

May 15, 2019

Transportation Funding Task Force (TF2) Meeting

To: Metro Staff and Transportation Funding Task Force Members

Getting There Together | Who We Are

The Getting There Together (GTT) coalition formed in 2017 in response to growing concerns that the Portland metropolitan region wasn't adequately planning to build the comprehensive infrastructure and transportation system in a way that actually responds to the needs of people who live, work, learn, practice spiritually and play. Our coalition is comprised of over 25 member and mission-based organizations in the Metro region that work in and with stakeholders, businesses, and community members in the metro region including communities of color, transit riders, youth, older adults, and the most vulnerable users of the road.

The Getting There Together Coalition represents much of the community these potential transportation improvements would impact. As you all continue to prioritize corridors for potential investment through the T2020 measure, we share with you our coalition's analysis and urge you to use an equity lens and people-driven approach when prioritizing any investment coming as part of this process.

Contents:

In this packet you will find:

- GTT's Tier 1 Corridor recommendation & approach
- GTT's original original corridor analysis presented to the task force on 4/24
- A Climate-Smart Strategy one-pagers to run corridors through

Our Regional Vision: Transportation for People

GTT urges you to help craft a measure that ***first and foremost prioritizes people particularly those most impacted by our transportation system*** - their need to get to work on time, cross the street safely no matter their race, ability, or geography, get to a doctor's appointment across town. By prioritizing people also means having the opportunity to address our climate crisis. We know that transportation accounts for 40% of our Oregon's emissions and our low-income and communities of color remain the most impacted by climate change. Therefore prioritizing people, with equity in mind and accessible multimodal investments in transit, walking and biking, addressing safety and planning for programs that create access for communities and increase ridership will result in a solution addressing climate.

This measure should come together with a triple bottom line: Investments should support communities most in need of transportation options, drastically increase ridership and reducing emissions through increased transit and community driven projects, and help people get where they need to go, safely and quickly.

GTT's Initial Corridor Analysis:

In the original corridor exercise leading up to the 4/24 Transportation Funding Task Force meeting, GTT's approach prioritized Equity above other factors as laid out below:

- Equity considerations weighted at 75% to ensure that communities that have been historically under/disinvested in receive appropriate funding. High equity corridors also have a strong correlation to the need for safety improvement, as well as the availability to provide travel options and naturally occurring affordable housing.
- Safety/options/affordability weighted at 50% each- this 75-50-50-50 overlay led to a list of 20 corridors.
- We also used air toxicity data from around corridors to prioritize areas most affected by poor air quality, to determine potential to reduce these impacts, which we believe should have been considered as one of the guiding categories. This narrowed our list to six corridors.

GTT's original list of 20 corridors narrowed through this approach, shared with the Task Force at the 4/24 meeting, is attached in this packet.

GTT's Tiered Recommendation:

Using a people-driven approach to also reducing emissions significantly through this package, there are a few corridors currently being considered that clearly do not meet the triple bottom line of 1) Investing in communities most in need, 2) drastically increase ridership and reducing emissions through increased transit and community driven projects 3) increased safety and reliability of transportation options. They are listed below.

Remove from Tier 1 / Tier 2 consideration:

- I-5, Downtown Portland
- Sunrise Corridor, Highway 212
- C2C (southern half)
- I-205
- OR-217

The potential projects on these corridors disincentivize the use of multimodal usage; do not increase safety for the most vulnerable users of the road and do not have potential to increase ridership, posing a risk to achieving our climate goals. Other corridors on the list (discussed below) have the opportunity to address a number of outcomes at once: equity focus, significant progress towards zero deaths, decrease in commute times, emissions reductions, have an intersectional approach to investments.

