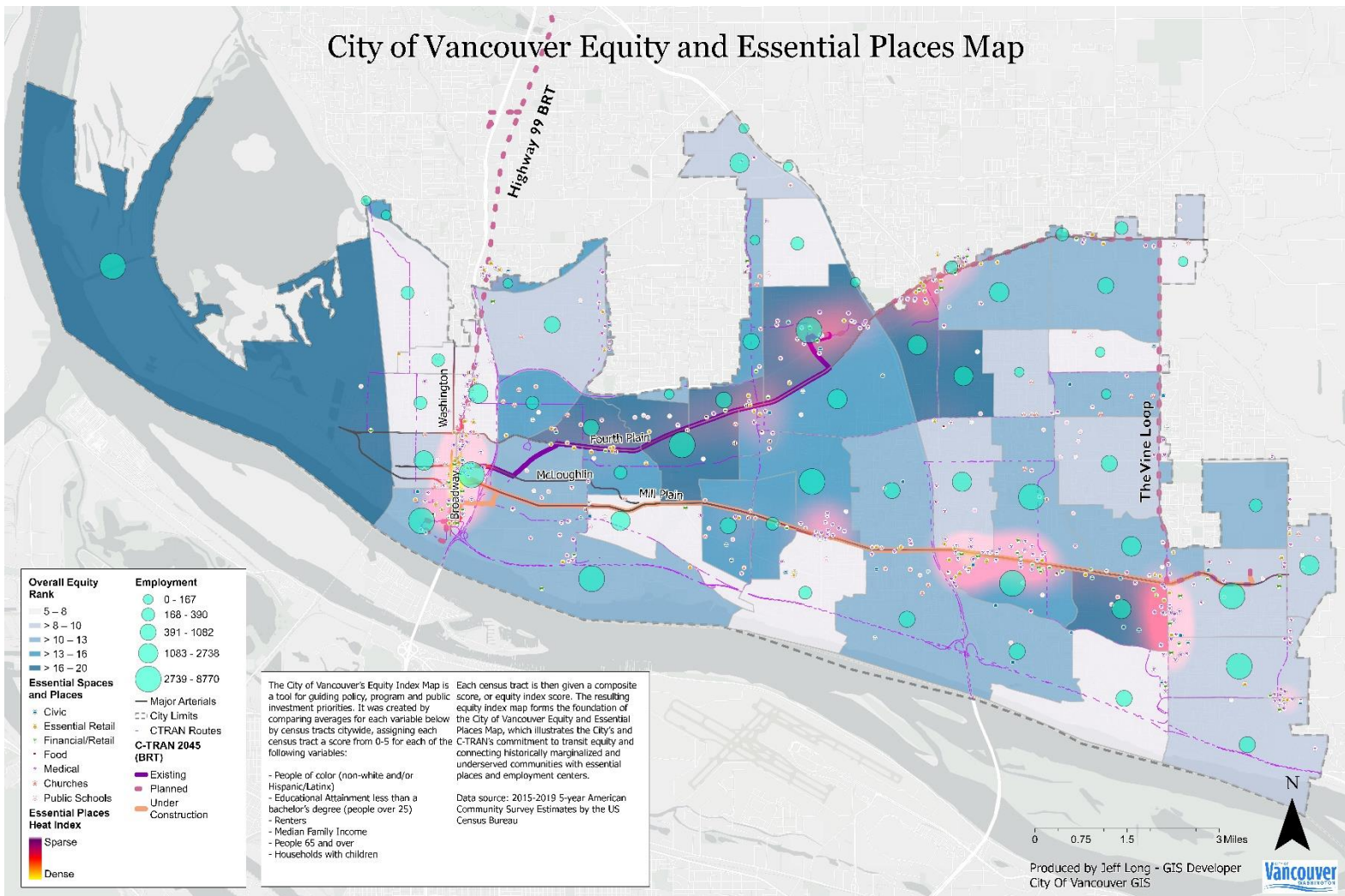


Displacement is real. High quality transportation options are crucial to accessing the essential places that people need to get to- including jobs, education, housing, services, open spaces, daycare, grocery stores, gathering places- and transit is a critical component to meeting this need. In our region and around the country, high-capacity transit and other transportation investments have historically increased the desirability and price of housing and commercial space in nearby neighborhoods and business districts, resulting in involuntary displacement of existing residents and businesses. We have learned this lesson and in response have developed an approach that pairs **transportation investments with proactive anti-displacement strategies** designed to keep people and the assets they depend on in place. This includes programs to support more affordable housing, small business and entrepreneurship assistance, workforce training, childcare access, and community benefits agreements.

