Plan to Action' steps

## PORTLAND COMMUNITY COLLEGE/JADE DISTRICT

### Station Area Snapshot

The Portland Community College (PCC) Southeast Center is located in the heart of the Jade District, Portland's "new China town," where Chinese, Vietnamese, and other Asian businesses are concentrated. As demographic shifts have moved their customers east, many Asian-centered businesses have moved with them from downtown Portland and other parts of the region. Since 1990, the neighborhood has grown twice as fast as the city as a whole—while becoming far poorer. The area's Asian population has doubled, the number of Hispanics has more than tripled, and African American residents have increased sevenfold.

Like other East Portland neighborhoods, the Jade District has experienced significant new residential development in historically residential areas with declining investment in businesses and employment, therefore, residents must travel farther for access to jobs and education. There is a strong desire for more local commercial activity and new employment opportunities.

Figure 4: Portland Community College Southeast Center/Jade District



## Issues and Opportunities

In response to its changing neighborhood, PCC Southeast is undergoing significant change. The college is investing more than \$48 million to expand and improve workforce training and instructional facilities, renovate and modernize student service areas, make health and safety upgrades, and implement energy efficiencies. Currently enrolling 11,000 students, the campus is planned to enroll 20,000 in the next 5-7 years. As it grows, the college will need better transit services. Travel distances, traffic congestion and parking limitations already limit access, and will worsen with more students.



At the same time, the pedestrian environment is unsafe and unwelcoming. The poor pedestrian environment extends into the lower income neighborhoods near PCC (mainly east of 82nd), lacking sidewalks and safe crossings. The Portland Bureau of Transportation (PBOT) and ODOT have been working with the community and the Portland Police Bureau to do targeted enforcement of traffic violations and develop safety enhancements.

The Jade District was designated by the Portland Development Commission (PDC) as a Neighborhood Prosperity Initiative (NPI) district in 2011. A public/private partnership, the NPI aims to transform underserved commercial districts in East Portland into engines of



economic growth without displacing the communities that reside there. As part of this effort, PDC has contracted with the non-profit Asian Pacific American Network of Oregon (APANO) to reach out to the community and determine how the NPI project can best serve residents. In response APANO has put together a steering committee of neighborhood association representatives, local business owners, school volunteers, and residents to lead the development initiatives.

## From Plan to Action

- Connect PCC campus development planning with HCT station area planning, Neighborhood Prosperity Initiative, and Jade District efforts to optimize campus interface with a future HCT Station to facilitate business and economic development
- Connect City of Portland Street Connectivity policy review to HCT and community development activities to improve local street connectivity and pedestrian safety

- Formalize and invest in community partnerships that expand participation of under-represented communities in the transportation, education, and business development planning efforts

### **TIGER Solution**

**Establish a formal Community Development Action Agreement between PCC, APANO, City of Portland, Metro, TriMet, ODOT, and other key business and community partners that will implement 'From Plan to Action' steps**

## **PORTLAND STATE UNIVERSITY/OHSU/INNOVATION QUADRANT**

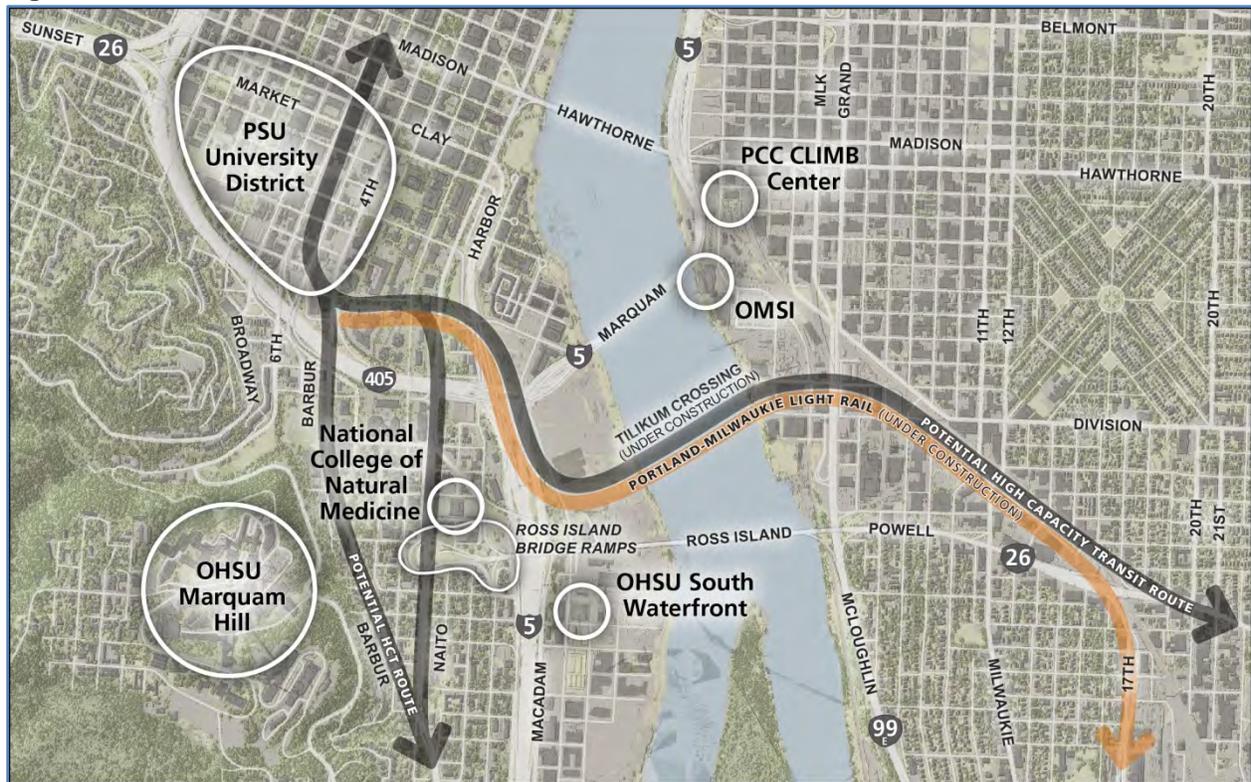
### **Station Area Snapshot**

Spanning both sides of the Willamette River, the Innovation Quadrant is the central terminus of the two HCT corridors described above. It is an established center within the region's Central Business District, and the likely location for substantial future employment growth. It is a nexus of collaboration between higher education institutions, workforce development providers and private sector partners in the Central City. Together, the four districts of the Quadrant are projected to grow by approximately 30,000 jobs and 11,000 households over the next 25 years.

Public and private investments have been made in the Innovation Quadrant to improve access to employment and educational opportunities, expand business opportunities, facilitate new job creation, enhance environmental initiatives and spur inner-city redevelopment. Foremost among these is the Portland-Milwaukie light rail (PMLR) project, opening in 2015, and a new light rail bridge, the Tilikum Crossing, that will link the major institutions within the Quadrant on both sides of the Willamette River and enhance regional access to the Quadrant. OHSU is the region's largest employer located in the convergence of the two HCT corridors. OHSU has seen tremendous growth in the South Waterfront area that is directly related to PMLR. Additional investments that link to OHSU will only increase the employment and growth.

