



2023 DELEGATION

Joint Policy Advisory Committee on Transportation Federal Policy Agenda

Members of JPACT are deeply appreciative of the support Oregon delegation provided for the Bipartisan Infrastructure Law, also known as the Infrastructure Investments and Jobs Act (IIJA).

The Bipartisan Infrastructure Law is already putting people back to work, allowing us to preserve, maintain, and fortifying critical infrastructure, and improving the quality of life for residents of our region. The Oregon delegation led the fight in improving and securing many aspects of the IIJA. Our region is committed to leveraging that effort to ensure that the greater Portland region and Oregon benefit from the investments as much as possible, and that the funds from the legislation help all our communities prepare for the future ahead. Just last October, JPACT and the Metro Council allocated nearly \$20 million of Carbon Reduction Program funds to priority projects and programs.

Policy Principles

As JPACT engages in the implementation of the Bipartisan Infrastructure Law, we continue to hold true to the policy principles which have guided our previous advocacy:

1. Robustly fund multimodal transportation projects and transportation planning.
2. Use transportation investments to reduce greenhouse gas emissions from the transportation sector, improve safety on our roads, and improve the resiliency and functionality of our transportation system.
3. Ensure that transportation investments support improved outcomes for everyone, particularly people of color, who have historically been underinvested in or harmed by transportation funding and policy.
4. Invest locally and support local engagement, direction, and planning of the transportation system.
5. Improve transit access and impact, and help build more transit projects across the country.

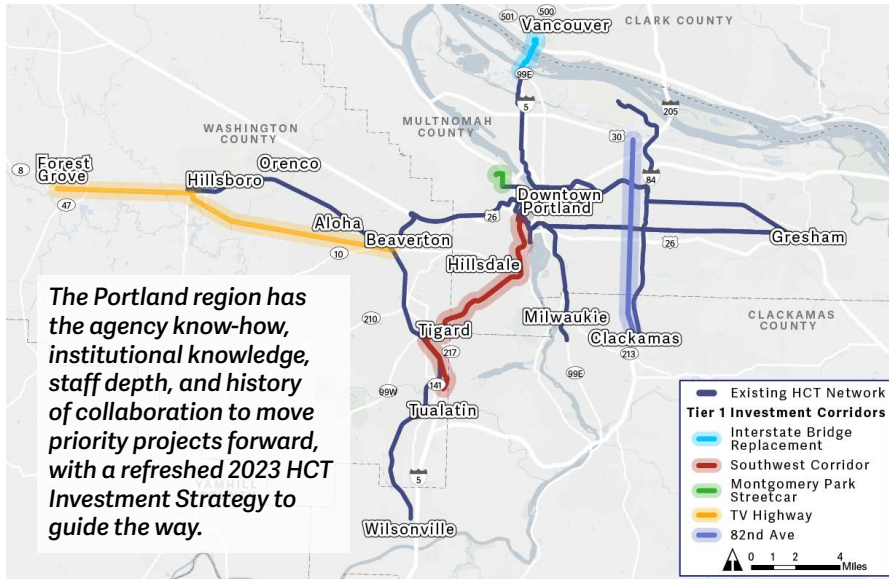


The following pages describe in more detail the priority issue areas and eleven key projects the region is working to advance.

Regional Investment Priorities

PROJECTS (alphabetical)	COST	DESCRIPTION
82nd Avenue Transit Project	\$250-450M	Replacing TriMet's Line 72 with Bus Rapid Transit to serve diverse communities in Portland and Clackamas County.
Broadway Corridor Streets	\$22M	Constructing two new streets critical to unlocking four million square feet of mixed-use, mixed-income, urban development at the former US Postal Service site in Portland's Central City.
Earthquake Ready Burnside Bridge	\$895M	Replacing an almost century-old bridge to secure one of the most dependable emergency routes in the region and create thousands of local jobs.
I-205 Improvements Project	\$550M	Adding a missing third lane, seismic upgrades to a total of nine bridges, and safety improvements to interchanges and on- and off- ramps.
I-5 Rose Quarter Improvement Project	\$1.45B	Improving safety and congestion at Oregon's top freeway bottleneck, while reconnecting the heart of Portland's Black community.
Interstate Bridge Replacement Program	\$6B	A modern, resilient, multimodal span across the Columbia River.
Montgomery Park Streetcar Extension	\$80M	A new 1.3 mile transit connection in Portland's vibrant and growing northwest neighborhoods.
SW 185th MAX Overcrossing	\$85M	Building a grade-separated light rail crossing over busy SW 185th Avenue to improve transit reliability, make crossings safer and reduce congestion.
Sunrise Corridor	\$500-700M	Planning, design and construction of a community-supported multimodal transportation solution for Highways 224 and 212.
TriMet Zero-Emission Bus Transition	\$2B	Advancing TriMet's commitment to a zero-emissions fleet by purchasing buses and constructing associated bus operation facilities.
Tualatin Valley Highway Transit Project	\$250-385M	Improving speed, reliability, accessibility and safety for transit riders, and in particular for communities of color and low-income communities.

High Capacity Transit (HCT)



The Portland region has the agency know-how, institutional knowledge, staff depth, and history of collaboration to move priority projects forward, with a refreshed 2023 HCT Investment Strategy to guide the way.