We understand that the potential projects along these corridors may be high-priority for some jurisdictions in the region. But we urge Task Force members, as you prepare to land on a final

recommendation to Council, to be able to clearly ask and articulate the answer to the following questions for for the five corridors listed above:

- **Does this corridor present an opportunity to truly meet several priority outcomes at once?** For example, do potential improvements on this corridor make it easier for people to get around *and* reduce emissions through increased transit *and* improve outcomes for communities of color?
- **If so, what are the outcomes and what reasoning is used to prioritize this corridor over other corridors that have higher potential to increase transit ridership and reduce emissions through access?**
- **If not, what is the reasoning to prioritize them over some of the corridors that do meet several priority outcomes at once?**

For some of the corridors listed above, GTT recommends instead investing in nearby corridors in similar geography but in corridors that have higher potential for increased transit and safety investments (for example, N Mississippi/Albina & N Vancouver/Williams instead of I-5, Downtown Portland).

Tier 1

The pool of corridors that GTT proposes to start from for Tier 1 are ones that have the potential to heavily invest in communities of color, increased transit reliability and frequency including getting buses out of traffic, and thereby have greatest potential for emissions reductions. In addition to the equity/safety/affordability/options values used in our initial corridor exercise, we used the following tools/information to arrive at this (unranked) Tier 1 recommendation:

- Air toxicity levels around corridors
- Proposed Enhanced Transit Corridors Potential (from Metro’s regional ETC pilot program)
- Meets “Largest potential carbon reduction impact” checklist from Climate Smart Strategy (attached to this packet)

McLoughlin
82nd Avenue
SE Foster
NE/SE 122nd Ave
Burnside
SE Division
Downtown Portland
NE/SE 181st Ave (not combined with C2C)
NE/SE 11th/12th Ave
NE/SE 162nd Ave
SE Powell

N Mississippi/N Albina
N Vancouver/Williams
TV Highway
SW Farmington Rd
Pacific Ave/Baseline Street, Forest Grove to Hillsboro
SE Stark/Washington Street, 60th Ave. to 111th Ave.

GTT encourages Metro staff and task force members to think big on this measure while remaining grounded in the vision of a system designed for people. Depending on the funding mechanism, we have the opportunity to fund projects that touch diverse parts of our region. We urge Metro Council and Metro staff to remain open to the potential of considering more than 8-10 corridors in the 2020 package, especially as specific potential projects, programs and funding mechanisms have not yet been discussed.

To this end, GTT urges task force members to prioritize investing communities that need it the most, transit investments that help us drastically reduce our emissions from the transportation sector, and make it safer for vulnerable users of the road to get around. The list we've proposed uses this people-centered approach, and we encourage you to start there.

Next Steps

GTT will continue to provide the task force analysis on the corridors listed above + potential programs by applying the following lenses:

- Further analysis on which corridors have Enhanced Transit Corridor opportunity and at which stage in the planning/concept they are at
- Overlay of affordable housing information provided by Metro
- Transit ridership data
- True, lived experiences of our members in each county moving along these corridors
- Community-centered approach to programs

We will share this analysis with task force members before the 5/29 meeting and hope to be a resource to you all as you endeavor in this technical and important work. Please don't hesitate to contact us to collaborate and we are happy to share more details on the analysis we've conducted so far.

Thank you all for your continued service and efforts on the task force - we know it is demanding work! Getting There Together appreciates all you do.

Sincerely,

The Getting There Together Coalition

<http://www.gettingtheretogether.org/>

<https://www.facebook.com/gettingtheretogether/>

[April 24, 2019]

Transportation Funding Task Force (TF2) Meeting

To: Metro Staff and Transportation Funding Task Force Members

Getting There Together | Who We Are

The Getting There Together (GTT) coalition formed in 2017 in response to growing concerns that the Portland metropolitan region wasn't adequately planning to build the comprehensive infrastructure and transportation system in a way that actually responds to the needs of people who live, work, study, play, pray here. Our coalition is comprised of over 20 member and mission-based organizations in the Metro region that work in and with stakeholders, businesses, and community members in the metro region including communities of color, transit riders, youth, older adults, and the most vulnerable users of the road.

As you all begin diving into the results and discussion on the corridors exercise, we would like to share with you the values and methodology GTT used as a coalition to narrow the corridors for this exercise. We used staff's scoring of the six categories as our framework to choose corridors though we have some concerns about the limited information provided for each, which we will also share below.

