
METRO TRANSPORTATION FUNDING TASK FORCE (TF2)

MEETING 5 SUMMARY

April 24, 2019 – 5:30-7:30 PM

Metro Council Chambers

600 NE Grand Ave.

Portland, OR 97232

ATTENDEES

Michael Alexander, *PSU | Albina Vision*

Emerald Bogue, *Port of Portland*

Cooper Brown, *Oregon Transportation Commission*

Leslie Carlson, *Street Trust Board*

Meredith Connolly, *Climate Solutions*

Mayor Denny Doyle, *City of Beaverton*

Karylenn Echols, *City of Gresham*

Elaine Friesen-Strang, *AARP*

Mayor Mark Gamba, *City of Milwaukie*

Sheila Greenlaw-Fink, *Community Housing Fund*

Stephen Gomez, *Project PDX | BBPDX*

Kayse Jama, *Unite Oregon*

Mayor Tim Knapp, *City of Wilsonville*

Nolan Lienhart, *ZGF Architects*

Amanda Manjarrez, *Latino Network*

Nate McCoy, *NAMC-Oregon*

Councilor Eddy Morales, *City of Gresham*

Marcus Mundy, *Coalition of Communities of Color*

Chi Nguyen, *APANO*

Dave Nielsen, *Home Builders Association*

Dave Robertson, *PGE | Portland Business Association Board*

Vivian Satterfield, *VerdeNW*

Linda Simmons, *TriMet Board*

Nate Stokes, *Union of Operation Engineers*

Co-Chair Commissioner Pam Treece, *Washington County*

Co-Chair Commissioner Jessica Vega Pederson, *Multnomah County*

Kathryn Williams, *NW Natural*

NOT IN ATTENDANCE

Marie Dodds, *AAA*

Debra Dunn, *Synergy Resources Group*
Commissioner Chloe Eudaly, *City of Portland*
Senator Lew Frederick, *State of Oregon*
Mary Ellen Glynn, *Columbia Sportswear*
Representative Susan McLain, *State of Oregon*

STAFF

Craig Beebe, *Metro*
Matt Binh, *Metro*
Margi Bradway, *Metro*
Karynn Fish, *Metro*
Tyler Frisbee, *Metro*
Andy Shaw, *Metro*
Allison Brown, *JLA Public Involvement*
Hannah Mills, *JLA Public Involvement*

Note: At the first meeting, Task Force chairs suggested referring to the members by their first names due to the nature of this as a working group. The Task Force members agreed and therefore members will be identified by first names for the purposes of this summary document.

WELCOME AND AGENDA

Co-chairs Commissioner Pam Treece, Washington County, and Commissioner Jessica Vega Pederson, Multnomah County, welcomed and thanked the group for their work thus far. Metro Council President Lynn Peterson briefly framed Metro Council's perspective on the effort. Below is a summary of her comments:

Metro Council has been following the Task Force work, but has been careful not to influence the outcomes in order to allow the natural formation of ideas. This effort is very important because it provides the jurisdictions, stakeholders, and leaders with ownership over the process and outcomes. This potential bond could provide a great political lift for the region, and it's important to consider laying a strong and new foundation that considers the region's history. Metro Council recognizes the difficulty of prioritizing corridors, but the Council isn't looking for perfection. The important thing is to consider what can be achieved for the region and to deliver on that.

Allison Brown, facilitator with JLA Public Involvement, reviewed the agenda. The agenda was as follows:

1. Public Comment
2. Process Update
3. Corridor Values Results and Outcomes Presentation
4. Small Group Discussions
5. Small Group Report Back

6. Next Steps and Close

PUBLIC COMMENT

A total of 10 people provided public comment.

Jesse Lopez, 350PDX, provided the following summarized comment regarding the 2020 transportation bond:

Transportation emissions account for 40% of the total emissions in the region, and because the region is growing, that number is increasing. We're essentially moving backwards in regards to emissions because of cars. I urge the Task Force to expand the scope to create an expansive network and a protected active transportation network, as well as to lead transportation to be more equitable.

Dan Kaufman, Livable Streets Action, provided the following summarized comment regarding the 2020 transportation bond, automobile subsidies, and future growth:

The taxation of transit agencies and subsidization of automobiles has led to higher transportation fatalities, fewer walkable neighborhoods, and impacts to climate. If we care about climate change, we need to stop subsidizing cars. We should be bold, bolder than Seattle, and promote walkable communities and resilient transportation infrastructure.