Portland State University (PSU) is the region's No. 1 transit destination with 28,000 students and nearly 4,000 employees. Approximately 40% of faculty, staff and students are regular transit riders. Within 10 years, PSU expects to have 35,000 students and nearly 4,800 employees. Oregon Health and Science University (OHSU) currently has approximately 2,900 students and 14,000 employees. Nearby, National College of Natural Medicine (NCNM) has approximately 550 students and 130 employees.

Figure 5: Innovation Quadrant



### Issues and Opportunities

Limitations in the area's street and roadway system have emerged as the major issue to be addressed by TIGER planning investments. The area is split by major historic infrastructure projects, including the Ross Island Bridge, and the street network fails to support existing and planned land uses, making access difficult for all transportation modes and hampering redevelopment.

The serpentine ramps of the Ross Island Bridgehead occupy a significant portion of the land in the heart of the Quadrant's residential neighborhoods. They are often congested, carrying more than 70,000 vehicles per day. Several prior planning efforts have considered a reconfiguration of the street network. Solving this problem would not only improve regional and local mobility, but also provide about 10 acres for redevelopment in a high-value location.

### From Plan to Action

- Connect station area planning with institutional campus development (OHSU, NCM, and PSU) in the Innovation Quadrant
- Coordinate and leverage transportation, development, and institutional investments to allow increased opportunity for students and patients to take advantage of the synergies between the institutions
- Build consensus on street re-configuration and design solutions to complement and leverage station area planning, connections to institutions, and improved accessibility for students, employees, patients and residents

- Identify zoning and development incentives to support and leverage investments in transit and improved multimodal connections within the Innovation Quadrant

### TIGER Solution

**Establish a formal Community Development Action Agreement between PCC, PSU, OHSU, City of Portland, Metro, TriMet, ODOT, and other key business and community partners that will implement ‘From Plan to Action’ steps**



## PORTLAND COMMUNITY COLLEGE SYLVANIA NEIGHBORHOOD

### Station Area Snapshot

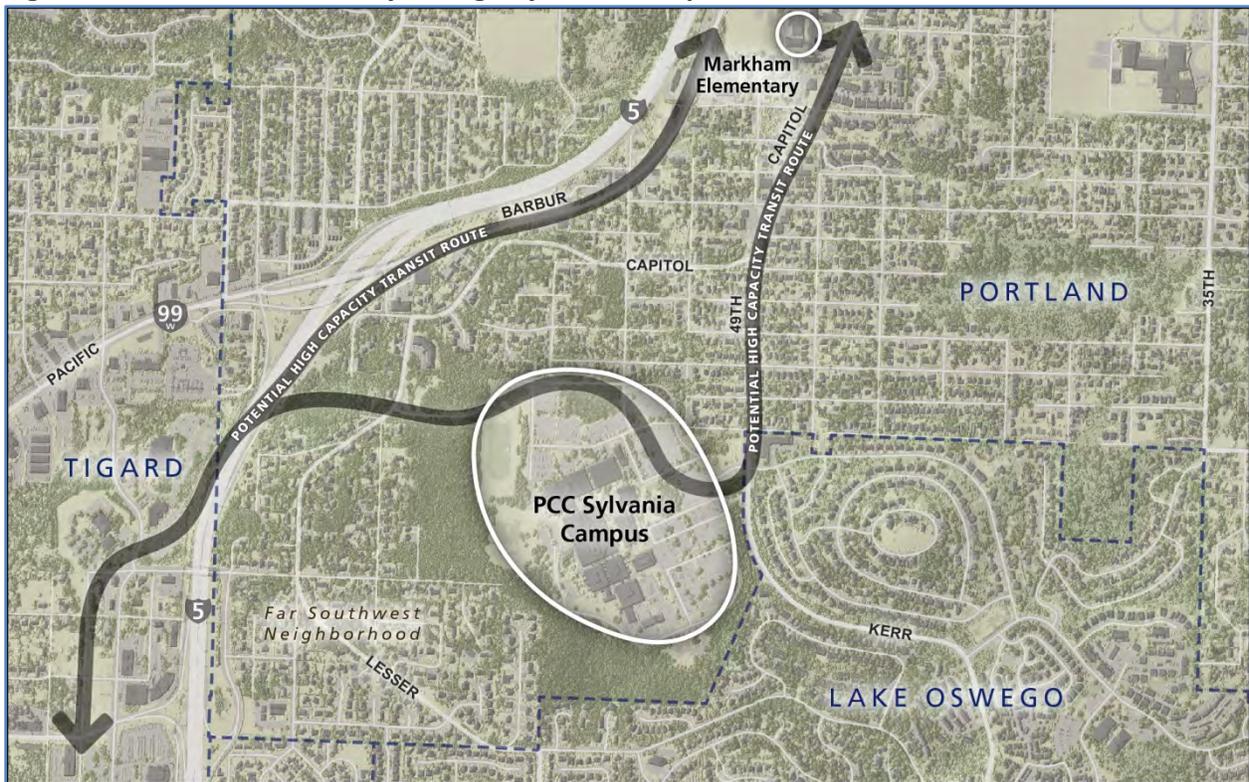
The Southwest Corridor’s principal educational facility is Portland Community College (PCC) Sylvania Campus. The PCC Sylvania Campus is located 10 minutes from downtown in Southwest Portland, nestled between Tigard and Lake Oswego. The campus is home to nursing and dental programs with national reputations for excellence. Serving over 30,000 students a year, Sylvania also provides college transfer, professional and technical programs, and developmental education. It is the headquarters for the PCC network of four major campuses and three satellite sites throughout the region. Half the students travel ten miles or more to attend classes.

The campus is surrounded mostly by single family homes, but is close to a busy intersection of several major streets: Barbur Boulevard, Capitol Highway and Taylors Ferry Road, an area neighbors have called the “crossroads”. A number of apartment buildings are concentrated on these major roads.



Pedestrian connections and crossings are lacking in the area with a disproportionate impact on the lower income, immigrant and student populations who use transit. Nearby Markham Elementary School is the only Title I school in Southwest Portland, and the neighborhood is home to a significant concentration of Somali immigrants as well as a prominent mosque.

Figure 6: Portland Community College Sylvania Campus



### Issues and Opportunities

Currently there is no campus master plan guiding long term growth of PCC Sylvania. There is a need and opportunity to study the relationship with adjacent employment in the Tigard Triangle and other employment areas. The plan could address tradeoffs between neighborhood concerns about campus expansion and potential development or redevelopment opportunity sites. PCC Sylvania and the surrounding Far Southwest Neighborhood suffer from poor connectivity and lack of basic infrastructure. There are dozens of blocks in the neighborhood that remain unimproved with gravel streets.