GTT Methodology | Putting Equity First

- We weighted Equity at 75% to ensure that communities that have been historically under/disinvested in receive appropriate funding. High equity corridors also have a strong correlation to the need for safety improvement, as well as the availability to provide travel options and naturally occurring affordable housing.
- We then weighted safety/options/affordability each at 50% - this 75-50-50-50 overlay led to a list of 20 corridors.
- We also used air toxicity data from around corridors to prioritize areas most affected by poor air quality, to determine potential to reduce these impacts, which we believe should have been considered as one of the guiding categories. This narrowed our list to six corridors.

Corridor List:

Below are the corridors that come in with at least 75% Equity and at least 50% on Affordability, Options, and Safety (20 corridors total):

Washington County: (total 3) (Underlined if also high air toxicity levels)

2. Pacific Ave/Baseline Street, Forest Grove to Hillsboro

4. Tualatin Valley Highway

8. SW Farmington Road

Multnomah County: (Underlined if also high air toxicity levels)

29. Downtown Portland (very much dependent on the types of projects)

37. NE/SE 11th/12th Ave., Lloyd Blvd. to Powell Blvd.

41. N/NE Killingsworth St., Greeley Ave. to Lombard St

44. E Burnside St., Martin Luther King, Jr. Blvd. to Thorburn

50. SE Foster Rd., Powell Blvd. to I-205

52. SE Powell Blvd., Willamette River to 122nd Ave.

53. NE/SE 82nd Ave., north of Powell Blvd.

54. E Burnside St., Thorburn to 122nd

60. SE Stark/Washington Street, 60th Ave. to 111th Ave.

61. NE/SE 102nd Ave., I-84 to Stark St.

64. SE 122nd Ave., Powell Blvd. to Foster Rd.

65. NE/SE 122nd Ave., Sandy Blvd. to Powell Blvd.

66. SE Foster Rd., I-205 to 172nd Ave

67. SE Division St., 7th Ave. to I-205

69. NE/SE 162nd Ave., Sandy Blvd. to Powell Blvd.

72. NE/SE 181st Ave, Sandy Blvd to Yamhill St

73. SE Powell Blvd, 122nd Ave to Burnside Rd

Clackamas County (Corridors of interest that don't meet the 75-50-50-50 threshold):

38. McLoughlin

GTT has other corridors of interests that do not fulfill the 75/50/50/50 criteria, but that are high on the list of corridors with high air toxicity. Please contact us if you are interested or have any questions on those.

Moving Forward

We appreciate Metro staff framing this exercise as a starting point for how the task force and community members are thinking about potential transportation investments for our communities. GTT wants to continue the conversation alongside you all by remaining grounded in the fact that it is first and foremost people who live in these corridors and who we should be serving. To that end, GTT would like to see the following elements also considered as factors in determining priority "corridors":

- Air quality levels alongside the corridors
- Current transit levels and conditions on corridors
- Existence of bike/ped facilities, especially alongside high crash corridors

- Inclusion of age demographics - as a part of the equity scoring. Which corridors have highest % of older adults living alongside them?
- Existing funding and projects on each corridor - which corridors already have funding for projects that advance the values we are basing this analysis on?
- Overlay of plans for affordable housing alongside each corridor so we are solidifying the link between housing and transportation in this measure

GTT looks forward to continuing to partner with you all in this conversation to ensure a strong, community-minded approach to transportation investments. Thank you for the considerable time and thought you all are putting into this process and into better serving our community in getting where they need to go.

Sincerely,

The Getting There Together Coalition

Metro's Climate Smart Strategy

An operational approach offered by the Getting There Together Coalition

Use this tool to evaluate climate potential of each corridor - Our suggestion is to focus on largest and moderate carbon impact
(see attached)

Largest carbon impact

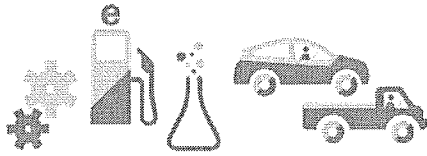
- Do permanent affordable housing investments exist and/or are they likely to exist along this corridor?
 - Invest in walking, biking, and transit connections for residents living in affordable housing.
- Does transit service needs improvement along this corridor?
 - Invest in increased transit service--expanded locations and more frequent stops.
 - Invest in coordinated right-of-way improvements to MAX and bus times
- How many electric charging stations are needed, how many low/no-emissions vehicles need to be purchased to replace current municipal fleets?
 - Invest in electric vehicle charging stations
 - Replace municipal vehicle fleets with low/no emissions vehicles