Jessie Maran provided the following summarized comment regarding the 2020 transportation bond:

At the end of this process you will be asked to vote on the package, and it's important to consider the fact that people's lives will be shaped by the climate. How people interact with the transportation system on a daily basis can increase carbon emissions, and we will all be impacted by climate change. We have been told that we have 11 years to reverse our impacts on the climate, and our emissions have risen in the last three years. We cannot meet the reduction goals with the existing or planned actions. New thinking and actions are needed. Do not expand highway capacity, think from a systems perspective, build integrated regional networks, and create connections.

Doug Allen submitted the following comment which was also provided in written form in the Committee's handouts which included a graph illustrating the light duty vehicle greenhouse gas emissions and a table illustrating the TriMet service ridership:

I've printed out two disturbing documents for you. This graph from ODOT shows how Oregon is failing to meet our legislative goals for reducing greenhouse gas emissions from cars. The lower line shows what we need to do. The upper line shows what we are actually doing.

This chart shows you how TriMet ridership has been flat over the past decade, and in fact has decreased over the past three years. Going back 18 years, ridership is only up 18%. No wonder we're falling behind our greenhouse gas goals.

We must do something transformational, and we know from Metro's Climate Smart Strategy that we need a huge increase in transit ridership. We won't get there by focusing on road corridors. We must have a massive mode shift from automobiles to transit, and that will only happen if we have a massive increase in transit service, like maybe two or three times what we have today. TriMet must create a mesh of high-frequency bus lines to give short connecting times between successive legs of a trip. Most routes should run every 10 minutes or better. We must bring frequent service to more of the region, and add express connections for longer trips.

To handle the increased ridership, we will need more light rail, such as a downtown subway, or a direct connection between TriMet's Yellow Line and Vancouver's BRT system. We need more express transit service on freeways, and should run it all day. We need value pricing to decongest our freeways for this added service, and we should use the revenue from value pricing to pay for transit.

Let's update the Southwest Corridor project so it becomes a real travel-time alternative to I-5, and actually serves OHSU, PCC, Hillsdale, and Tualatin. Provide better connections to frequent cross-town bus service and frequent, all-day WES service.

Whatever we spend on transportation in the coming years, we must spend cost-effectively, and by that I mean we must gain the maximum amount of greenhouse gas emissions reductions per dollar spent. A dollar wasted on ineffective projects is a dollar stolen from the pocket of residents who need service. Equity cannot be built on a foundation of waste.

Tell Metro Council this fixation on road corridors is wrong. Tell them you want to see a big, bold agenda that can rapidly move us to a zero net greenhouse gas emissions economy. Tell them we want to do the big ideas first, so there is time to analyze and model them, so we can pick the best ones to put before the voters, the ideas that will work to make a cost-effective difference.

And send a message to the Oregon Transportation Commission that we need their help, by implementing freeway value pricing now, becoming partners in de-carbonizing our metro area transportation system.

Garlynn Woodsong, Concordia Neighborhood, provided the following summarized comment on the 2020 transportation bond:

It's important that we're not talking about congestion relief, but about the Green New Deal and a measure that will reduce greenhouse gas emissions. This will not get the support if we are only talking about congestion relief. We need to double down on progressive ideas that reduce emissions that contribute to climate change, and this should only support projects that do so. Metro should take on projects that support bike, pedestrian, and trail mobility, and we need to do that within our lifetimes. We need to think about regional transportation projects differently, supporting projects like light rail and those that think outside the box.

Chris Palmer, 350PDX, provided the following summarized comment regarding the 2020 transportation bond and climate justice:

There is excitement surrounding the opportunity to bring the Green New Deal to Portland, both in regards to job creation and addressing climate concerns. We have until 2030 to cut our emissions in half and transportation needs to be centerpiece in tackling these issues. Low income people are being moved further and further from the city and those voices need to be represented in this effort. Portland was at the forefront, but now we have the opportunity to do this at a larger scale. We are excited to see how this effort takes shape.

Ronald A. Burl, Portland Forward, provided the following summarized comment:

The way this planning exercise is being done will not produce a winning ballot measure. The last time the region voted to pass a similar measure was 25 years ago. Measures since then have lost. Seattle's measure won because it was bold. Be bold, be brave. I thought we were going to get that boldness with this transportation measure. I thought this measure would support substantive change. The Metro Council seems to favor incremental change based on finances, but these plans are not bold or brave. The transit portion will not move the needle on ridership and won't address the primary traffic generators.

James Ofsink, Portland Forward, provided the following summarized comment:

We were excited for the \$20 billion bond to forward transportation, but when we saw the proposals, we found it hard to support the chosen projects. The incrementalism squanders the potential of the region. We are in an era of climate change. If we are being bold by asking for such a large sum of money, this is a once in a lifetime opportunity to be bold in how we use it. We should follow the leaders in Seattle and Los Angeles, considering how future generations will look back on this effort.