### From Plan to Action

- Connect PCC campus development planning with HCT station area planning, efforts to optimize campus interface with a future HCT Station, and improve neighborhood pedestrian safety and connectivity
- Develop a neighborhood street plan that identifies connectivity improvements and addresses street network deficiencies while enhancing a multi-modal transportation system that serves neighborhood land use and transportation objectives

### TIGER Solution

**Establish a formal Community Development Action Agreement between PCC, City of Portland, Metro, TriMet, ODOT, and other key business and community partners that will implement 'From Plan to Action' steps**

## TIGARD TRIANGLE

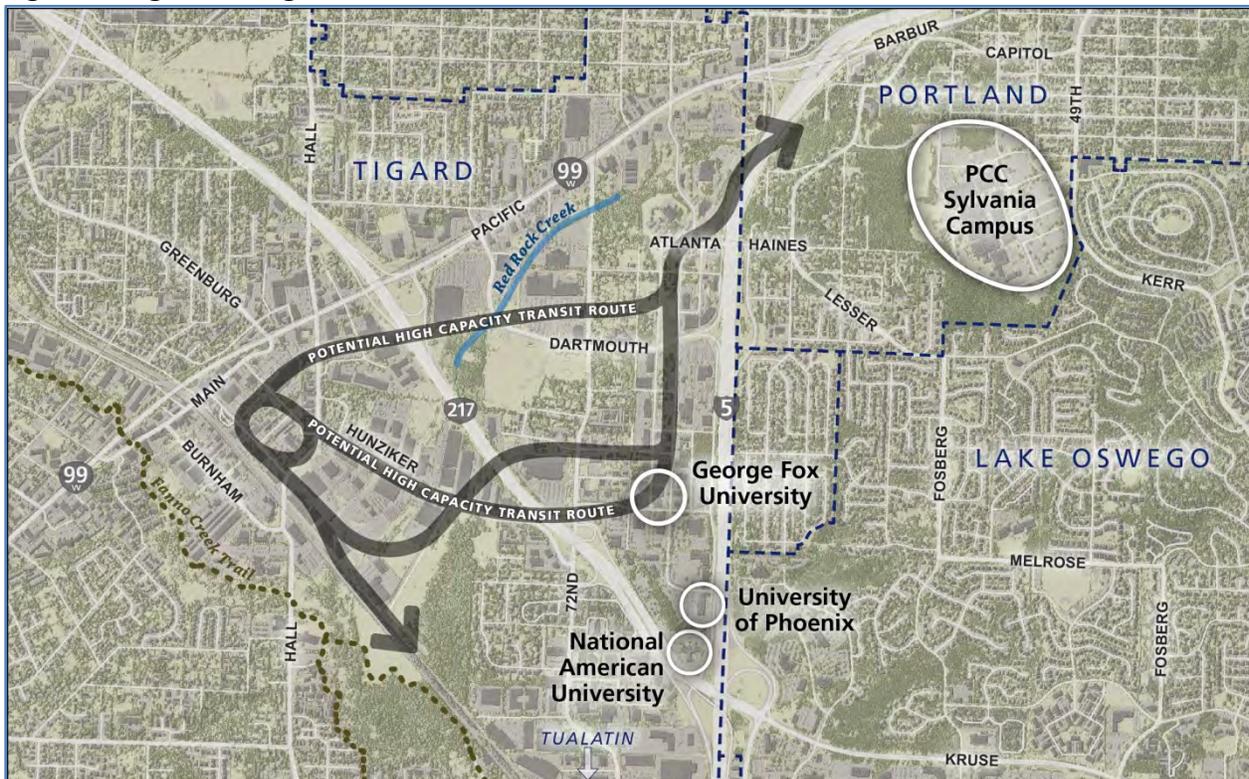
### Station Area Snapshot

Tigard is a suburban community located eight miles southwest of downtown Portland, where a skilled workforce helps to support the thriving manufacturing economy of the Portland metro region. Tigard seeks to preserve its unique character as it faces 21<sup>st</sup>-century demands for infrastructure and especially high capacity transit.

The convergence of Interstate 5 and Highways 99W and 217 defines the Tigard Triangle. Formerly a residential community, the area has seen significant changes over the last 30 years brought on by the major roadways that surround it. Tigard envisions future growth in the area to include a mix of complementary uses like housing, employment, and shopping. Currently, there are limited places to walk or bike and the easiest way to travel within the Triangle is by car.

Three colleges have opened satellite campuses in the southern portion of the Triangle (George Fox, University of Phoenix, and National American University). While these colleges serve commuter students, improved access options could make the Triangle viable for in-place campus growth. SW 72nd Avenue, which cuts through the Triangle and connects to Tualatin, is a major employment corridor that has long been identified as a location needing more transportation options.

Figure 7: Tigard Triangle



## Issues and Opportunities

Approximately 90% of Tigard business employees commute into the city from other parts of the region. For every Tigard resident commuting out of the city for work, 2.2 people come into Tigard from neighboring cities. Likewise, approximately 86% of Tigard residents travel to neighboring cities (30% to Portland). This commuting pattern, while typical of suburban areas, is not sustainable in the face of future population growth. As HCT planning progresses in the Southwest Corridor, TIGER funds will support place-based planning for local and regional access to employment that reduces travel for some, increases travel *choices* for others, and is more sustainable for the city and the region.

The Triangle Economic Development Strategy is slated for adoption late in 2014. Goals include more housing, a walkable environment and a better mix of uses to support short walking trips. The current Triangle planning effort builds on a 2011 HCT Land Use Plan that provided a foundation for the Southwest Corridor as part of the City's Land Use Vision. Subsequent work will clarify development policies and incentives, identify engineering and environmental issues, and ensure compliance with federal, state, and regional policies.

The Tigard Triangle lacks multimodal accessibility within the area; north and east across Interstate 5 to the Kruse Way employment area in Lake Oswego and PCC Sylvania campus; west to the Tigard downtown across Highway 217; and south across I-5 and Highway 217 to major employment areas in Tigard and the neighboring city of Tualatin. A number of multimodal projects were identified in the Southwest Corridor Plan to improve connections that address these issues.

## From Plan to Action

- Connect station area planning with Tigard economic development and land use strategies, educational campuses, and business district improvement activities
- Explore opportunities for public/private partnerships to land bank to allow for phased development and to increase community benefits.
- Identify incentives to leverage future investment in HCT and multimodal transportation improvements to allow the market to produce new types of development for the area, such as Vertical Housing Tax Credits and reduced transportation system development charges
- Prioritize and move towards implementation previously identified multimodal crossings of I-5, Highway 99W and Highway 217, especially for walking and bicycling.
- Develop new parking ratios and phased parking strategies to allow for development consistent with the Triangle Economic Development Strategy

## TIGER Solution

**Establish a formal Community Development Action Agreement between Tigard, Metro, TriMet, ODOT, and other key business and community partners that will implement 'From Plan to Action' steps**

## II. PROJECT PARTIES

### Lead Applicant



Metro will be the grant recipient of the TIGER FY 2014 planning grant. As the elected regional government for the Portland metropolitan area, Metro works with communities, businesses and residents to create a vibrant and sustainable region for all. Metro serves more than 1.5 million residents in Clackamas, Multnomah and Washington counties and the 25 cities in the Portland region.

Metro is the Metropolitan Planning Organization (MPO) for the Portland region. As the MPO, Metro works collaboratively with cities, counties and transportation agencies to create a long range transportation plan, expand the public transit system and make strategic use of transportation funding that Congress sends directly to MPOs. Unlike most MPOs, Metro also has land use authority across the urban area, giving it the ability to coordinate land use and transportation investments in a more efficient, effective way than other regions. Metro has the experience and expertise to successfully lead this project. Our team has the experience to lead and manage major transportation planning efforts, station area planning projects, NEPA processes, technical analysis and modeling, and development agreements.

### Co-Sponsors

Metro works in a close partnership with TriMet to develop and implement transit projects. Metro, TriMet and ODOT have partnered to deliver on grants from FTA and FHWA. TriMet is responsible for the capital funding and the ability to bond for capital projects, including these projects. Under a Memorandum of Understanding, Metro leads or co-leads the planning processes, including system planning, Alternatives Analyses, station area planning and the NEPA process. Metro is the overall project lead through the selection of the Locally Preferred Alternative, at which point overall transit project lead transitions to TriMet for engineering, construction and operation. Highway projects would transition lead to ODOT after an LPA.

