



GETTING THERE TOGETHER

Local Investment Team Executive Summary

In July 2019, Metro convened Local Investment Teams (LITs) in Clackamas, Multnomah, and Washington counties. The teams, made up of community members, were tasked with reviewing potential projects from the counties and cities and sharing feedback based on their experiences living near or traveling on key corridors in their communities.

Over the summer, the LITs toured many of the corridors under consideration for investments in the possible 2020 transportation funding measure (T2020). The tours were led by Metro staff, followed by discussion by team members. LITs were asked to apply [Metro's T2020 Task Force values](#) as a guide for how they share their feedback. The Getting There Together Coalition came along for the ride, and share our impressions below.

Living Our Values

In the fall, the Transportation Funding Task Force will review the feedback provided by the LITs as they develop corridor project package recommendations that the Metro Council will consider for inclusion in the potential 2020 transportation funding measure.

While our values align with the Task Force, the Getting There Together believes in building livable communities and by “livable” we must mean livable for all--inclusive of all ages, abilities, races, incomes, and backgrounds. To create a transportation measure that reflects a more livable Portland, we must build our region's transportation system on a foundation of racial equity. We believe that it is essential that this measure includes coordination with regional programs and external investments: significant investments in anti-displacement and multi-family housing protection strategies; coordinated with service expansions in existing public transit; and including programs like fare affordability for all youth under 18, safe routes to school, and safe connections to destinations.

The measure must continue to be rooted in the Metro Council and Task Force values, prioritizing equity, safety, and clean transportation options, meaning it must benefit and not further harm low income communities and communities of color, provide safe and reliable

transportation options to people in the region who need it most, and bring forward clean transportation outcomes that ensure a reduction in Vehicle Miles Traveled in the region.

The Coalition will continue to advocate for a multimodal transportation system that makes our streets safe and accessible for people of all ages, abilities, and backgrounds, and we will only support projects that do not add additional roadways or widen existing roadways for increased vehicle capacity. We reflect the community's desire and strong support for transit, and will continue to urge Metro to prioritize projects that ensure every corridor will include Better Bus investments or be transit-ready as a result of T2020 investments. There is still much work to be done, and we will get there together if we stay rooted in our values to create the best transportation system that works for people of all ages and abilities in our region.

Clackamas County LIT

Clackamas County LIT members are Jeff Gudman, Bradley Bondy, Martine Coblenz, Chips Janger, Bandana Shresthra, Nicole Perry, Dave Hunt, Greg Chaimov, Catherine Gregory, Nina Carlson, and Rob Freeman.

The Clackamas County LIT studied four corridors:

- Clackamas to Columbia (C2C)/181st Avenue corridor
- McLoughlin Boulevard
- Highway 212/Sunrise corridor
- 82nd Avenue (shared corridor with Multnomah County LIT)

Project concepts proposed included expanding the Park Avenue park and ride station, safety improvements such as pedestrian sidewalk infill, buffered bicycle lanes, lighting improvements between Milwaukie and Oregon City, and extending the Sunrise Corridor Phase two plan of building a new multimodal 4-lane highway that runs parallel to Highway 212.

Clackamas County Priorities

The Clackamas County LIT prioritized **safety improvements, multi-modal improvements, economic growth, and future corridor planning**. Clackamas County LIT members had dissenting opinions on projects and corridors, however eight of the 12 members prioritized McLoughlin as their highest priority, while five members ranked 82nd Avenue as a top priority. Four members identified Highway 212/Sunrise as their top priority, and the C2C/181st Avenue projects were ranked the lowest priority by members as they believed it was too expensive given the potential funding that will be accrued from the funding measure. The Oak Grove to Lake Oswego bridge, which is a tier 2 project and not studied by the LIT, gained support from the majority of members and they believe it should be considered as a project for the corridor.

Multnomah County

Multnomah County LIT members are Tim Brunner, Reza Farhoodi, Maria Hernandez, Duncan Hwang, Arlene Kimura, Diane McKeel, Thomas Ngo, Ashton Simpson and Brian Wong.

The Multnomah County LIT studied six corridors:

- 162nd Avenue
- Powell Boulevard
- Burnside Street
- Clackamas to Columbia (C2C)/181st Avenue corridor
- 122nd Avenue
- 82nd Ave (shared corridor with Clackamas County LIT)

The proposed project concepts ranged from transit enhancements throughout the corridor with potential business access/transit (BAT) lanes at intersections, safer crossings with lighting, and better bus stops, to the Multnomah County Earthquake Ready Bridge Project. There were also projects introduced that would be partially funded, such as the 82nd/ Airport Way Interchange that would create an express lane for commuters, and deferred maintenance projects such as ADA ramp reconstruction and signal upgrades.

Multnomah County Priorities

The Multnomah County LIT prioritized values and focused on outcomes in the county that lead with **racial equity, transit, safety, anti-displacement, and climate-resiliency**. Given that they felt most of the projects were a high priority for the community, they stated it was difficult to prioritize the many projects introduced, especially without information on the amount of funding available.

Washington County LIT

Washington County LIT members are Eman Abbas, Tosin Abiodun, Sarah Beachy, John Cook, Tom Hughes, Roy Kim, Nina Kung, Felicita Montebianco, Sushmita Poddar, Piyawee Ruenjinda and Jerome Sibayan.

The Washington County LIT studied three corridors:

- SW 185th Avenue
- Burnside/Barnes Road
- Tualatin Valley Highway

Project concepts proposed included Hillsboro Transit Center Improvements, targeted transit priority (BAT) lanes on TV highway, Willow Creek Transit Center access and traffic signal optimization, and planning for longer-term transit and street enhancements for the full Forest Grove-Hillsboro-Beaverton-Portland corridor.

Washington County Priorities

The Washington County LIT top priorities for the corridor were **safety improvements, racial equity, and access to transit**. The Washington County LIT unanimously prioritized TV Highway as their top priority, closely followed by SW 185th. While Burnside was their lowest

priority they all agreed that there are safety improvements and multi-modal improvements that should be considered here, but not at the expense of resources for the top priorities.

Local Investment Team Challenges

LIT members volunteered their time this summer to provide valuable input. While many of their requests for data and other information were considered, we observed and heard directly that they had challenges with LIT staff when wanting more detail on specifics that were not available under the ambitious timeline. Based on meeting observations, individual conversations with LIT members, and questions expressed, we heard the following challenges arose for many LIT members:

- Faced-paced meetings that were content heavy which did not provide much time for authentic feedback from LIT members.
- Difficult to prioritize projects without a funding mechanisms identified and a total number given the price tag on projects throughout the corridor.
- Regionwide Programs were not discussed with LIT members and they did not have the opportunity to weigh in on how they connected to the funding measure and projects proposed.
- The Washington County LIT did not discuss or review the SW Corridor project. Given the cost of the program and the infrastructure and capital improvements being made in the area, there was a missed opportunity to collect important feedback on lived experiences in this corridor.
- The Getting There Together Coalition advocated for an all LIT Committee meeting to provide members with a holistic view of the corridor and to discuss priorities. This meeting was one that Metro staff believed did not need to occur and did not plan one. We believe it would have been beneficial for the prioritization exercise.