Richa Poudyal, Getting There Together Coalition, provided the following summarized comment regarding corridors and the 2020 transportation bond:

The Street Trust took the list of corridors and narrowed it based on equity needs, safety, and housing, which resulted in six corridors. We appreciate Metro staff making this a starting point and working to address the needs of the people living along these corridors. We encourage you to use air quality, transit, bike/pedestrian infrastructure, housing, and age as a part of your equity scoring.

María Hernández Segoviano, OPAL and the Getting There Together Coalition, provided the following summarized comment regarding corridors and the 2020 transportation bond:

We support the investments in the Regional Transportation Plan and in equity. There is a need for healthy and reliable transportation. The current system is irresponsible and we need to increase transit ridership to support transit-dependent riders. Get buses out of traffic, stop hiking transit fares, and bring service to people that have been displaced from the urban core. This

process will determine transportation for the region and it's time for Metro to take a leadership role in achieving transportation justice.

The co-chairs thanked the members of the public that provided testimony and encouraged any others to submit written comments. Jessica introduced a video title "Annadiana" from Metro's Regional Snapshot series, linked here: <https://vimeo.com/218868802>.

PROCESS UPDATE

Pam explained that the group is halfway through the corridor prioritization process and that the goal is to have the corridors tiered based on priority by the end of May. She noted that members have been struggling to think about corridors before projects, and assured the group that after prioritizing corridors they will have local investment teams develop project recommendations for each corridor, which will then be evaluated by the Task Force. Jessica continued by reminding the group that after corridor prioritization, the summer will be spent discussing region wide programs. Using a PowerPoint, Andy Shaw, Metro, reviewed the process. Below is a summary of his comments:

Metro is currently performing ongoing community engagement which will be provided to the Task Force to help guide prioritization. This engagement includes a public survey about the corridors. A lot of the work the Task Force will be doing will be shaped by the Regional Transportation Plan, the Climate Smart Strategy, and dialogues surrounding safety, transit, and equity, as well as public opinion research.

CORRIDOR VALUES RESULTS AND OUTCOMES PRESENTATION

Tyler Frisbee, Metro, continued the presentation by explaining that following the last meeting members were asked to participate in an individual exercise to provide a basis for the corridor conversation. Pam noted that the results of the exercise are only the beginning and that nothing is off the table. Below is a summary of Tyler and Andy's presentation:

The Metro Council has directed that the local match for the Southwest Corridor will need to be a part of the final package. Ideally the Southwest Corridor will carry 20% of traffic on Interstate 5 between Portland and Tigard.

The goal for the next couple meetings is to get a tiered list of corridors based on:

- *Tier 1: High potential to advance outcomes, project readiness*
- *Tier 2: Less potential and/or readiness – could be further developed and included in the corridors*
- *Tier 3: Least potential and/or readiness*

Based on the input from the individual Task Force exercise Metro identified the highest scoring corridors from the initial 75 corridors – meaning they received high support in both the questions that asked Task Force members their top 15 and top 5 corridors. Following the exercise, 26 corridors were identified that fell into the three tiers.

A number of the 26 corridors were located in equity focus areas, including:

- Columbia Blvd
- NE/SE MLK Blvd/Grand Ave
- Tualatin-Valley Hwy
- I-5, downtown Portland
- SW 185th Ave
- Downtown Portland
- SE Foster Blvd
- SE Powell Blvd
- NE/SE 122nd Ave
- NE/SE 162nd Ave
- N/NE Columbia Blvd

Metro worked with TriMet staff to determine the ridership potential of the 26 corridors. Those identified with high ridership potential include:

- 82nd Ave
- Tualatin-Valley Hwy
- SE McLoughlin Blvd
- SE Powell Blvd
- Burnside St
- Downtown Portland
- NE/SE MLK Blvd/Grand Ave
- NE/SE 122nd Ave
- Sandy Blvd
- SW 185th Ave

The corridors that have the highest safety need include:

- SE Division St
- 82nd Ave
- 122nd Ave
- Powell Blvd
- NE/SE MLK Blvd/Grand Ave
- SW 185th Ave
- C2C
- Sandy Blvd
- Burnside St

Metro would like the Task Force to consider whether these corridors capture the values and needs, thinking about population, job, and economic growth.

SMALL GROUP DISCUSSIONS

Allison introduced the small group discussion activity explaining that each table would have two Metro staff to serve as a facilitator and subject matter expert. She encouraged the group to think about the values in relation to the corridors, and consider whether the values are represented in the list. The groups were asked to consider the following questions in their discussions:

- What Task Force values are well-addressed on this list?
- What values could be better addressed? Why? How?
- What corridors are you interested in exploring further.

Below are the results of the small group discussions:

What task force values are well-addressed on this list?