**TRIMET** TriMet provides transit service throughout the Portland metropolitan area, carrying more people than any other system its size in the United States. During the 2015 fiscal year the agency will be managing a \$493 million operating budget and \$113 million capital budget, as well as \$307 million in federal and other funds focused on construction of light rail. TriMet serves a three-county area of approximately 570 square miles and over 1.5 million population with 80 bus lines, 52 miles of light rail line and 14.7 miles of commuter rail. The agency's successful construction management practices have resulted in all its light rail projects completed on time and on budget. TriMet has created a national model for engaging Disadvantaged Business Enterprise firms' participation in its projects and has developed environmentally friendly construction practices that treat storm water, incorporate recycled materials and use biofuels in construction equipment.

The mission of the Oregon Department of Transportation (ODOT) is “to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians.” The mission statement incorporates the three primary goals of the department: improve safety, move people and goods efficiently and improve Oregon’s livability and economic prosperity.



### III. GRANT FUNDS AND SOURCES/USES OF PROJECT FUNDS

Metro is seeking \$2,000,000 to successfully execute and complete the “last mile” planning work described above, creating the Access to Opportunity Corridor. The work to be funded by this grant is a portion of two much larger planning and implementation projects, the Powell-Division Transit and Development Project and the Southwest Corridor Transit Project. The following table describes the resources that are currently allocated or pending allocation towards this endeavor.

**Table 1: Summary of project funding sources**

<b>Sources</b>	<b>Total project</b>	<b>% of project</b>
Total local contribution (construction excise tax and local contributions)	\$680,000	21%
Total in-kind contributions (Metro staff and local contributions <sup>1</sup> towards the planning and NEPA work – committed and pending)	\$600,000	18%
TIGER planning grant request	\$2,000,000	61%
<b>Total project costs for this planning grant</b>	<b>\$3,280,000</b>	<b>100%</b>

<sup>1</sup> Metro, TriMet, Oregon Department of Transportation, Washington County, City of Portland, City of Tigard and City of Tualatin

The following table describes how each of the funding sources is distributed to each of the station focus areas and the associated tasks.

**Table 2: Budget/Task Allocations**

	<b>Local contribution</b>	<b>In-kind contribution</b>	<b>TIGER grant request</b>
<b>Project management and administration</b>	<b>\$70,000</b>	<b>\$50,000</b>	<b>\$200,000</b>
<b>Partnership</b>	<b>\$75,000</b>	<b>\$125,000</b>	<b>\$500,000</b>
<ul style="list-style-type: none"> <li>- Public engagement</li> <li>- Meetings and workshops</li> <li>- Community organization and neighborhood engagement</li> <li>- Media, web-based tools, social marketing</li> </ul>			
<b>Planning</b>	<b>\$400,000</b>	<b>\$300,000</b>	<b>\$650,000</b>
<ul style="list-style-type: none"> <li>- Existing conditions; opportunities and constraints</li> <li>- Identify, develop and evaluate access &amp; connectivity improvements</li> <li>- Identify place-making opportunities</li> <li>- Urban design</li> <li>- Station integration</li> <li>- Specific site planning/coordination</li> <li>- Redevelopment suitability analysis</li> <li>- Identify land use, zoning review &amp; regulatory changes</li> <li>- Real estate analysis</li> </ul>			
<b>Implementation</b>	<b>\$135,000</b>	<b>\$125,000</b>	<b>\$650,000</b>
<ul style="list-style-type: none"> <li>- Specific development agreements</li> <li>- Agency agreements and prioritizations</li> <li>- Public/private partnerships</li> </ul>			
<b>Total project costs</b>	<b>\$680,000</b>	<b>\$600,000</b>	<b>\$2,000,000</b>

## IV. SELECTION CRITERIA

The following section describes how the Access to Opportunity Corridor will meet the selection criteria.

### Primary Criteria

#### STATE OF GOOD REPAIR

The population of the Portland region is expected to grow 32% by 2035, with the population in the Opportunity Corridor forecast to increase by 41%. The level of public investment has not kept pace with development in many parts of the region, a particular concern in suburban areas with significant new development in existing neighborhoods.



East Portland, Southwest Portland, and the cities of Gresham and Tigard have experienced historic residential growth and are expected to continue this trend as the region grows consistent with a vision of increasing activity in existing communities while preserving farms and forests. Investments in multimodal projects to support community development goals in the five focus areas will increase the state of good repair in the region.

#### The TIGER project improves the condition of existing transportation facilities and systems.

**Transit:** To maintain its capital assets in a state of good repair, the region’s transit agency will invest approximately \$90 million a year on average in capital replacement over the next 15 years along with investing approximately 20% of its operating budget on maintaining capital assets. However, this has not been enough to keep pace with population growth, urbanization and transit use. The TIGER project will align with other regional efforts to raise the quality of streets, sidewalks, bike facilities and transit access to bring these places into a state of good repair.

**Transforming “Orphan highways” to “Civic Corridors”:** SE Powell Boulevard, SE 82nd Avenue and SW Barbur Boulevard were constructed as suburban highways before World War II. They now function as urban arterials, but lack the needed infrastructure to do so. Civic corridors are intended to support transformation of Portland’s most important streets into places that are enjoyable places to live, work and gather; serve as safe mobility corridors for all types of transportation and pedestrians; and incorporate ecological function into their design.

**Powell-Division Corridor:** With 33% of the region’s daily transit rides, the #4 and #9 TriMet buses are currently some of the most heavily used in the region. Future transit improvements in the Powell-Division Corridor can provide all day, every day service, with transit priority treatments, distinctive branding and customer information, including

shelters, stop improvements, new dedicated buses, and targeted transit priority treatments.

**Southwest Corridor:** The Southwest Corridor Plan includes over 60 prioritized multimodal projects that would improve the condition and function of existing transportation networks. The TIGER grant would allow further stakeholder engagement and project design for:

- **Innovation Quadrant:** connections to the Ross Island Bridge (Highway 26)
- **PCC Sylvania:** pedestrian and bike connections to campus; improvements to neighborhood street networks; and connections to the Crossroads area
- **Tigard Triangle:** accessibility to and from the Tigard Triangle education and employment center

The TIGER project minimizes lifecycle costs of the transportation system and district improvements by proactively addressing aspects of related projects.

Coordinating two major transit corridor studies, Powell-Division and Southwest Corridor, allow for a significant look at the local transit system. TriMet has taken advantage of this opportunity by undertaking local transit service enhancement planning in both corridors. This work can be leveraged to ensure that the transit network is as efficient as possible as investments in HCT are undertaken.

**Powell-Division Corridor:** TIGER funding will facilitate coordination between public, private, and institutional partners to implement recently completed local plans including: City of Portland land use plans, East Portland in Motion, High Crash Corridor Plans, Neighborhood Prosperity Initiative, and other regional corridor plans.

**Southwest Corridor:** TIGER funds would allow for “last mile” planning in the education and employment focus areas that builds from the locally developed land use plans and leverages a regional investment in HCT.

The TIGER project improves reliability of multimodal transportation system that serves all users.

The Powell-Division and Southwest Corridor both contemplate investments in HCT that will significantly improve the reliability of the transit system for all users in the region. Connection to the existing Light Rail Transit MAX at the transit mall in Portland’s Central Business District (CBD) will link to destinations throughout the region. The TIGER Grant will allow for the development of partnerships and agreements for increased accessibility to five station areas which will further support access to the region’s transit system.