Portland Area New Starts and Small Starts Projects

Greater Portland has been very successful building transit projects in partnership with the Federal Transit Administration (FTA), the State of Oregon and our regional partners, including:

- Portland-Gresham light rail project (MAX Blue Line)
- Westside light rail project (including the Hillsboro extension)
- Interstate Avenue light rail project
- WES Commuter rail project
- I-205/Clackamas light rail project
- Portland Transit Mall
- Portland-Milwaukie (MAX Orange Line) light rail project
- Tilikum Crossing
- Portland Eastside Streetcar Loop
- Division Transit Project
- Beaverton-Hillsboro (MAX Red Line) light rail extension

High Capacity Transit Projects on the Horizon

82nd Avenue Transit Project	Will improve transit speed and reliability for the highest ridership bus route in Oregon while addressing safety, equity, mobility, and climate needs on a highly traveled and diverse corridor.
Tualatin Valley Transit Project	Will improve transit service and create safer access to local and regional destinations for a diverse corridor with many underserved people.
Interstate Bridge Light Rail	Will complete a critical link to Vancouver, WA, that will serve a major transportation market across state lines, as part of the Interstate Bridge Replacement Program.
Montgomery Park Streetcar Extension	A strategic expansion of the successful Portland Streetcar system will leverage redevelopment for new affordable housing and jobs.
Southwest Corridor	Will provide HCT in a highly congested part of the region where highways are at capacity and fast, reliable transit options are limited.

High Capacity Transit (HCT) is the backbone of our region's transportation system, connecting Portland's central city and regional growth centers. We cannot meet our ambitious climate, safety, equity, or urban land use goals or realize the compact, urban land uses we have long planned for without deep investments in HCT.

Greater Portland has a consistent track record of coordinating with agency partners and FTA to

implement complex HCT projects, starting with the region's first light rail project – the Blue Line to Gresham in the 1980s – right up to the recent opening of the region's first Bus Rapid Transit line on Division Street in 2022. With federal partnership, our region has delivered more than \$4 billion in HCT investments that now provide tens of millions of rides each year.

With a renewed regional blueprint for investment, we're ready to

build the next 40 years of critical transit investments. The 2023 HCT Investment Strategy Update describes the region's most pressing HCT priorities, prioritizing corridors that serve many of the equity focus areas in the region. These projects are in heavily traveled urban corridors, with concentrations of housing and jobs that need high-quality, frequent transit service to continue growing and thriving.

Climate & Electrification



Climate/Electrification Investments and Policies

- Climate Smart Strategy for the Portland Region → 20% Greenhouse Gas Emissions reduction target by 2035
- Investments in Zero Emissions Buses
- All electric Portland Streetcar
- Zero Emissions Curb Zone SMART grant
- New Mobility Policy in the 2023 Regional Transportation Plan

Climate leadership has been a hallmark of Oregon's approach to transportation for decades.

From the way we've planned growth and transportation for a half-century, through the adoption of greater Portland's Climate Smart Strategy in 2014, to more recent planning and zoning reforms that

create more affordable, livable, climate-friendly communities – we've taken a holistic approach to making the links between climate and how and where we travel, live and work. Heat domes, extreme weather and wildfires in recent years have brought home just how critical this challenge is.

Our vision remains bold, and our will strong. Our climate strategy

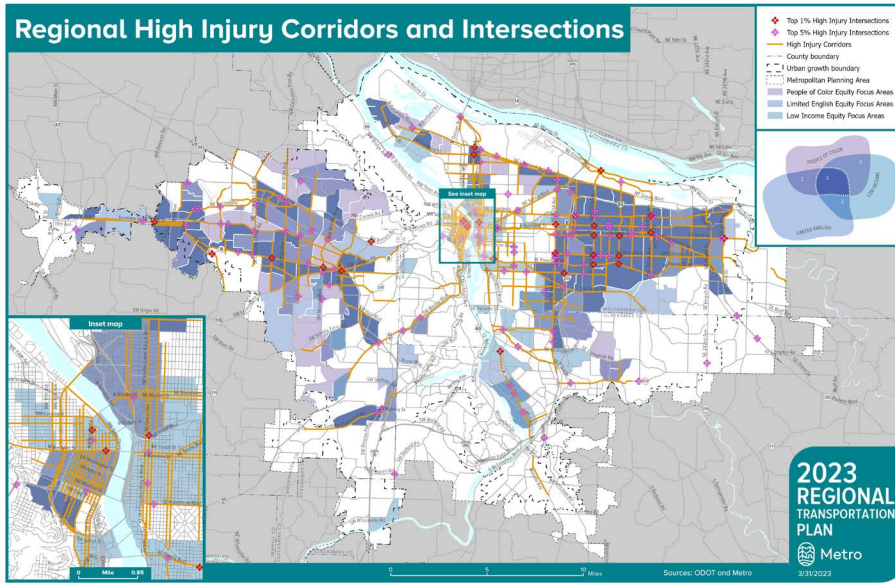
is about more than reducing emissions; it's also about creating and connecting people to good jobs – particularly folks who depend on transit to get around. These investments are one way our region is creating meaningful opportunity now, as well as a more hopeful future for generations to come.

Climate/Electrification Projects on the Horizon

Zero Emission Bus Transition	TriMet has set an ambitious goal to have a zero-emission fleet by 2040. Now is the time to make critical infrastructure investments at the Columbia Bus Garage to support that electrification.
Montgomery Park Streetcar Extension	A strategic expansion of the successful Portland Streetcar system to serve a densely populated neighborhood and major employment hub in northwest Portland.
Interstate Bridge Light Rail	Will complete a critical link to Vancouver, WA, that will serve a major transportation market across state lines, as part of the Interstate Bridge Replacement Program.
82nd Avenue Transit Project	Will improve transit speed and reliability for the highest ridership bus route in Oregon while addressing safety, equity, mobility, and climate needs on a highly travelled and diverse corridor.
Tualatin Valley Highway Transit Project	Will improve transit service and create safer access to local and regional destinations for a diverse corridor with many underserved people.



