



GETTING THERE TOGETHER

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Getting There Together Coalition | Who We Are

The Getting There Together Coalition (the Coalition) formed in 2017 in response to growing concerns that the Portland metropolitan region wasn't adequately planning to build the comprehensive infrastructure and transportation system in a way that effectively responds to the needs of people who live, work, learn, practice spiritually, and play. The Coalition is comprised of more than 50 member- and mission-based organizations in the Metro region that work in and with stakeholders, businesses, and community members, including communities of color, transit riders, youth, older adults, and the most vulnerable users of the roadway and transportation system.

Thank you for your continued service as we work to create a vision for the region's transportation network. The Coalition represents many of the people in the community that T2020 transportation improvements would impact and benefit. As you all continue to discuss and make recommendations for potential investment through the T2020 measure, we urge you to use a racial equity lens and a community- and people-driven approach in your decision-making.

T2020 Project Investments | Our Recommended Approach & Value-Based Criteria

This measure should come together with a triple bottom line: Investments should support communities most in need of transportation options, drastically increase ridership and reducing emissions through increased transit and community driven projects, and help people get where they need to go, safely and quickly. As you all begin to prioritize projects in each county for a 2020 funding measure, the Coalition and the constituencies we represent urge you to continue to lead with values of equity, safety, affordability and climate.

To that end, GTT has developed a series of questions that we will be running each proposed T2020 project through to help with prioritization, and we recommend that the Task Force also use a similar criteria moving forward. These questions are meant to help us get more specific about what each value

looks like in a project, and to take inventory of the dollar amounts currently proposed for projects that meet these values, and line them up against projects that might not meet them.

On Equity:

- Does this investment/corridor prioritize community priorities as reflected by public input and testimony?
- Is this a project/need identified by communities of color, low-income communities, and other historically marginalized groups?
- Does this project/corridor prioritize the needs of underserved, low-income and communities of color?
 - Location: Is this project near places that these communities live or travel to regularly?
 - Asking the question: Who are these investments for?
- Does this project prioritize equity outcomes for seniors and people with disabilities?

On Safety:

- Is this project along/near a high-crash corridor?
- Does this project address pedestrian/bicyclist safety? Which one?
- If a safety crossing, is the project near a bus stop?
- If a safety crossing, is the project near a school, grocery store, senior center, cultural center, park, or place of worship?
- If a safety crossing, is it a stop light, flashing beacon, or something else (preference for a stop light)?

On Affordability:

- Is this investment/corridor located within ¼ mile (5-minute walk/roll) of current existing, planned, or public affordable housing?

On Climate/Transit:

- Does this project expand (or plan to expand in the future) roadway capacity in any way besides adding transit capacity, bicycle facilities, or sidewalk connectivity?
- Would this investment help reduce VMT (Vehicle Miles Traveled) and climate emissions?
- Would/could this investment result in increased transit ridership?
- Would/could this investment result in faster, more reliable transit?
- If this is a transit investment, does it prioritize underserved, low-income, and/or communities of color?
- If this is a transit investment, does it prioritize needs of people with disabilities?
- If this is a transit investment, is it located along a route that is a part of TriMet's service enhancement plan?
- Does this project/corridor have appropriate land use policies and zoning to support new/expanded transit service?

T2020 Projects | Preliminary Observations

Between today's presentation and the next Task Force meeting, the Getting There Together Coalition will share with Task Force members and Metro Council our findings of applying the above questions to the current list of proposed projects. We have begun this work and did want to share a few preliminary observations and questions:

- Many of the projects on corridors like SE McLoughlin, TV Highway, and 82nd Ave, when put through the questions, demonstrate significant need to be prioritized. The current amount of safety and transit options proposed on these corridors is a good start, however even with what is proposed, there will remain significant gaps that a T2020 measure should address. For example, even with the additional street crossings currently proposed on SE McLoughlin, there will still be stretches of the road ***as long as half a mile*** between safe crossings. GTT would like to see additional safety investments on SE McLoughlin to close these gaps, to ensure that this measure is truly making a difference in how people get around, especially seniors and people with disabilities.
- Projects like the Sunrise Corridor do not meet the values of equity, safety, affordability, and particularly climate; large investments in actual or planned roadway capacity will not result in equitable outcomes, nor help us meet the region's climate goals. We recommend the proposed funding amount for this project should be instead used for corridors like SE McLoughlin that meet our communities' values and where there is dire need for more investment.
- In certain corridors, one large project would constitute the majority of funds used in that particular corridor; in order for projects to be correctly assessed, they must be contextualized with the cost of the corridor, the entire measure, and what other desperately needed projects could be completed with those funds.

Thank You!

Thank you again, Local Investment Team members, Transportation Funding Task Force, Metro Councilors, Metro staff, community advocates, and the many others invested in this process for your continued dedication and commitment to a transportation system that works for those who need it most. We continue our commitment to working alongside you and other partners to best serve our communities with a 2020 regional measure, and you will be hearing from us soon with more on results from our project analysis.

Yours sincerely,
Walter Robinson II
Lead Organizer
Getting There Together Coalition