**Jade District:** Develop a street plan to enhance street connectivity to support a multimodal transportation system in East Portland.

**PCC Sylvania:** Identify gaps in the existing transportation system to access a future HCT station and improve mobility for residents and students in the area.

**Innovation Quadrant:** Build on past studies to address numerous deficiencies in the condition and performance of arterials that are on the west side of the Ross Island Bridge, a frequently congested area that carries more than 70,000 vehicles per day. TIGER funds will facilitate a consensus-based planning process with the affected stakeholders, who will be engaged to prioritize potential improvements and identify potential funding sources.

**Tigard Triangle:** Conduct analysis and develop implementation strategies for multimodal projects in the Tigard Triangle to support community development goals in an area landlocked by major highways to increase accessibility to and within the area for multiple users.

### ECONOMIC COMPETITIVENESS

The TIGER Project focuses investment in the Access to Opportunity Corridor, connecting residents, jobs and students from the fast growing east Multnomah County and the Southwest cities of Tigard, Tualatin and Sherwood to the Innovation Quadrant in the southern part of Portland’s Central Business District. The TIGER Project will enhance the connections and collaboration between higher-education institutions, workforce development providers and private sector partners. The TIGER Project improves multiple transportation modes within the Opportunity Corridor and facilitates the partnerships required to foster private development and investment. Five of the metro area’s top employers are located within the corridor, including OHSU, Fred Meyer, PSU, PCC and Kaiser Permanente.



As an investor and board member in Greater Portland Inc, a public-private economic development entity for the Portland-Vancouver area, Metro has helped shape the region’s Comprehensive Economic Development Strategy (CEDS). This focuses on developing key traded sector industry clusters, including high tech, manufacturing, sports apparel, and green development, with an emphasis on export markets. A successful CEDS is dependent on a trained workforce able to perform new traded sector functions. The Opportunity Corridor helps implement this strategy by improving access to education, workforce training, and traded sector jobs.

The TIGER project increases economic productivity of land and labor, particularly in economically distressed areas.

The Portland region has developed pioneering programs to invest in transit oriented development (TOD) in station locations where the market has not yet been able to achieve a return on private investments. This has enabled the real estate market to develop in a way consistent with community visions faster than otherwise possible. The neighborhoods in Powell-Division and Southwest Corridors are some of the most economically distressed and demographically diverse in the region, with a poverty rate almost 4% higher than the regional average. The TIGER funds would allow the region to target these investments and other tools to increase the productivity of land in distressed areas while increasing the ability of local residents to access jobs in some of the fastest growing employment areas such as the Innovation Quadrant, the Tigard Triangle and even the Tualatin employment area farther southwest.

**Portland's Jade District:** The TIGER Project will leverage future transit investments within Neighborhood Prosperity Initiative Districts, a program focused on community economic development to improve opportunities in areas suffering from poverty, low household incomes and declining commercial investment.

**Innovation Quadrant:** This area includes the economic engines of Oregon Health and Sciences University, Portland State University and Portland Community College's workforce training center, with a combined regional economic impact of more than \$4 billion. These institutions include



traded sector jobs – reflected in the \$350 million awarded in research grants annually (OHSU and PSU) – with the potential to increase regional and national economic competitiveness.

- The *Barbur Concept Plan* identified slightly over ten acres of land that could be opened up for redevelopment in the area just south of I-405 with the implementation of improvements to the Ross Island Bridge access and reconfigured streets. This would provide redevelopment opportunity with close connection to PSU, OHSU, and NCNM in an area with little development opportunity as well as increasing connectivity in a neighborhood where residents have suffered the impacts of continued major infrastructure investments that have impacted quality of life.
- The *Central Eastside Industrial District*, part of the Quadrant, contains the most centrally located concentration of industrial incubator space in the region. Improved multimodal accessibility will increase the potential labor force for public and private employers in the area, as well as improve opportunities for current students to access future jobs.

**Tigard Triangle:** This area has a good base of employment, but limited housing. TIGER funds would allow the City of Tigard to explore the market feasibility of higher density housing and the concurrent incentives needed to entice its future construction on redevelopment sites within the northern portion of the Triangle. Taking a proactive role in early development projects demonstrates the commitment of the city to the area while increasing achievable rents and encouraging additional investment.

The TIGER project provides educational and economic opportunity to populations throughout the region.

The convergence of employers and students (both college and high school) provides a huge opportunity to increase the region’s economic competitiveness and development of education to jobs programs supported by investments in transportation.

**Innovation Quadrant:** Portland State University is the region’s No. 1 transit destination with 28,000 students and nearly 4,000 employees. OHSU currently has approximately 2,900 students and 14,000 employees. Nearby, NCNM has approximately 550 students and 130 employees.

At the eastern end of the Opportunity Corridor, **MHCC** is Gresham’s largest employer and has an annual enrollment of approximately 30,000 students.



**PCC – Sylvania** serves over 30,000 part and full-time students a year and has 17,000 vehicle trips on a typical weekday and approximately 6,500 bus trips weekly. On an average weekday, almost 3,600 people use the PCC shuttle to access campus.

**PCC – Southeast** serves about 9,500 part and full-time students a year and has 17,000 bus trips weekly.

The **Tigard Triangle** is envisioned to be a center of employment and education at the southwestern edge of the Opportunity Corridor.

The **Access to Opportunity Corridor** includes four of the state’s largest public school districts (Portland Public, David Douglas, Tigard-Tualatin and Centennial).

## QUALITY OF LIFE

Over the past three decades, Metro has worked closely with its local jurisdiction partners to plan for growth in ways that discourage sprawl, protect open space, and create vital communities. In many parts of the Portland region, the planning has seen great success: thriving neighborhoods, economic growth, scenic beauty, cultural amenities, and healthy

people and environment. Driven by Metro's 2040 vision, local and regional planning has led to many communities where people can meet their daily travel needs easily by walking, bicycling and taking transit. These transit investments have connected many neighborhoods to jobs and educational institutions in the central city, and have helped spark the growth and revitalization of multiple neighborhood business districts.

But not everyone in the region has participated in the vision or enjoyed its benefits. In different ways, outlying areas on both the east and west sides struggle with serious under-investment in infrastructure and transportation choices. Many of the roads remain unpaved and lack sidewalks, while major arterials cut off bike and pedestrian access. The TIGER Project will engage broadly the "other" Portland to improve livability and access to opportunity throughout the region.

### The TIGER project creates affordable and convenient transportation choices.

When implemented, the Powell-Division and Southwest Corridors will increase the number of affordable and convenient transportation choices to people throughout the region. The TIGER project will focus on the five education and employment focus areas to ensure enhanced accessibility to these important destinations for all users throughout the region.



**Improve student access to education.** In each of the five education and employment focus areas the TIGER project will link bicycle and pedestrian accessibility improvements to regional investments in HCT by coordinating regional, local and institutional capital improvement plans for these types of projects.

**Transportation Demand Management (TDM).** Students and others of the "millennial" generation typically own fewer cars and are more reliant on alternative transportation modes. Improving these connections along with TDM Strategies for all of the campuses will better serve students with more affordable and convenient transportation choices.