Safety & Equity



Current Safety Investments

- **\$2.4 million Safe Streets and Roads for All grant awarded by Secretary Buttigieg to Metro in February.** *Work will focus on reducing deaths and serious injuries in places where many people live, work and travel along some of the highest-crash corridors in the region: the communities of Washington County and east Multnomah County.*
- **In the southwest suburbs, busy Hall Boulevard is finally getting the safety reimagining that residents have sought for years, thanks to close cooperation between ODOT and the City of Tigard.**

Our region has set an ambitious vision for zero traffic deaths by 2035, which drives our work at every level of transportation planning.

The backbone of the Portland region’s road system are urban arterials, roadways where people live, work, and play. In many of greater Portland’s most racially and ethnically diverse communities, urban arterials are

home to thriving small businesses, affordable housing, parks and schools. Some of these roadways are also major car and freight truck routes and serve some of the busiest buses. Investments along urban arterials are critical to implementing the region’s shared vision.

Unfortunately, the pandemic exacerbated longstanding challenges on many of our most dangerous arterials and

intersections — traffic declined, speeds and unsafe driving increased, and deaths and serious injuries rose to unacceptable levels. This is a crisis that particularly affects people of color and people with lower incomes, who are more likely to depend on these roads for walking, accessing transit, biking and driving.

It’s time to double down on making our streets safer. We are ready to do so. Here are some of our priorities:

<p>82nd Avenue and Tualatin Valley Highway Transit Projects</p>	<p>Improved sidewalks, lighting and crosswalks, along with improved access to transit, education and jobs on 82nd Avenue and TV Highway — two once-rural highways that now serve as community backbones.</p>
<p>Interstate Bridge Replacement Program and I-5 Rose Quarter Improvement Project</p>	<p>Safer, more pleasant links for walking and biking across the Columbia River through the Interstate Bridge Replacement Project, and across Interstate 5 in North Portland’s Rose Quarter.</p>
<p>Sunrise Corridor</p>	<p>Creating a safer intersection in a busy connecting interface between rural and urban Clackamas County.</p>
<p>185th Avenue MAX Overcrossing</p>	<p>Reducing potentially dangerous conflicts between MAX trains and people driving, walking and biking along bustling Southwest 185th Avenue in Washington County, by completing a long-overdue light rail overpass.</p>

Maintaining Critical Infrastructure



As greater Portland grows and changes, we know that resilient, well-maintained streets, bridges and highways are a basic foundation of the kind of quality of life that people expect and deserve.

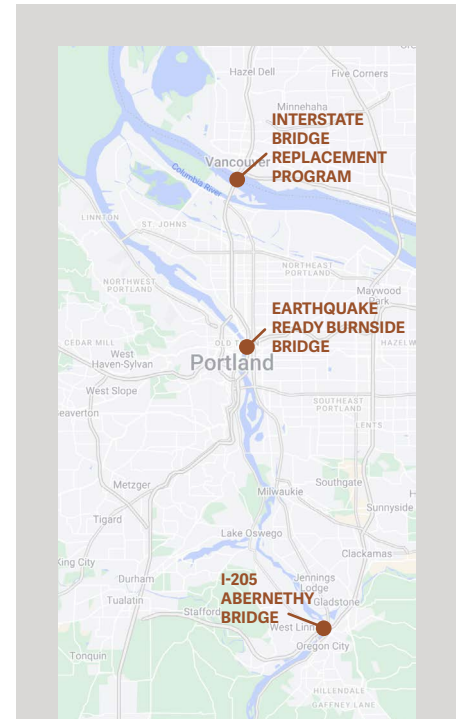
That’s why we continue to prioritize taking care of what we have – ensuring this essential infrastructure will be here to serve

us for generations, no matter what happens.

Taking care of what we have also means taking care of the people who live here now – creating good jobs and workforce opportunities for people of color and other folks struggling to get by in greater Portland. These projects are extraordinary opportunities to expand and diversify our construction workforce and build generational wealth here in greater Portland.

Priority Investments for Maintenance and Resilience

Sunrise Corridor	Planning, design and construction of a community-supported multimodal transportation solution for Highway 224 and Highway 212.
Earthquake Ready Burnside Bridge	Replacing an almost century-old bridge to secure one of the most dependable emergency routes in the region and create thousands of local jobs.
I-205 Improvements Project	Project includes the Abernethy Bridge, which will be the first earthquake-ready interstate structure across the Willamette River in the Portland metropolitan area.
Interstate Bridge Replacement Program	Replacing the bridge with a modern, earthquake resilient, multimodal structure will improve safety and keep people – and our economy – moving into the future.
185th Ave MAX Overcrossing	Building a grade-separated light rail crossing at SW 185th Avenue will improve transit reliability, make crossings safer and reduce congestion.