Moderate carbon impact

- Where are active transportation networks are non-existent or need improvement?
 - Invest in networks of walking and biking routes that connect residential, business, employment, schools, cultural centers and nature areas.
- Who is most likely to be carbon-emissions producing when moving around the Portland-metro area?
 - Invest in educational and marketing materials to encourage people to choose to walk, bike, or take mass transit instead of getting in a single occupancy vehicle.
- How do we improve system management and operations?
 - Invest in signal timing and ramp metering, transit signal priority, bus-only lanes, bus pull-outs, incident response detection and clearance

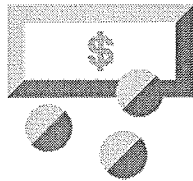
Strategies Evaluated and Findings

Climate Smart Strategy | Largest potential carbon reduction impact*



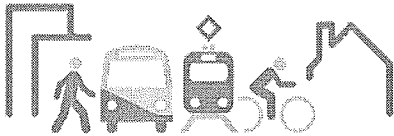
Vehicles and Fuels (Investment)

- Newer, more fuel efficient vehicles
- Low- and zero-emission vehicles
- Reduced carbon intensity of fuels



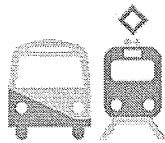
Pricing (Policy)

- Carbon pricing
- Gas taxes
- Per-mile road usage charges (e.g., OReGO)
- Parking management and pricing
- Pay-as-you-drive private vehicle insurance



Community Design (Policy with Investment)

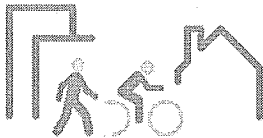
- Walkable communities and job centers facilitated by compact land use in combination with walking, biking and transit connections



Transit (Investment)

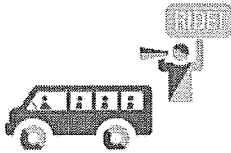
- Expanded transit coverage
- Expanded frequency of service
- Improvements in right-of-way to increase speed and reliability of buses and MAX

Climate Smart Strategy | Moderate potential carbon reduction impact*



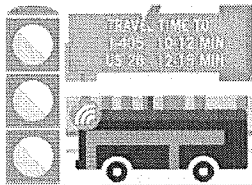
Active Transportation (Investment)

- New biking and walking connections to schools, jobs, downtowns and other community places



Travel Information and Incentives (Investment)

- Commuter travel options programs
- Household individualized marketing programs
- Car-sharing and eco-driving techniques



System Management and Operations (Investment)

- Variable message signs and speed limits
- Signal timing and ramp metering
- Transit signal priority, bus-only lanes, bus pull-outs
- Incident response detection and clearance

Climate Smart Strategy | Low potential carbon reduction impact*



Street and Highway Capacity (Investment)

- New lane miles (e.g., general purpose lanes, auxiliary lanes)

Source: *Understanding Our Land Use and Transportation Choices Phase 1 Findings* (January 2012), Metro.



Southeast Uplift
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Portland, OR 97214

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www.southeastuplift.org

To: Jessica Vega Pederson, Multnomah County Commissioner
Chloe Eudaly, City of Portland Commissioner, PBOT
From: SE Uplift Neighborhood Coalition
RE: Reedway Overpass, Metro RTP#11819

May 15, 2019

SE Uplift unanimously approved that the Reedway Overpass RTP #11819 be included in the priority timeline for construction in Metro's Regional Transportation Plan. This project should be included in the 2020 Metro bond slated to fund the SW Corridor MAX line and other regional transportation priorities. As Portland's largest neighborhood coalition representing 160,000 residents and 20 neighborhoods, it is our mission to advocate for community needs and safety. Community voices need to be heard region wide, not just in the SW Corridor, in order for this multi-billion dollar transportation bond to gain voter approval.