**Access for Transit Dependent Populations.** Throughout the Opportunity Corridor, there are significantly higher populations that depend on transit compared to the rest of the region:

- The regional rate of poverty is 12%, and the rate of poverty for the two corridors combined is 15.9%
- Median income for Powell-Division is significantly lower than the regional average at \$48,000 versus \$62,000
- Southwest Corridor has a higher rate of people over 65 years of age at 13.2% compared to 11.6% for the region

The TIGER project coordinates with land-use planning and economic development strategies to support existing neighborhoods and increase housing choice.

Metro's collaborative approach to land use and transportation planning for 25 cities in the urban portions of three counties facilitates coordination between transportation, housing, and economic development goals.

**Housing choices in station areas:** Project partners will aim to include tools and strategies to increase a range of housing choices in future station areas through Community Development Agreements. Examples of tools to be considered include developer incentives such as Vertical Housing Tax Credits; station area parking management plans; and land banking with public private partnerships.

**Tigard Triangle:** TIGER funds will facilitate the implementation of the place-based planning envisioned in the Economic Development Strategy. This focuses on multimodal improvements and policy changes that allow for local and regional access to current and future employment.

**Southwest Corridor:** The Southwest Corridor transit focuses on supporting the community defined land use vision in Portland, Tigard and Tualatin. The multimodal projects in the Shared Investment Strategy were prioritized out of a much larger set of projects based on how well the investments in transportation would support the land use vision. TIGER funds will allow further design and implementation work on the highest priority multimodal projects within the Tigard Triangle, PCC-Sylvania, and Innovation Quadrant focus areas.

**Gresham Vista:** Gresham Vista is a planned Eco-Industrial Park which seeks to bring over 2,700 new private sector traded jobs to the East County area. Gresham Vista plans call for on-site energy creation, waste reduction, the creative use of a green stormwater management system that also facilitates internal pedestrian and bicycle connections, and enhanced connectivity to the surrounding transportation network. Previous planning work on the East Metro Connections Plan identified key transportation improvements for this site. TIGER funds will allow for refinement of priority multimodal projects to serve freight and auto needs in the area, as well as pedestrian and bicycle projects to better connect the site to existing neighborhoods.

The TIGER project enhances points of modal connectivity and leverages past investments.

**Tigard Triangle:** Planning for Tigard's Atlanta Street connection will provide an alternative to the highly-congested Highway 99W for short trips and access into Portland, while improving a grid network within the Triangle. The project will look at multimodal crossings in the SW Corridor, especially for walking and bicycling trips, where Interstate 5 forms a formidable barrier dividing Portland and Tigard.

**Jade District and MHCC:** Both of these locations see high transit use and pedestrian activity in areas with significant automobile and freight traffic. TIGER funds will identify

priorities for sidewalk improvements and crossings and locate future transit investments in a way that best support community and neighborhood use.

**Innovation Quadrant:** All modes of transportation converge in this critical area of the Central Business District, from freight to bicycles, and cars to trains. However, it can be difficult to switch from one mode to another in this area. The serpentine ramps of the Ross Island Bridgehead occupy a significant portion of land in the heart of the Quadrant’s residential neighborhoods and the connection point between different educational institutions. TIGER funds would support detailed traffic analysis for preferred street networks. This leverages the past federal, state, regional and local investments in the area such as the Portland-Milwaukie Light Rail, the Portland Streetcar, the aerial tram, and a number of roadway improvements.

## ENVIRONMENTAL SUSTAINABILITY

The Portland region is an attractive place to live and do business, in part, because of its dedication at the regional and local level to planning for growth while protecting and enhancing the natural environment. Citizens of the Metro region have spoken twice with approved bond measures that protect open space and natural areas. Local governments have placed environmental sustainability at the forefront of policy decisions, particularly when it comes to new development and enhancement of the existing environment.

**The TIGER project will help improve energy efficiency, lower GHG emissions, and reduce dependence on oil.**

The TIGER project will help strengthen an already strong commitment to environmental sustainability in the region. Currently, the Portland region eliminates about 207,300 daily car trips (65 million a year) through the use of bus and light rail. Without our existing transit lines, the average commuter would spend five hours of additional time in traffic. Enhanced connections between educational campuses and existing neighborhoods will have a positive impact on reduced commute times, fuel expenditures, and greenhouse gas emissions, making the region’s goals of environmental sustainability more achievable.

**The TIGER project protects the environment and provides access to natural areas.**

Access to nature is a core principle for Metro and its partner jurisdictions. It is consistently listed as one of the most important reasons why people choose to live, work and play in the region. The TIGER project will highlight where existing partnerships can be enhanced and where new parks and natural area opportunities can be put in place.

**MHCC:** MHCC and Metro currently partner to manage 63 acres of Metro-owned property along Beaver Creek adjacent to the MHCC campus. The partnership involves ongoing restoration projects and utilization of the area as a field lab for multiple disciplines. This partnership gives students direct access to nature in an educational setting, limiting the need for off-site trips for field work. The



TIGER project would identify enhanced connections to the MHCC campus and Beaver Creek, allowing students and citizens better access to this important natural area.

**Jade District, East Portland:** The City of Portland recently allocated \$500,000 towards immediate improvements (E205 Improvements) for existing parks, such as community gardens, lighting, or new playgrounds. TIGER funds would leverage these improvements by identifying opportunities for enhanced connections to parks in East Portland. Enhanced parks add value to properties and encourage more private investment in the typically underserved communities in this part of the city.

**Tigard Triangle:** This area is almost bereft of significant trails, parks or open space locations. Tigard has identified the Red Rock Creek area as a possible trail location and has identified the need for a park, or other public space, closer to George Fox University and the University of Phoenix campuses in the southern portion of the Triangle. The city is exploring ways a new crossing over Highway 217 could improve accessibility to the Fanno Creek Trail to the west. New park and open space opportunities strengthen the residential market and achievable rents, improving financial feasibility for developers. The TIGER funds will allow further prioritization and exploration of partnerships to move these from concepts to on the ground projects.

## SAFETY

The TIGER project will improve the safety of transportation facilities and system for all modes of transportation and users.

Metro's recently completed Regional Transportation Safety Plan found that arterial roadways, which serve as the backbone of the transit network, comprise approximately 60% of the region's serious crashes, including two-thirds of the serious pedestrian crashes. The TIGER project will develop solutions that improve safety along the proposed HCT Corridor – which comprise some of the region's most evident high-crash corridors – including pedestrian crossings to help people safely access the transit system.



**Powell Boulevard, Division Street, and 82<sup>nd</sup> Avenue in East Portland:** The streets along the proposed HCT corridor are unfriendly and difficult for pedestrians and bicyclists to navigate, with high traffic volumes and speeds, frequent vehicle turns, and insufficient safe crossings. Sidewalks are narrow with frequent obstructions, gaps, and with dangerous crossings. With five pedestrian fatalities, 18 severe pedestrian injuries in five years, and one of the highest concentrations of transit passengers in the TriMet system, improving safe access to transit is critical. TIGER funds will accelerate completion of safety work with ODOT, City of Portland, Metro, TriMet, PCC and the neighborhoods.

**Southwest Corridor:** TIGER funds would support work with partners and institutions to prioritize investments in multimodal projects to improve safety in advance of future HCT investments. Approximately half of the corridor lacks sidewalks and there are few safe crossings. Walking in the Southwest Corridor often proves difficult based on these conditions, and there have been four fatalities in five years including two pedestrians. It is critically important to address these gaps in pedestrian and bicycle facilities so that people can safely access an HCT investment.