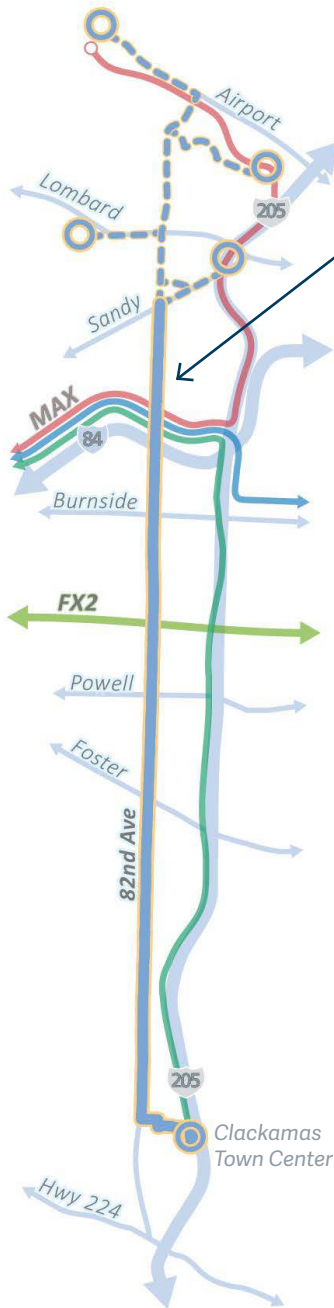


Cascadia Subduction Zone Earthquake

With the threat of a Cascadia subduction quake looming, we are particularly aware of three critically endangered river crossings – the Interstate Bridge linking Oregon and Washington, Multnomah County’s Burnside Bridge, and the I-205 Abernethy Bridge in Clackamas County. All three are crucial lifelines, and none would likely survive if a subduction quake occurred today, at the moment when they would be most necessary for the region’s recovery. We are well on our way to replacing these critical crossings but we all recognize how much cooperation it will take.

82nd Avenue Transit Project

Faster, more reliable service for the region's busiest bus route



PROJECT DESCRIPTION

Replacing TriMet's Line 72 with Bus Rapid Transit to serve diverse communities along 82nd Avenue in Portland and Clackamas County.

Improved transit on 82nd Avenue has long been identified as a priority in local and regional plans. TriMet's Line 72 is the highest ridership bus line in the TriMet system both before and after the pandemic. It provides a crucial crosstown connection with frequent service and access to over 20 intersecting bus and MAX routes. While this bus line carries more people than two light rail lines, it is often stuck in traffic.

PROJECT BENEFITS

- Reducing significant bus delay on the highest ridership route in the TriMet system where 1 in 4 trips are late during the evening rush hour.
- Improving safe access to transit in one of the region's highest crash corridors, where 19 people have died in crashes in the last 5 years.
- Connecting people living in some of the most racially diverse and low-income areas of the region to essential jobs, education facilities, shopping and community services.
- Connecting with the Division Transit Project linking Gresham and downtown Portland.
- Leveraging and coordinating with the City of Portland, State of Oregon, Clackamas County, and regional partner investments to transform the corridor into a safer, pedestrian-friendly environment served by high-quality, frequent, and reliable Bus Rapid Transit service.

PROJECT COST

\$250-450M

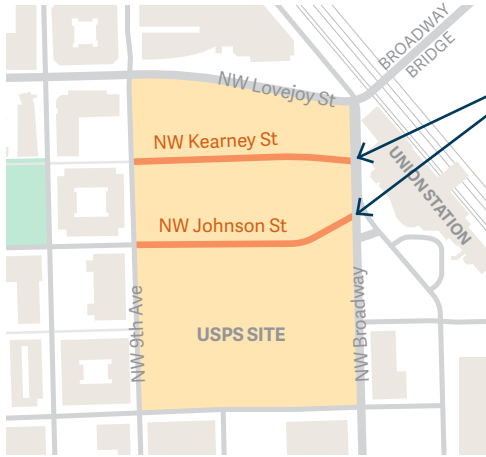
PROJECT TIMELINE

- 2023** Develop Conceptual Alternatives
- 2023-** Project Development;
- 2024** CIG Funding Pursuit; Locally Preferred Alternative Adoption
- 2024-** NEPA Process
- 2025**
- 2026** Design Complete; Construction Begins
- 2029** Service Begins

BRT would run between Clackamas Town Center in Clackamas County and a yet to be determined northern terminus in Portland.

Broadway Corridor Streets

Supporting equitable recovery and smart growth



PROJECT DESCRIPTION

Constructing two new urban streets critical to unlocking four million square feet of mixed-use, mixed-income, urban development at the former US Postal Service site in Portland's Central City.

- NW Johnson St (NW 9th to NW Station Way)
- NW Kearney St (NW 9th to NW Station Way)

PROJECT COST

\$22M

AVAILABLE FUNDING

\$7M

CONTRACTING OPPORTUNITIES

\$17M

PROJECT TIMELINE

- 2020** Master Plan approved
- 2023** Site prep complete
- 2024** Ph. 1 Infrastructure
- 2025** Affordable Housing + Private Development
- 2030** Ph. 2 Infrastructure

Redevelopment of the 14-acre former USPS property at the heart of the Broadway Corridor district represents one of Portland's most significant prospects to further an equitable economy.

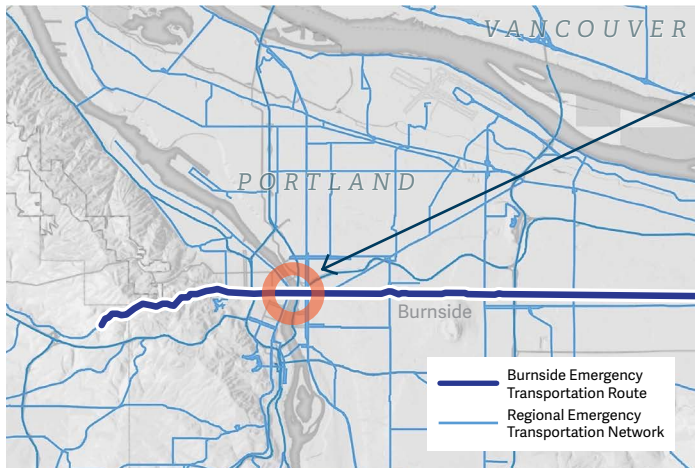
PROJECT BENEFITS

- Catalyzing four million square feet of mixed-income development and public amenities in an area hit hard by the pandemic and regional housing crisis.
- Accessing an affordable housing parcel, leveraging Metro affordable housing bonds to create ~250 affordable housing units.
- Reducing displacement pressures on adjacent neighborhoods by creating housing for 1,800 to 2,400 new households and 4,000 to 8,800 jobs in a mixed-income development.
- Creating an estimated \$17 million in construction contracting opportunities, including application of the Regional Workforce Equity Agreement.
- Leveraging \$1 billion in multi-phase public and private investment to deliver equitable community benefits through a precedent-setting Community Benefits Agreement.



