

# SOUTHWEST CORRIDOR LIGHT RAIL PROJECT

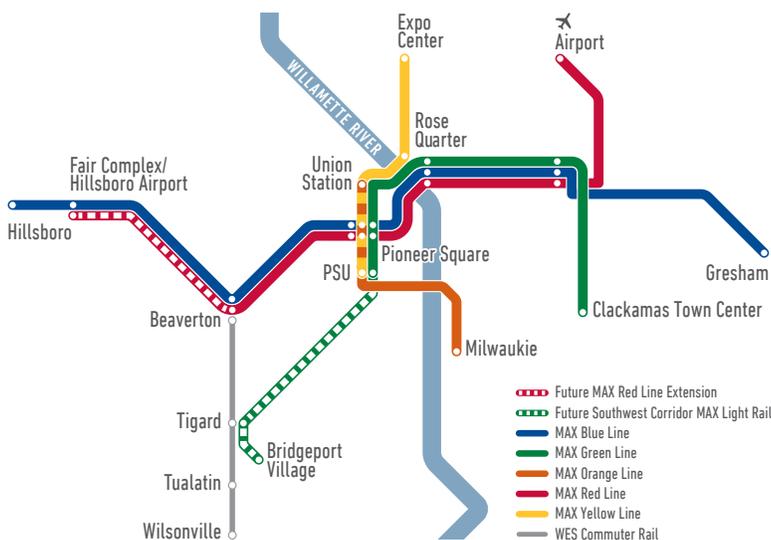


## EQUITY AND HOUSING AFFORDABILITY

The Southwest Corridor Light Rail Project will bring high-capacity transit to one of the most congested travel corridors in our fast-growing region. This extension of the

MAX system will get people to jobs, schools and other destinations more quickly and affordably. Yet, this new amenity has the potential to increase property values and price people of color, renters and others out of their neighborhoods.

To ensure that the benefits of this major transportation investment are available to all residents, project partners are collaborating on a variety of efforts to minimize gentrification and displacement of low-income people and communities of color.



## Southwest Corridor Plan

In 2011, community engagement began for Southwest Corridor Plan. The Plan envisions livable, affordable, economically thriving communities with reliable and safe transportation options for every resident and commuter.

## Southwest Equitable Development Strategy (SWEDS)

In 2016, the Federal Transit Administration awarded Metro an \$895,000 grant to develop a Southwest Equitable Development Strategy (SWEDS). The program aims to support Southwest Corridor neighborhoods with affordable housing choices for people of all incomes and cultures, a range of jobs for people of all backgrounds, learning opportunities that prepare people for those jobs and wages that support people's desire to live and work in the corridor. Sub-grants were awarded to community-based organizations to develop pilot projects in the areas of business/workforce development and housing.

In 2019, Metro requested a \$1.2 million grant from the Federal Transit Administration to expand on SWEDS work. The proposed project will focus on workforce stabilization, business stabilization and broad-based economic development.

## Southwest Corridor Equitable Housing Strategies

In 2018, with grant funding from Metro and through a community-centered process, the cities of Portland and Tigard completed an Equitable Housing Strategies project that included goals for affordable rental housing to be constructed, acquired or converted:

- City of Portland: minimum of 300–350 units, with a stretch goal of 1,050–1,400 units
- City of Tigard: minimum of 500 units, with a stretch goal of 750–900 units

## Southwest Equity Coalition

In 2020, SWEDS pilot projects concluded and program leadership evolved into a Southwest Equity Coalition, through funding from the Meyer Memorial Trust. The coalition serves as the collaborative organization for implementation and advocacy. With initial funding for the first two years, the coalition will test effective methods and establish a sustainable, community-led, collective impact model with a 10-year, \$10 million target.

2011 2016 2017 2018 2019 2020 2021 2022

## Affordable Housing Memorandum of Understanding (MOU)

In 2018, a memorandum of understanding (MOU) among TriMet, Metro, Washington County and the cities of Tigard and Portland pledged to identify sites that could accommodate 750–950 units of affordable housing and identify the needed programs and regulatory support to make it happen. Partners are analyzing development potential on properties that are currently in public ownership and those that may be acquired for light rail construction, as well as new funding sources such as a SW Portland tax-increment financing district.

## Affordable Housing Bond

In 2018, voters approved a \$652.8 million affordable housing bond that included targets to preserve or construct 3,900 units for low-income renters throughout the region. One of the first projects supported by these funds will be 72nd and Baylor, a new 81-unit building being developed in the Tigard Triangle by Community Development Partners and the Housing Authority of Washington County.

## City of Portland: Inclusive Communities Project

In 2019, the Portland Bureau of Planning and Sustainability received a Metro grant to launch community-centered processes to develop land use and community development plans in two future station areas:

- West Portland Town Center Plan will lay out a vision for a healthy, connected and multi-cultural town center and an action plan to meet the diverse needs and of current and future residents and businesses. This includes redevelopment of the Barbur Transit Center to achieve the community's equitable growth goals.
- Naito Parkway Main Street Project and Ross Island Bridgehead Reconfiguration will improve connections for regional commuters and reduce neighborhood cut-through traffic. At the same time, these projects will open up publicly owned land for development of much needed housing and community identified amenities that reflect the area's history as a home for immigrant and refugee communities.

## A New Tigard Triangle: Planning for Equitable Development

In 2017, voters established a tax-increment financing district to help revitalize the Tigard Triangle. In 2019, a community-driven implementation strategy was developed to ensure that this urban renewal program results in equitable outcomes, supporting a healthy, vibrant, and interconnected community with a range of housing options, quality jobs, and inclusive economic growth.

## Tigard Development Fee Exemptions for Affordable Housing

In 2017, the City of Tigard established a program to exempt city transportation and park system development charges (SDCs) for the construction of regulated affordable housing units.

## Get Moving 2020 Funding Measure

Metro is working with partners and the community to develop a transportation funding measure to invest in 13 travel corridors, including the Southwest Corridor Light Rail Project, and 10 region-wide programs. The proposed programs include funding for community-driven anti-displacement strategies that bring neighbors and businesses together to identify policy and funding needs to strengthen the community, reduce the risk of displacement, and support existing businesses and residents ahead of corridor investments. Another program would seek to protect and expand access to affordable housing alongside transportation investments.

## TRANSIT-ORIENTED DEVELOPMENT (TOD) PROGRAMS

- **Metro's TOD Program** provides support to construction projects near transit that enhance density or affordability compared to what would otherwise be built on a property. In 2019, the TOD program contributed to Red Rock Creek Commons, a new 48-unit building in the Tigard Triangle being developed by Community Partners for Affordable Housing.
- **TriMet's TOD Program** collaborates with public and private partners to maximize density and transform public spaces by creating mixed-use development near transit stations. Between 2015 and 2021, TriMet and partners are developing more than 700 housing units, sixty-six percent of which are affordable. These partnerships typically involve the sale or lease of excess TriMet property that had been used for construction. There may be many such opportunities in the Southwest Corridor.

## STAY INVOLVED

Sign up for project email updates and meeting notices at [trimet.org/swcorridor](https://trimet.org/swcorridor). For more information, please call TriMet Community Affairs at 503-962-2150 or email [swcorridor@trimet.org](mailto:swcorridor@trimet.org).

For language assistance, call 503-238-7433

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