**MHCC:** With a significant level of housing and multi-family housing, and with the close proximity to Reynolds High School and MHCC, Kane Drive was identified as a safety corridor in the East Metro Connections Plan corridor study. The TIGER project will accelerate the completion of plans to improve safe and attractive pedestrian crossings adjacent to MHCC.

## Secondary Criteria

### INNOVATION

The urban and suburban communities in the Portland region have a history of collaborating to address issues most effectively faced together. This region has led the nation in reclaiming our waterfront from a highway to an urban park, investing in light rail and street car as a way to meet environmental and development goals, and successfully raising public dollars to pay for a regional system of parks and natural areas. Metro and its regional partners continue to explore creative ways to efficiently and effectively achieve our goals and learn from other cities and regions throughout the country and the world. This TIGER grant will facilitate continued innovation by better linking workforce training opportunities to employment and education hubs.

[The TIGER project will advance cross-jurisdictional safety work.](#)

Coordinating HCT investments with the region's first Regional Safety Plan. The Opportunity Corridor focus of increasing multimodal accessibility to jobs and education from more suburban areas highlights the importance of safety solutions.

[The TIGER project will address the 'other' Portland with best practice equity station area planning.](#)

Build on national best practices for Equitable Transit Oriented Development (TOD). The TIGER project will facilitate linking transit investments with Metro and TriMet's TOD programs enabling increased housing choices in station areas.

Engage and partner with diverse communities in new ways. TIGER funds will allow the development of new standards for how Metro and partners directly work with diverse, underprivileged and under-represented communities to create shared strategies for economic opportunity.

The TIGER project will develop new approaches to funding and finance of projects to support education and economic focus areas.

The Community Development Action Agreements will provide a mechanism for linking public, private and institutional investments for capturing economic value generated as a result of better coordinated investments.

The TIGER project will identify and implement multimodal projects for early implementation in advance of future HCT investments.

Though HCT planning and project development take years, with partners, such as ID Southwest, Metro will identify public and private resources to begin building projects that will complement later HCT investments.

## PARTNERSHIP

Metro, as a directly elected regional government, provides a place for cities, counties, citizens, and special interests to come together to form partnerships to address problems and develop solutions in new ways. Linking community development, land use planning, transportation investments, educational institutions and private businesses in the Access to Opportunity Corridor calls for new and different partnerships to ensure we begin to see successful implementation on the ground sooner rather than later.

The TIGER project will involve multiple partners in project development and funding.

**Collaborative local funding:** The Powell-Division and Southwest Corridors are both funded collaboratively by the cities, counties and agencies involved in doing and benefiting from the work. TIGER funds will leverage and enhance the local resources already targeted to supporting increased development and transportation choices in the five education and employment focus areas defined in this application.

**Community Development Agreements:** The region will work together to identify how we can best partner and coordinate local, institutional, private, regional and state funds to ensure that projects get built in the five focus areas. TIGER funds will facilitate Community Development Agreements for each of the focus areas. These agreements will define implementation actions and investments by multiple parties. The agreements will also provide a framework to compete for regional and state funding for eligible projects, and to identify creative public-private financing opportunities.

The TIGER project will create and expand public-private partnerships in planning, coordinated with housing and economic development partners.

**Unique engagement and decision making:** The Powell-Division Transit and Development Project employs a unique governance model that includes government agencies, major institutions and employers, local residents and businesses, and stakeholder interests including youth, public health, and affordable housing in providing leadership and guidance to the project. Similarly, ID Southwest is a public-private partnership that includes major private and public employers, institutions, state legislators, citizen and business groups, stakeholder interests including freight, environment, and housing, and

community based organizations who are focused on identifying and implementing early opportunity projects in the Southwest Corridor.

**Involve new stakeholders:** The Access to Opportunity Corridor connects some of the most diverse areas in the Portland metropolitan region. TIGER funds will help involve and engage a broader range of community and private sector partners than have typically participated in HCT planning. TIGER funds will allow us to employ culturally-appropriate tools to work directly with local community organizations to conduct in-depth outreach and planning.

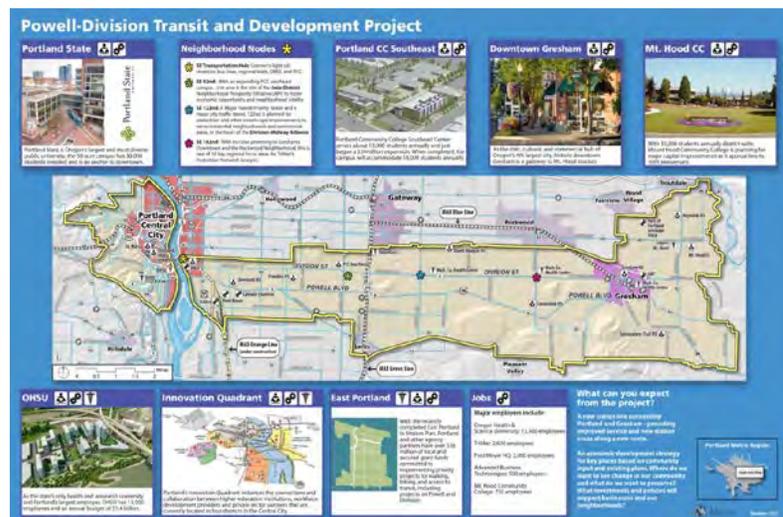
## V. PROJECT READINESS

The Powell-Division and Southwest Corridor were identified in the 2035 Regional Transportation Plan (RTP, Metro 2010) as the corridors with the highest need for multimodal regional transportation investments. The Regional High Capacity Transit System Plan (HCT Plan, Metro, 2009), a component of the RTP, prioritized the Powell-Division and Southwest Corridors as the region’s most important priorities for HCT. Additionally, they are the first two mobility corridor refinement plans to come out of the 2035 Regional Transportation Plan. The regional mobility corridor concept integrates the road, transit, freight, bicycle networks and land use into subareas of the region that work together to provide for regional, statewide and interstate travel and mobility.

### East Metro Connections Plan/Powell-Division Transit and Development Project

The **East Metro Connections Plan** was a 2-year effort that analyzed present and future transportation challenges to prioritize solutions that reflect community values. Working with the cities of Gresham, Fairview, Troutdale, Wood Village and Multnomah County, the East Metro Connections Plan relied on collaboration across jurisdictional boundaries to advocate for the prosperity of the East Metro area.

**Figure 8: Powell-Division Transit and Development Project**



The plan implemented a new approach to allocating limited transportation dollars to ensure regional transportation investments support local land use, community and economic development, and the environment. The final product is an action plan identifying specific transportation,

community, economic development projects and their phasing over the next 20 years. One of the near term priorities is a regional east-west transit link.

The **Powell-Division Transit and Development Project** is a community-based effort to bring a new regional transit investment to Southeast Portland, East Portland and Gresham that can be built in five to seven years. Public participation will play a critical role in crafting a solution that has community support.

The project will look for opportunities to support neighborhoods, stimulate economic development and make it easier and safer to get around. Over the next year, the Powell-Division Transit and Development Project will be evaluating the transit options that are most feasible and desirable, identifying specific routes, stations and strategies for development to move forward towards implementation through a NEPA process in 2015.