Earthquake Ready Burnside Bridge

Investing in regional resilience and emergency preparedness



PROJECT DESCRIPTION

Replacing an almost century-old bridge to secure one of the most dependable emergency routes in the region and create thousands of local jobs.

PROJECT COST

\$895M

AVAILABLE FUNDING

\$300M

Local Vehicle Registration Fees

\$295M

Other Funding Streams

ECONOMIC BENEFITS

\$545M

added to Oregon's Gross Regional Product

6,200

Job-years statewide

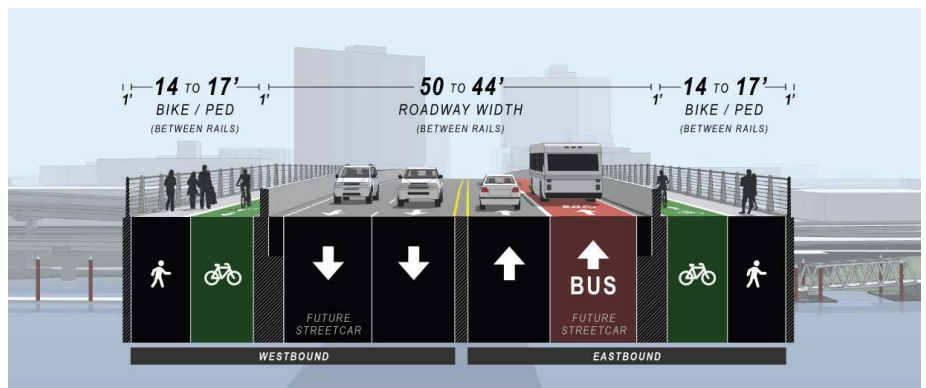
PROJECT TIMELINE

2018	Feasibility Study Complete
2023	Environmental Study Complete
2023	Design Phase Begins
2025	Construction Begins
2030	Projected Completion

There is a 1 in 3 chance of a magnitude 8+ earthquake hitting Oregon in the next 50 years. None of Portland's aging downtown bridges are expected to withstand such an event. Located on a regional lifeline route, a new Burnside Bridge is our best option for having at least one seismically resilient bridge in the central city within the next ten years.

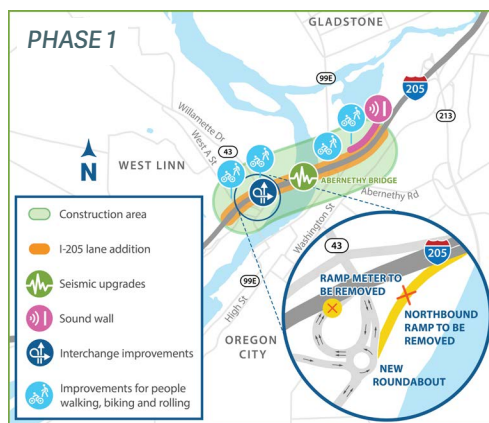
PROJECT BENEFITS

- Downtown Portland's first and only seismically resilient bridge, immediately usable after a Cascadia Subduction Zone earthquake.
- Supporting emergency responders and disaster relief efforts to save lives, reunite families, and accelerate economic recovery.
- Infusing an estimated \$545 million into the local, state and regional economy, create thousands of jobs, and promote equitable hiring and contracting.
- Improving bus speed and reliability with an eastbound transit-only lane, with the potential for a future streetcar line.
- Safer sidewalks and bike lanes, separated from vehicles by a crash-worthy barrier; improved ADA access to transit.
- The largest-ever Clean Air Construction project, it will reduce greenhouse gas emissions and increasing transit, biking and walking in Portland's city center.



I-205 Improvements Project

Reducing congestion, improving safety, and creating a regional lifeline route with earthquake-ready bridges



PROJECT DESCRIPTION

Project elements include adding a missing third lane, seismic upgrades to a total of nine bridges, and safety improvements to interchanges and on- and off-ramps.

Phase 1 of the project focuses on the Abernethy Bridge, making this bridge the first earthquake-ready interstate structure across the Willamette River in the Portland metropolitan area.

PROJECT COST

\$550M (Phase 1)

ECONOMIC BENEFITS (ALL PHASES)

\$9.8M

Annual cost savings for freight industry

\$105M

Annual benefits to regional economy

PROJECT TIMELINE

- 2022** Phase 1 construction began on Abernethy Bridge
- 2025** Abernethy Bridge Upgrades Complete (currently underway)
- 2026** Tolling Expected to Begin