The Reedway Overpass is the highest transportation priority by all five proximate neighborhoods as expressed at multiple community meetings including: Sellwood-Moreland, Brooklyn, Reed, Eastmoreland and Woodstock. Reedway Overpass is a 1-10 year near term priority project at PBOT.

The Reedway Overpass fills a 2.1 mile gap between SE Bybee and the Lafayette overpass. Bybee's four foot bike lanes rank high for Level of Traffic Stress (LTS) with adjacent fast vehicles, debris frequently within the path, poor sightlines around curves, TriMet busses stopping within the bike path, cross traffic turning across bike lanes onto state highway OR-99E, and it cannot be retrofitted to modern 8-80 all ages, all abilities Vision Zero safety standards without a complete roadway rebuild on the recently remodeled (2012) overpass. The only alternative route within Portland is Holgate which carries 15,000 vehicles per day, is a designated truck route heavily used by the Brooklyn rail yards, and has narrow, obstructed sidewalks. This is the largest multi-modal conductivity gap in all of Portland east of the Willamette River and south of the Columbia Slough. Filling this three mile gap between the all ages facilities of the Springwater Corridor and the Lafayette street overpass is critical for sustainable growth. Connecting commercial, residential, and industrial employment districts in a safe, convenient manner will benefit the entire regional transportation system and provide positive economic development as local business access is improved.

Even though the Harold Street MAX station was not included in the Orange MAX line, more than 2000 new apartment units have been permitted or constructed within the former station area. Bus service has been curtailed, yet if one lives on the westside and works in the Brooklyn rail yards, a five block walk over the Reedway Overpass turns into a 1.7 mile excursion. Portland's congestion is increasing and this project, located in a neighborhood region with some of the worst air quality in the state, makes significant inroads to inducing alternative modes of transportation.

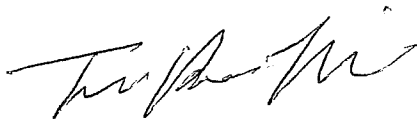
We urge Metro and the Regional Transportation Committee to include it in the coming 2020 Metro transportation bond.

For future communications regarding this matter, please contact us and we would be happy to schedule a meeting to discuss this in more depth.