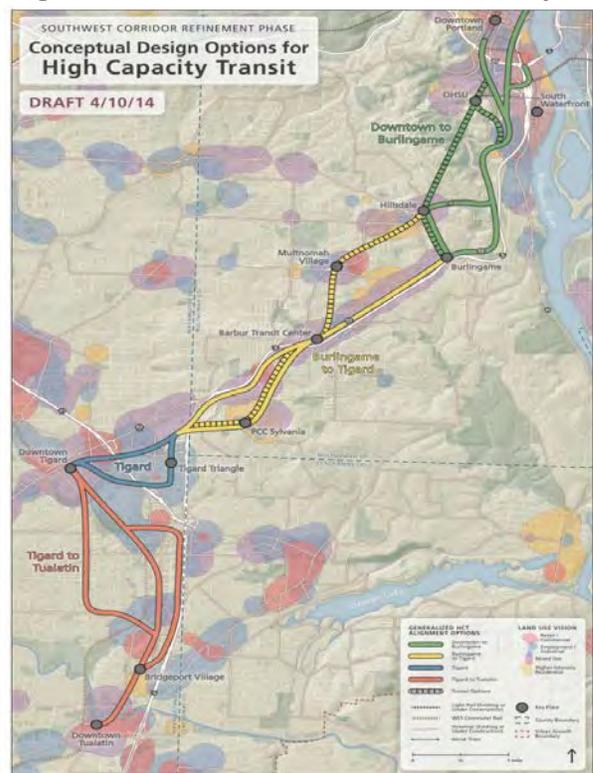
A locally preferred alternative (LPA) is anticipated in the summer of 2016. After this, the project will move into project development for more refined design and engineering and then construction. Construction is anticipated in 2018 with service beginning in 2020.

### Southwest Corridor Plan/Southwest Corridor Transit Project

The Southwest Corridor Plan is a comprehensive approach to supporting community development visions through integrated land use and transportation planning. The plan incorporates existing local land use visions, including the Barbur Concept Plan, the Tigard High Capacity Transit Land Use Plan, Linking Tualatin and the Sherwood Town Center Plan. In July 2013, the Southwest Corridor Plan Steering Committee recommended a Shared Investment Strategy, identifying key multimodal projects, investments in parks, trails and nature and options for transit to be studied further (The Southwest Corridor Transit Project). This was formally adopted by each of 12 project partners.

Based on the Shared Investment Strategy, the Southwest Corridor Transit project has been identified as near term priority. Prior to starting a detailed environmental review through NEPA of potential transit alternatives and design options for bus rapid transit and light rail, the project partners are exploring all reasonable and feasible options through a locally funded refinement process. An important

Figure 9: Southwest Corridor Transit Project



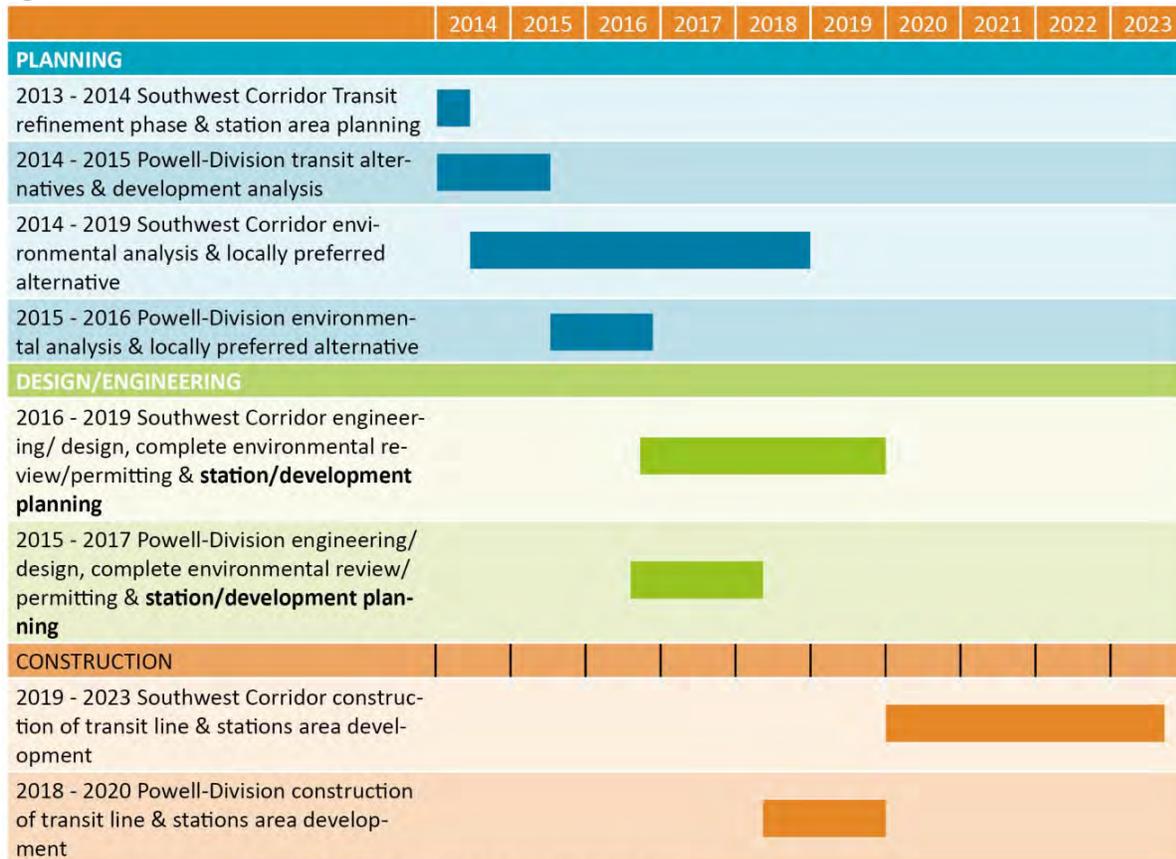
focus of the project is to identify opportunities to support local community vision, stimulate economic development and make access easier and safer.

The refinement study will conclude in June 2014, leading directly into a NEPA process. A locally preferred alternative (LPA) is anticipated in the summer of 2016. After this, the project will move into project development for final design and engineering while completing the environmental analysis (Final Environmental Impact Statement). The project is anticipated to begin construction in 2019 and open for service in 2023.

### “Last Mile” Planning

The TIGER grant will provide a unique opportunity to link long range planning, HCT project development, and local development activities into an integrated and leveraged set of strategic investments that can move forward quickly and proactively. TIGER resources will leverage the local investments in critical transportation system improvements with a focus on the “last mile” in key places in the community. These projects have already built a foundation of diverse public, private and institutional partners who are motivated to bring these transformational investments to their community. TIGER funds will allow the partners to build on this foundation to accomplish results quickly, creatively and in a way that benefits those who need it most.

**Figure 10: Timeline and Work Plan**



**Bold text** are tasks to be funded by the TIGER FY 2014 Planning Grant



**Subject: Notice of Funding Availability for the Department of Transportation's National Infrastructure Investments under the Consolidated Appropriations Act, 2014, 79 Federal Register 11854 (March 3, 2014) Required Certification regarding Federal Wage Rate Requirements**

I, Martha Bennett, on behalf of Metro, an Oregon municipal corporation located in Portland, Oregon, as an applicant for the FY2014 TIGER grant program, certifies that Metro will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements) if awarded TIGER VI funding for the Access to Opportunity Corridor planning grant.

CHIEF OPERATING OFFICER

Title

Signature duly authorized or highest elected official

4/23/14

Date