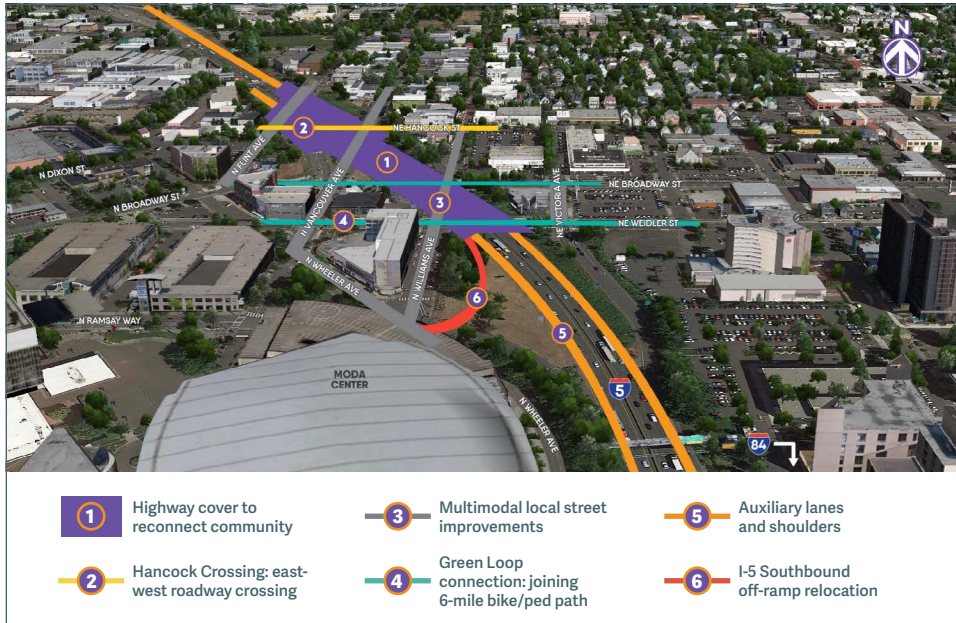
PROJECT BENEFITS

When the I-205 Improvements Project is complete and combined with congestion pricing through variable rate tolls, the project benefits will include:

- Seismic upgrades to a total of 9 bridges will make I-205 a lifeline route for emergency responders following a major earthquake.
- Upgrading this section to 3 lanes (similar to the rest of I-205), along with improved interchanges and on- and off-ramps will increase safety (with 26% fewer crashes) and reduce bottlenecks.
- Improving safety for people walking, biking and taking transit throughout the corridor.
- Reducing congestion—when completed, traffic congestion on I-205 will be about 2 hours per day, compared to 14 hours per day without the project.

I-5 Rose Quarter Improvement Project

Improving safety and congestion at Oregon's top freeway bottleneck, while reconnecting the heart of Portland's Black community



PROJECT COST

\$1.45B

AVAILABLE FUNDING

\$218M

ECONOMIC BENEFITS

- Substantial development opportunities in the historic heart of Portland's Black community
- Estimated \$250M in Disadvantaged Business Enterprise contracting opportunities
- Leverage \$800K USDOT Reconnecting Communities Planning Grant to study how highway covers can support the Black Historic Albina community

PROJECT TIMELINE

- 2023** Supplemental Environmental Review Process*
- 2024** Construction Begins on Early Work Packages
- 2026** Design Complete
- 2030** Construction Complete

* design refinements are being considered in response to public comment

The I-5 Rose Quarter Improvement Project improves safety and congestion for all travelers where three major interstates converge, and reconnects the historic heart of Portland's Black community – the Albina neighborhood – through the construction of a development-ready highway cover over a portion of I-5.

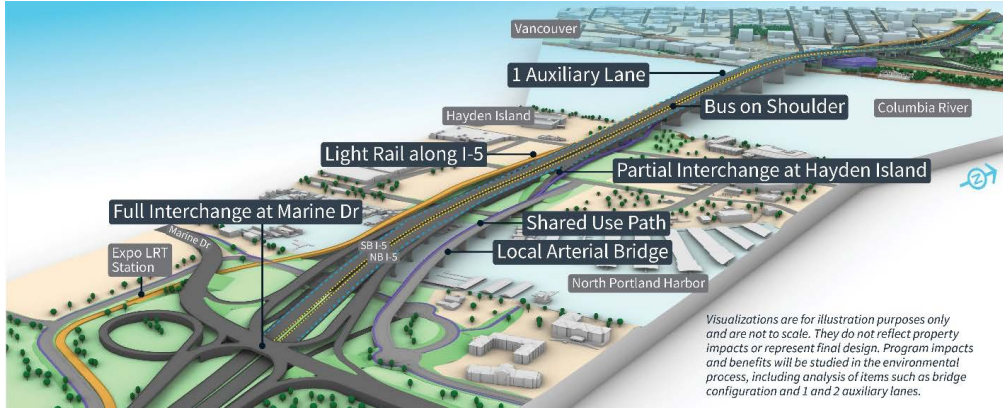
PROJECT BENEFITS

- Providing more time and space to merge on I-5 for smoother traffic flow.
- Saving drivers nearly 2.5 million hours of travel time per year on I-5 in the Rose Quarter.
- Improving safety for travelers and reducing frequent crashes by up to 50%.
- Allowing emergency vehicles to move more reliably through the corridor on upgraded I-5 shoulders.
- Reconnecting local streets and creating new land for community-based redevelopment opportunities.
- Creating additional sidewalks and bike paths for safer travel for people walking and rolling, and improved access to transit.
- Supporting economic opportunities that honor the local communities' needs and provide the potential for wealth creation.



Interstate Bridge Replacement Program

A modern, resilient, multimodal span across the Columbia River



Interstate 5 provides a critical connection between Oregon and Washington that supports local jobs and families, and is a vital trade route for regional, national and international economies. However, bridge users are impacted by heavy congestion, safety issues, limited transit options, and inadequate active transportation facilities. Replacing the bridge with a modern, earthquake resilient, multimodal structure will improve safety and keep people – and our economy – moving into the future.