Sincerely,



Reuben Deumling
Chair SE Uplift



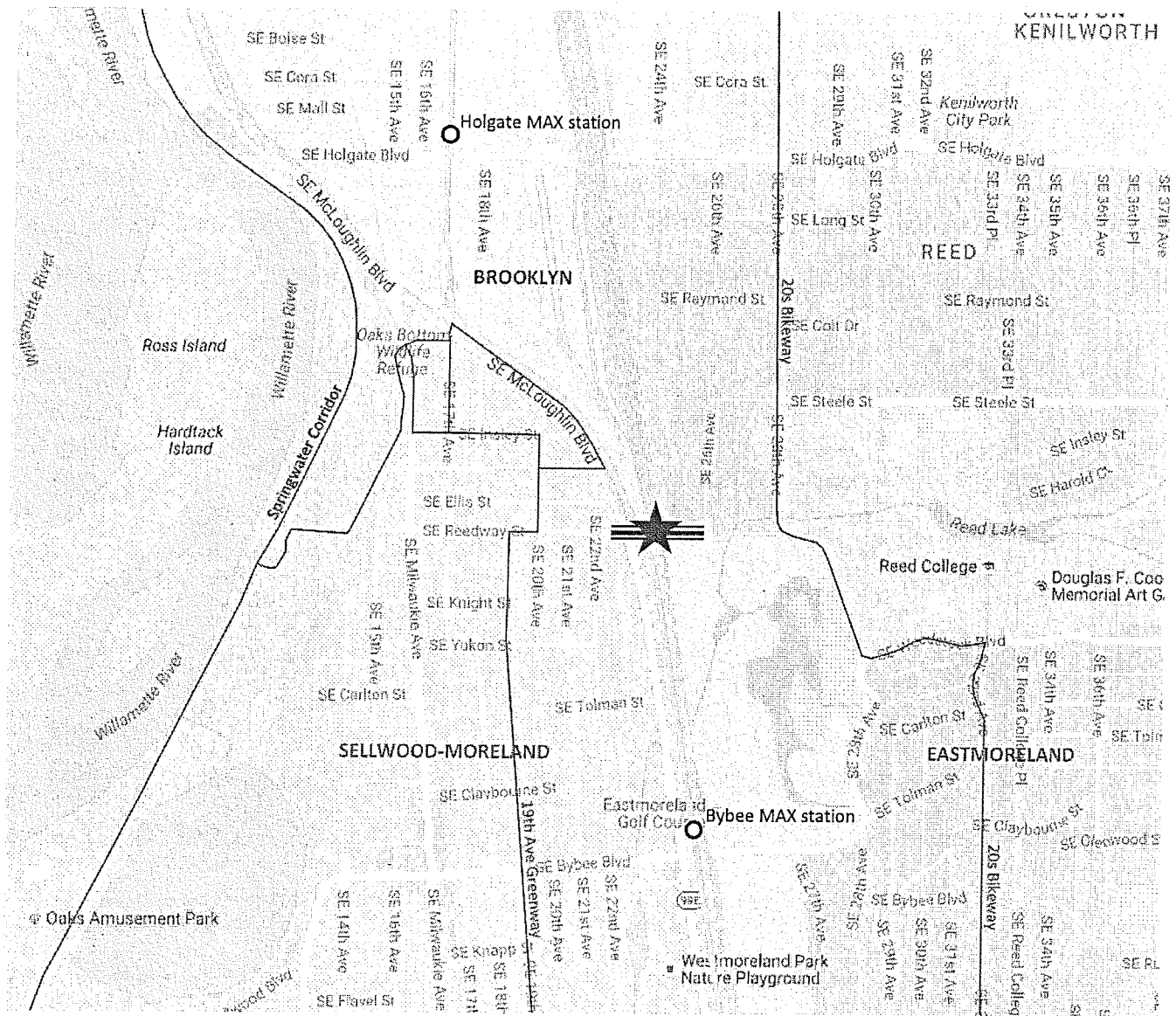
Terry Dublinski-Milton
Former Chair SE Uplift
terry.dublinski@gmail.com

CC:

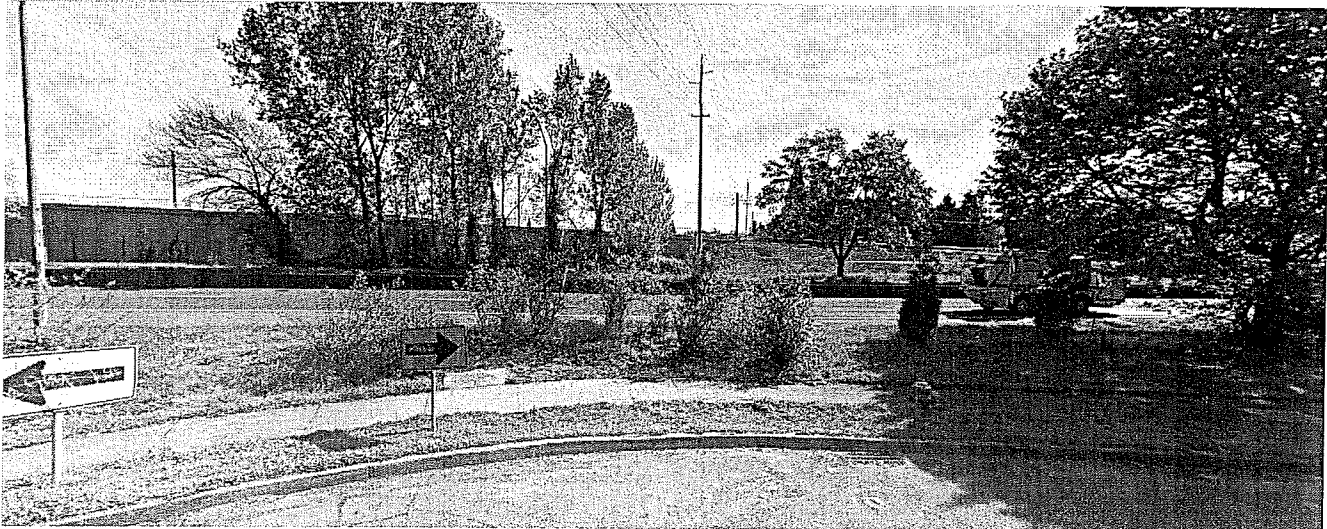
Metro's Regional Transportation 2020 Bond Task Force
Lynn Peterson, Metro President
Bob Stacy, Metro
Rian Windshiemer, ODOT Director Region 1
Chris Warren, PBOT
Art Peace, PBOT
Molly Mayo, SE Uplift

