



PORTLAND-MILWAUKIE
LIGHT RAIL PROJECT

Leveraging the Portland-Milwaukie Light Rail Project



PMLR Project
Steering Committee



May 23, 2011



What will this corridor become?

- 7.3-mile light rail extension
- Up to 25,500 weekday rides by 2030
- Improved light rail, bus, streetcar, bike/ped and freight service
- Up to 400 bike spaces
- New multi-modal bridge
- Up to 14,000 jobs





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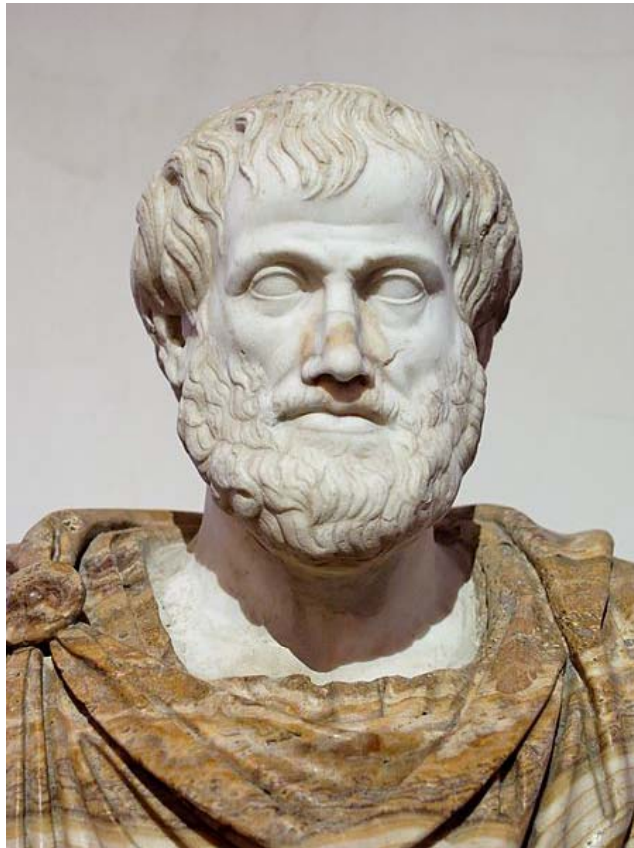
Leveraging PMLR

Areas of partner efforts:

- Jobs
 - Housing
 - Place-making
 - Environment
 - Equity
-



Aristotle



The whole is more than the
sum of its parts.

Metaphysica 10f-1045a

Partnership for Sustainable Communities



A YEAR OF PROGRESS FOR AMERICAN COMMUNITIES



Federal Policy Shift

HUD-DOT-EPA PARTNERSHIP FOR SUSTAINABLE COMMUNITIES GUIDING LIVABILITY PRINCIPLES

- ✘ Provide more transportation choices. Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.
- ✘ Promote equitable, affordable housing. Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.
- ✘ Enhance economic competitiveness. Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.
- ✘ Support existing communities. Target federal funding toward existing communities—through strategies like transit-oriented, mixed-use development and land recycling—to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.
- ✘ Coordinate and leverage federal policies and investment. Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.
- ✘ Value communities and neighborhoods. Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.



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Sustainable Communities Initiative

Funding opportunities

- ❑ \$100 million for Regional Integrated Planning Grants
 - ❑ \$40 million for Community Challenge Grants
 - ❑ \$10 million for joint HUD/DOT research efforts
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Livability Bus Program

64984 Federal Register /

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

**Section 5309 Bus and Bus Facilities
Livability Initiative Program Grants**

AGENCY: Federal Transit Administration (FTA), DOT. Discretionary Bus and Bus Facilities Program.

ACTION: Notice of Availability of FTA Bus and Bus Facilities Livability Initiative Program Funds: Solicitation of Project Proposals.

SUMMARY: The Federal Transit Administration (FTA) announces the availability of discretionary Section 5309 Bus and Bus Facilities grant funds in support of the Department of Transportation's Livability Initiative ("Livability Bus Program"). The Livability Bus program will be funded using \$150 million in unallocated Discretionary Bus and Bus Facilities Program funds, authorized by 49 U.S.C. 5309(b) of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy For Users

DOT, HUD, and EPA created a high-level interagency partnership to better coordinate federal transportation, environmental protection, and housing investments. The Livability Bus Program funding will be awarded to projects that demonstrate these livability principles (see Section of this Preamble C.).



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TIGER II

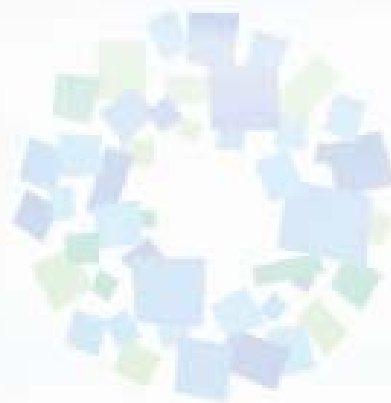
DOT and HUD have decided to issue this NOFA jointly in order to better align transportation, housing, economic development, and land use planning and to improve linkages between DOT and HUD programs.