PROJECT BENEFITS

- Ensuring I-5 remains resilient following a major earthquake.
- Providing roadway improvements like sufficient lane widths, full safety shoulders, modifications to seven closely-spaced interchanges, and improved visibility.
- Improving active transportation facilities that provide more comfort and safety for those who walk, bike, or roll.
- Expanding transit options and accessible alternatives to single-occupancy vehicles, helping support state climate goals to reduce greenhouse gas emissions.
- Improving multimodal mobility, reliability and choices for traveling across the Columbia.
- Connecting MAX light rail to transit in Vancouver to help make transit an option for more people

PROJECT COST

\$6B

FINANCIAL PLAN

\$1.8 – \$2.7B

Federal Competitive Grants (seeking grants from BIP, Mega, and CIG)

\$2.2B

OR & WA state funding (\$1.2B dedicated)

\$1.2B

Anticipated toll funding

CONSTRUCTION ECONOMIC BENEFITS

- \$11.6B in total gross regional economic activity (projected)
- 43,300 person-year jobs total
- Equity Advisory Group framework to ensure economic benefits for disadvantaged contractors and workers

PROJECT TIMELINE

2019	Planning and Program Launch
2021	Design and Environmental Process Begin
2022-2023	Federal Grant Funding Applications
2024	Environmental Process Complete; Permitting
2025-2026	Estimated Construction Start; Earliest Tolling Start

Montgomery Park Streetcar Extension

A new transit connection in Portland's vibrant and growing northwest neighborhoods



PROJECT COST

\$80M

PROJECT TIMELINE

- 2023** Cost Estimation
Public Engagement
Legislative Process
- 2024** NEPA Process
- 2025** Application for Federal Funds
- 2028** Estimated Project Completion

The Montgomery Park Streetcar Extension will create a reliable, accessible transit link between the Montgomery Park job center and Downtown Portland, in addition to a new mixed-use neighborhood.

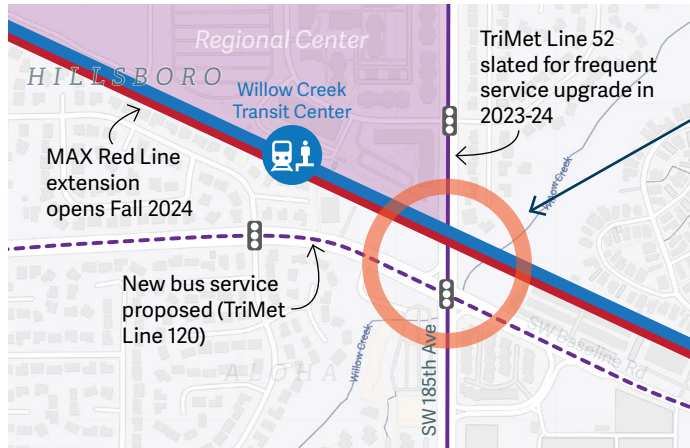
PROJECT BENEFITS

- Creating opportunity for thousands of middle-wage jobs and thousands of new housing units, including hundreds of affordable units.
- Rebuilding Portland's iconic NW 23rd Ave and providing new connections on NW Roosevelt and NW Wilson.
- Creating new access to Forest Park.
- Fostering new public open spaces.



SW 185th MAX Overcrossing

Eliminating conflicts to support multimodal mobility and improve safety



PROJECT DESCRIPTION

Building a grade-separated light rail crossing at SW 185th Avenue will improve transit reliability, make crossings safer and reduce congestion.

PROJECT COST

\$85M [2019\$]

EXPECTED LOCAL MATCH

\$17M [2019\$]

PROJECT TIMELINE

- 2022** FRA Crossing Elimination Grant application for project development submitted by City of Hillsboro in partnership with Washington County and TriMet
- 2023** 15% Design Complete
- 2025** Ph. 1 Construction

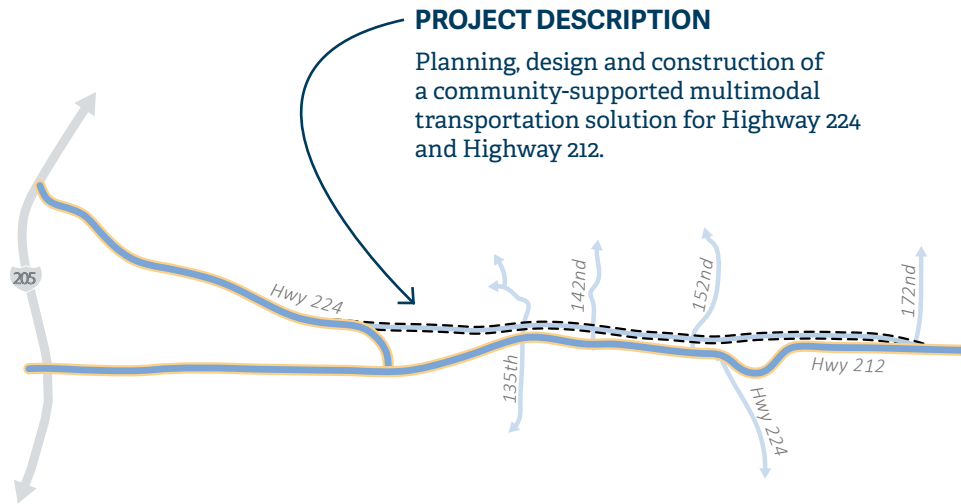
The current at-grade MAX crossing of SW 185th Avenue has reached the end of its useful life. The grade separation of the light rail tracks will eliminate the bus, vehicle, cyclist and pedestrian conflicts at the existing at-grade crossing on 185th Avenue, improving safety and allowing better mobility for all users.

PROJECT BENEFITS

- Increasing safety and trip reliability for bicyclists, pedestrians and bus passengers using the Willow Creek Transit Center or riding TriMet's line 52, which experiences one of the worst levels of delay and reliability due to the MAX at-grade crossing.
- Eliminating unsafe crossings by people walking and biking caused by current long delays at the busy SW Baseline Road/SW 185th Ave intersection.
- Reducing vehicle back-ups (and associated greenhouse gas emissions caused by idling) at the intersection.
- Reducing noise impacts on neighboring homes with new sound walls.
- Providing safer access to more reliable transit for several affordable housing communities.
- Ensuring trains won't have to compete with vehicles, buses, people walking and biking as the MAX Red Line extension doubles trains across this busy corridor.