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Sellwood-Moreland • South Tabor • Sunnyside • Woodstock



★ Reedway Pedestrian/Bicycle Overcrossing Location



From: Nora Lehmann
Sent: Wednesday, May 15, 2019 11:38 AM
To: Metro Transportation Funding Measure <getmoving@oregonmetro.gov>
Subject: Green New Deal for Portland Transportation

To the Transportation Funding Task Force,

We are in a crisis. All the decisions you make going forward regarding transportation must be with this first principle: we are in a state of climate emergency.

I am a member of Mothers Out Front, a nationwide group of parents and caregivers who are mobilizing for a livable climate for our children's future. Mine . . . and yours.

As a resident of Portland, and a citizen of this planet, I demand that you to take the boldest, bravest possible agenda to move us faster than you believe is humanly possible to a net zero greenhouse gas emissions transportation system. We do not have time to carry on as we have been doing.

Scientists tell us we have until 2030 to cut our greenhouse gas emissions in half, or face truly dire consequences. Since we are currently failing at our goals to reduce greenhouse gas emissions from cars, and TriMet ridership has been down for the past 3 years, clearly the time for half measures is long past, and nothing more than a visionary rethinking of our entire transportation network will get us where we need to go . . . literally.

Reimagining and de-carbonizing our transportation network must be front and center in tackling our climate emergency. You have the power to do so for the Portland metro area. But you must have the vision and the courage to do so.

For the children's future, with hope --

Nora Lehmann
Northeast Portland

From: Alicia

Sent: Wednesday, May 15, 2019 2:12 PM

To: Metro Transportation Funding Measure <getmoving@oregonmetro.gov>

Subject: Public Comment Transportation Funding Task Force

To the Transportation Funding Task Force,

At this moment in history we face an emergency of scope and scale unlike anything humanity has faced before. The United Nation's Intergovernmental Panel on Climate Change (IPCC) report released this past fall has given the world 12 years to transform every nearly aspect of our societies or face catastrophic and irreversible ecological breakdown.

Every single one of us and every single government body at every level has a role to play in facing this crisis with strength, moral integrity and conviction. In this strange historical moment where every action we take has an outsized impact for good or ill, we need to model for our state, our country and the world what safe climate choices for transportation infrastructure look like.

The Transportation Funding Task Force is facing the question of reshaping one of our county's major greenhouse gas producing infrastructures and so your role in this moment in our region is enormous. The carbon-choices the members of the TFTF make will have an outsized impact on not only our region but on the world and the future. Every decision made by the Transportation Funding Task Force should be based on how we can take the path that most radically reduces greenhouse gases. Our lives are at stake and the health and resilience of our region is at stake.

How can the TFTF best facilitate a transition to non-fossil fuel burning cars, buses and trucks? How can we cool our roadways to offset the heat island effect? How can we make biking feel much safer for all members of our community?

We need safe, non-toxic, quiet and pleasant infrastructure for people who are not using private cars. We need slow cars down and enforce slower speeds. We need to ramp up public transportation and make it non-polluting. We need to ramp up bike lanes placed on quiet streets so cyclists do not need to bike alongside cars.

Indeed, we have everything we need to meet the challenges we face. We just need our community to have a large voice in guiding the process and for leaders to push themselves to take a stand, think outside the box, and fight tooth and nail for the most climate friendly transportation future available.

Thank you,
Alicia Cohen
Southeast Portland

Where East Portlanders Work