Date:

June 18, 2010

Ray LaHood, Secretary
Department of Transportation

Shaun Donovan, Secretary
Department of Housing and Urban Development



Atlanta BeltLine

West End Trail Phase II Ribbon-Cutting

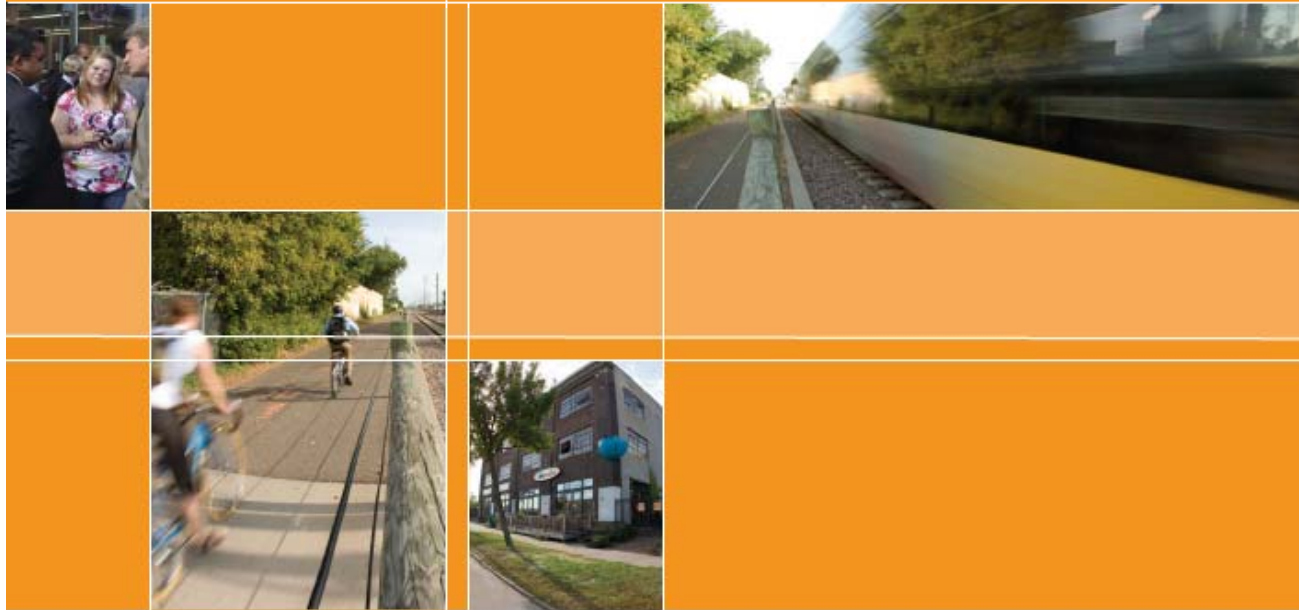
June 2010

Photo by Marc Mauldin



CENTRAL CORRIDOR TRACKER
2011 BASELINE INDICATORS

Progress Beyond the Rail



Minneapolis – St. Paul

DENVER LIVABILITY PARTNERSHIP

- **Housing**
- **Transportation**
- **Jobs**
- **Transit-Oriented Communities**

The *Denver Livability Partnership* will expand permanent affordable housing, improve access to jobs and create better multi-modal connectivity along transit corridors.

Denver will leverage partnerships and opportunities along the west light rail corridor to transform the westside into livable, transit-oriented neighborhoods. Best practices learned from this can then be applied to other corridors in the region and nationwide.



Strengths

- ❑ 2040 Plan
- ❑ Place-based planning like station area plans
- ❑ Station design
- ❑ Site-specific promotion of new development
- ❑ Planning and investing in biking, walking and transit
- ❑ Community involvement



Challenges

- Corridor goals and measurements
 - Programs that reach across disciplines and are not necessarily place-based
 - Foundation and private sector support
 - Readiness
-

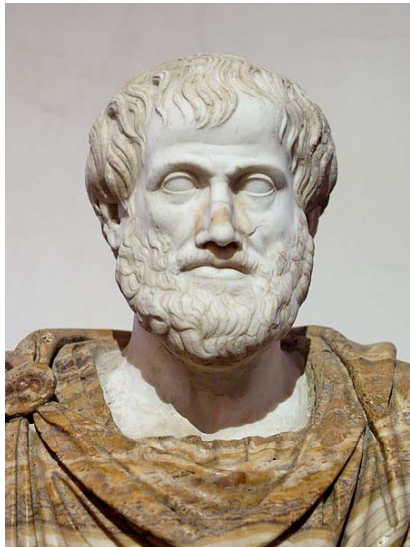


Leverage Agenda

- ❑ Invest time and resources to establish baseline and recommend goals
 - ❑ Adopt goals for the corridor
 - ❑ Assess whether efforts under way will achieve the goals
 - ❑ Identify where more effort is needed
 - ❑ Use the assessment to pursue new programs and resources
 - ❑ Track progress
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Discussion



- What can we bring to the table to leverage the PMLR investment?