Sunrise Corridor

Engaging community in the development of improved safety and increased mobility along a critical transportation corridor



PROJECT DESCRIPTION

Planning, design and construction of a community-supported multimodal transportation solution for Highway 224 and Highway 212.

PROJECT COST

\$500–700M

AVAILABLE FUNDING

\$4M

Planning grant

IMPROVED ACCESS FOR

15,000+

New jobs

14,000+

New households

PROJECT TIMELINE

- 2025** Visioning Process Complete
- 2025** Funding Applications and Preliminary Design

The Sunrise Corridor provides freight access between I-205 and U.S. Highway 26, serving as a critical link between the Portland region and central Oregon. Current highways are not capable of handling the expected increase in traffic that will result from significant housing and employment growth in the corridor. The goal of this project is to plan for a safe, complete, multimodal corridor that works for everyone.

PROJECT BENEFITS

- Building trust and a common vision for the future of the corridor by directly engaging the people who live, work, and own businesses there.
- Prioritizing engagement with people who have historically been left out of the public process including people experiencing poverty and people of color.
- Finding opportunities to modernize zoning within the corridor to support housing options and job creation.
- Protecting current residents by developing and implementing an anti-displacement strategy.



Metro



CLACKAMAS COUNTY



HAPPY VALLEY, OR
EST. 1965



Oregon Department of Transportation

TriMet Zero-Emission Bus Transition

Investing in clean energy for a climate resilient bus fleet



PROJECT DESCRIPTION

Funding to procure zero-emissions buses and construct associated bus operation facilities.

TriMet has committed to a zero-emissions bus fleet by 2040, which means 300 electric buses must be purchased in the next two decades. TriMet's future Columbia Bus Operations Facility plays a pivotal role in TriMet's service growth and transition to a zero-emissions fleet, but needs critical upgrades to support this mission.

PROJECT BENEFITS

- Facilitating the transition to zero emissions bus fleet, reducing greenhouse gas emissions and other pollutants.
- Enabling service growth to expand transit, getting more people where they need to go.
- Creating jobs in emerging green technologies.
- Improving diversity in contracting and access to wealth creation through TriMet's award-winning Disadvantaged Business Enterprise program.

PROJECT COST

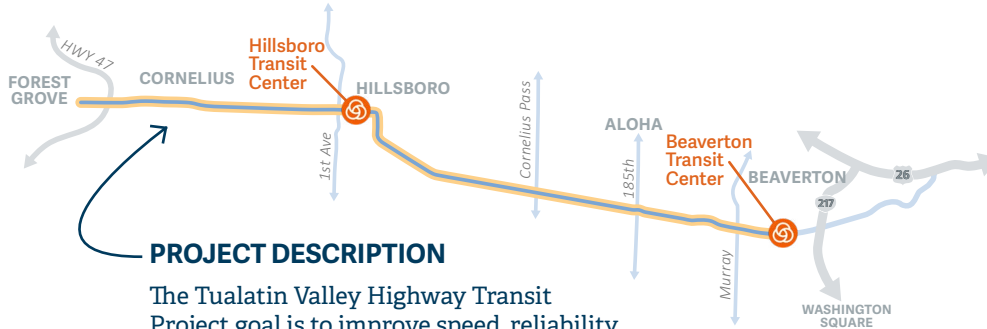
\$2B

PROJECT TIMELINE

- 2018** TriMet Board commits to a zero-emission fleet by 2040
- 2019-2023** All-electric bus testing (multiple models)
- 2021** TriMet begins using renewable diesel for fixed-route bus fleet
- 2023-2026** Columbia site programming and design
- 2028** Columbia site construction complete
- 2029** Columbia Bus Operations Facility opens (Upgrades to other operations facilities ongoing)
- 2040** Complete transition to zero-emissions fleet

Tualatin Valley Highway Transit Project

Connecting growing and diverse communities with high-quality bus service, and improving corridor safety



PROJECT DESCRIPTION

The Tualatin Valley Highway Transit Project goal is to improve speed, reliability, accessibility and safety for transit riders, and in particular for communities of color and low-income communities.

PROJECT COST

\$250-385M

ESTIMATED PROJECT TIMELINE

- 2023** Locally Preferred Alternative and Equitable Development Strategy approval
- 2024** Enter Project Development for FTA Small Starts Program
- 2024-2026** NEPA Process and Design Refinement
- 2027** Construction Starts
- 2029** Service Starts

Metro is working with partner agencies and community organizations to design faster, safer, and more reliable transit on Tualatin Valley Highway while supporting broader community needs.



Partners are developing an approach to delivering high-quality transit in this corridor that would be paired with a multimodal safety-focused roadway project. Metro is also supporting the creation of a community-led equitable development strategy to identify strategies that counteract displacement and support community prosperity in the corridor.

PROJECT BENEFITS

- Creating a safer, more comfortable rider experience in one of the most diverse parts of the region by upgrading bus stops to stations with shelters, lighting and other amenities.
- Increasing safety along an identified high injury corridor that links four cities and unincorporated Aloha, and provides access to major employers and other services and amenities.
- Creating safer pedestrian connections to bus stops via additional enhanced crossings.
- Reducing delays on the highest ridership bus line in Washington County by providing transit signal priority and physical priority treatments to speed up the bus.
- Redesigning bus stops to decrease automobile crash risks.



Metro

TRIOMET