- Equity

- Safety
- Climate
 - Analysis
 - Values/needs
 - System vs. projects to address and measure greenhouse gas emissions
- What is the overarching policy for these corridors?
- How do we go from corridor identification to project selection to achieving outcomes in project design?
- How do we know if the systems are going to function?
- Regional representation
 - There is good representation amongst the corridors in underrepresented and traditionally under-invested communities
- 181st Ave, 122nd Ave, Division St, and Burnside St are corridors that address the values (investment from Mount Hood Community College?)
- Is this measure funding the first or last dollar for projects/corridors? Who defines need?

What values could be better addressed? Why? How?

- Climate
 - Climate issues haven't been explicitly included as a value
 - Provide a project-level understanding of the impact the climate
 - Are air toxins a Metro Council priority?
- Equity
 - How does the displacement strategy link to equity?
 - Provide a geographic comparison of costs from an equity perspective
 - Visioning needs to be people/child-centered
 - Provide more information on age demographics, specifically in regards to youth
- Provide better clarification on the projects and project types on each corridor
- Develop metrics to determine whether values are met with the selected projects
- Layer in housing investments
- Provide high level cost estimates
- Provide specific climate metrics
- Project selection and specificity might alter the values
- Identify projects that are ready for construction
- It's important to understand that it's not a question of where the corridors are, but rather the lack of a system that provides viable alternatives – a non-hub/spoke approach
- How are we leveraging state/local investments? (HB 2017)
- What are taxpayers getting for their money?
- Provide transit service and housing overlays
- Provide more information on transit reliability, accessibility, availability, frequency, and comprehensive service

- Provide a mobility comparison between five years ago and the present, specifically in regards to population shifts, TriMet data, and modeling
- Elevate Sandy Blvd in regards to safety and ridership
- Elevate 162nd Ave in regards to age and racial equity, safety, and accessibility
- Elevate Halsey St
- It's important to think beyond just the primary road in the corridor and to consider connections and parallel routes
- What are the state and local roles?

What corridors are you interested in exploring more?

- Oak Grove-Lake Oswego Bridge
- Provide a narrative of other projects

SMALL GROUP REPORT BACK

Each group nominated a reporter to present some highlights from their discussion which are summarized below:

- How do the high ranking corridors perform in regards to transit?
- It's important to consider not just the location of the corridors, but the viable alternative options on each corridor.
- Consider how to maximize investments through leveraging other funding.
- Aim to provide more transit service.
- The corridor prioritization, project selection, and outcomes need to be people-centered.
- Prioritize investments that will improve reliability and accessibility.
- Provide a snapshot of where our community is today through the lens of 20-year investments. Where is the population shifting? How will transit implementations impact communities?
- Develop modeling that considers land use.
- The corridor list has good regional representation.
- The values of equity and safety are reflected in the corridor list.
- The corridor list has good representation in underrepresented communities and in downtown.
- What are the values of these investments?
- Prioritize investments near affordable housing.
- High level cost estimates will help provide a better understanding of what is achievable.
- Provide a narrative for each corridor that reflects the values.
- Improve the metric for climate value that is clear on what can be achieved.
- Seek investments that are integrated with housing and parks and nature.
- What are the state and local roles in regards to investment and matching?
- It's important to think beyond the primary corridor, specifically with freight mobility and the way people work and play in their communities.
- Youth are a captive audience by virtue of age.

- Public testimonies showed strong support for thinking bigger and being bolder in the directive and transportation investments.
- The criteria are not clear on climate change which makes it difficult to make those decisions. It appears that we have projects leading the policy, and we need to have policies drive this effort.
- Provide a systems analysis for how corridors connect and feed into each, and how this connectivity addresses climate, safety, and equity.
- It's important to consider how transportation investments can result in displacement, and to actively work to avoid displacement in this effort. If these investments result in displacement, we're only doing more of the same.

NEXT STEPS AND CLOSE

Tyler explained that at the next meeting the group would be further discussing the corridors and values, and reminded the group that once they've completed the corridor prioritization the local investment teams will work with the jurisdictions to develop project recommendations that will be presented to the Task Force in the fall.

Margi Bradway, Metro, noted that Metro is working with a consultant team to determine project readiness beginning with the projects included in the Regional Transportation Plan, and then developing an unconstrained project list. She explained that the Task Force will be given the opportunity to review the project-readiness scores to help inform their corridor prioritization discussion.

The schedule for the near future is as follows:

- The public survey launches at the beginning of May
- The next corridor discussion takes place on May 15
- The Task Force makes their corridor recommendations on May 29
- Metro Council work session is on June 4
- Local investment teams will begin their work shortly after the Metro Council work session.

The co-chairs encouraged the group to reach out if they have any questions and closed the meeting.