Preventing Displacement. Since 2012, when planning for the Fourth Plain Corridor Bus Rapid Transit Project began, the City of Vancouver and C-TRAN have worked together to prioritize investments that result in better and safer access to transportation options. Our goal has been – and continues to be – ensuring that we are investing without displacing low-income residents, communities of color, families with children, elders, or people with disabilities and mobility challenges. Our **equitable development commitment** is twofold: **Prioritize transit investments in areas that increase access to essential places AND pair this with other investments that keep people in place.**

City of Vancouver Equity and Essential Places Map



WHAT WE'VE DONE AND WHAT WE'RE DOING

The Fourth Plain Bus Rapid Transit Corridor: With our equitable development commitment in mind, and using a variety of tools, the City and C-TRAN are investing in the Fourth Plain Corridor, with the following outcomes:

- Fourth Plain Vine Bus Rapid Transit ridership increased 30% between 2017 and 2019.
- Ten projects totaling 667 affordable housing units constructed along Fourth Plain within ¼ mile of transit.
- \$5M in sidewalk infill, protected crossings, intersection improvements, and multi-use path connections since 2015
- Joint City / Housing Authority acquisition of Warrior field property for a mixed-use building with 106 additional affordable housing units, community space with a commercial kitchen and low-cost shared office space with small business support, workforce training, culturally specific services, food access programs, and wealth building tools
- New City control of 17 acres of land on the corridor for additional affordable housing and community-serving uses
- Targeted cleanup of brownfield sites to improve environmental health in the Fourth Plain corridor
- Creation of a dedicated Work Source navigator position, funded through Workforce SW WA and the City of Vancouver, that supports better access to job training resources for Fourth Plain residents
- Secured funding to change road design to decrease vehicle speeds and increase safe access for people walking, biking, rolling, and using mobility devices and to provided dedicated transit space to improve reliability
- Vancouver City Council has dedicated \$32M in ARPA funding to investment in affordable housing, equitable mobility/safety, workforce and childcare support, and improvements at two community parks along Fourth Plain
- Remains the most diverse area in Clark County; serves what continues to be the most transit dependent neighborhoods in Clark County.

We Use a Variety of Tools to Advance Equitable Outcomes:

- Zoning/land use changes to facilitate mixed use, mixed income development in advance of planned transportation investments.
- Prioritizing affordable housing dollars to areas near new transit and other transportation investments
- Extension of City's Multifamily Tax Exemption (MFTE) program to high-capacity transit corridors to support higher density housing as well as more attainable/workforce housing
- Strategic property acquisition to hold key properties for affordable housing and community supportive services.
- Small business technical assistance and grants to support commercial businesses and entrepreneurs
- Area-specific workforce navigators to increase access to training and economic opportunity for residents living near existing or forthcoming transit investments
- Focused investment in sidewalks, crossings, and mobility lanes to increase safe access to transit and essential places
- Development of citywide anti-displacement polices to support long-term equitable investment work

Looking to the Future: Vancouver's population continues to grow and diversify. People are moving here from other places in the region to access housing, jobs, services, and high-quality public education. **C-TRAN's existing and coming investments in high-capacity transit combined with the City's equitable development commitments aim to ensure that current and new residents can stay here into the future, and that we do not continue to push people farther away from the housing, jobs, schools, services, and parks that they need to thrive.**

- Vancouver's population increased 13.6% between 2010-2020, from 161,791 to 190,915 residents. Within that same timeframe and within Clark County, **BIPOC community members increased 76%** from 78,000 people to 137,000.
- Clark County is the fastest growing area of the *entire* Metro Region and added more people between 2010 and 2020 than any other County in the State of Washington.
- Between 2012-2019, ~50,000 people moved from Multnomah County to Clark County, the majority of these were households making \$80,000 per year or less.
- Increasing numbers of BIPOC community members, low-and moderate-income community members, and others have been pushed out of the center of our region to places where housing is relatively more affordable.
- C-TRAN is currently constructing a second Bus Rapid Transit line along Mill Plain Blvd. and is in the planning phase of a new Highway 99 BRT line as well as an extension of the existing Fourth Plain BRT route.
- C-TRAN launched the Current in early 2022, providing on-demand micro-transit service in areas without frequent transit and in historically underserved communities.
- C-TRAN continues to invest in and operate all the bi-state transit service in the region, including first in the region bus-on-shoulder express routes on both I-5 and I-205.