
METRO TRANSPORTATION FUNDING TASK FORCE (TF2)

MEETING 8 SUMMARY

June 19, 2019 – 5:30-7:30 PM

Metro Council Chambers

600 NE Grand Ave.

Portland, OR 97232

ATTENDEES

Michael Alexander, *PSU | Albina Vision*

Chair Jim Bernard, *Clackamas County Board of Commissioners Chair*

Emerald Bogue, *Port of Portland*

Cooper Brown, *Oregon Transportation Commission*

Leslie Carlson, *Street Trust Board*

Meredith Connolly, *Climate Solutions*

Councilor Karylinn Echols, *City of Gresham*

Commissioner Chloe Eudaly, *City of Portland*

Elaine Friesen-Strang, *AARP*

Mayor Mark Gamba, *City of Milwaukie*

Mary Ellen Glynn, *Columbia Sportswear*

Stephen Gomez, *Project PDX | BBPDX*

Sheila Greenlaw-Fink, *Community Housing Fund*

Kayse Jama, *Unite Oregon*

Mayor Tim Knapp, *City of Wilsonville*

Nolan Lienhart, *ZGF Architects*

Amanda Manjarrez, *Latino Network*

Nate McCoy, *NAMC-Oregon*

Marcus Mundy, *Coalition of Communities of Color*

Chi Nguyen, *APANO*

Dave Nielsen, *Home Builders Association*

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

Mayor Steve Callaway, *City of Hillsboro*

Marie Dodds, AAA
Mayor Denny Doyle, *City of Beaverton*
Debra Dunn, *Synergy Resources Group*
Senator Lew Frederick, *State of Oregon*
Representative Susan McLain, *State of Oregon*
Councilor Eddy Morales, *City of Gresham*
Dave Robertson, *PGE | Portland Business Association Board*

STAFF

Karynn Fish, *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 the group and explained that they would be beginning the programs phase of this process. The Task Force reviewed the agenda. The agenda was as follows:

1. Council Updates
2. Public Comment
3. What's Next?
4. Regionwide Programs
5. Next Steps and Close

COUNCIL UPDATES

Pam introduced Metro councilors Juan Carlos González and Christine Lewis who provided Council updates to the Task Force. Below is a summary of their comments:

- The Council appreciates that the corridors that advanced into Tier 1 reflect the values of equity
- The Council discussed the priorities of climate and advancing the transit system, and feels that the Southwest Corridor system is a way to meet those priorities
- The Council feels it's important to ensure the bond measure is regional in nature, offering Clackamas and Washington counties the opportunity to advance climate goals, but understanding that those goals will look different based on the jurisdiction
- It's important to center the bond measure on racial equity, addressing historical inequalities and being aware of the limited amount of time to meet climate goals

- The Council directed Metro to move forward with the 13 corridors recommended by the Task Force
- It's important that the projects included in the bond align with the values and standards, including safety and connectivity

The Task Force was given the opportunity to direct questions and comments to the councilors, summarized below:

- How many full time jobs are in Washington County?
 - Councilor González committed to following up on this question.
- Wilsonville has approx. 45,000 higher paying full time jobs which much of the regional economy rely on. This makes having a connected system important. Many cities do not have alternatives to driving to get from their homes to their jobs. Filling gaps in the system needs to be a part of the conversation, and the corridor approach will not fill all the biggest gaps. It's important that the bond addresses the problems we have in order to make it attractive enough to vote for.

PUBLIC COMMENT

A total of ten people provided verbal testimony.

Jonathan Cruz, Participatory Budgeting Oregon, provided the following summarized comment.

Participatory Budgeting Oregon encourages the Task Force to use a participatory budgeting process, especially considering the racist and violent history of the region. This process can help make for a better way of life through building strong leaders and experts that are empowered by people exchanging and exploring ideas. It can foster creative decisions for leadership of the environment.

Jim Labbe, Participatory Budgeting Oregon, provided the following summarized comment.

Participatory Budgeting Oregon works to build deliberative, democratic processes that are co-designed by the community and authorized by the policy-makers. Metro Council should use the same type of process as was used for the Parks and Nature bond measure when developing the transportation measure, as well as operationalizing Seattle's racial equity strategy.

Matchu Williams, Portland Southeast InActive Motion, provided the following summarized comment.

It's important to invest in sustainable, low-impact transportation options. Focus on the bike and trails network such as the Reedway Overpass, and expand the bond measure to include to Oak Grove to Lake Oswego Bridge. Permit Metro Council to assume responsibility for the project delivery of the regional bike and trails network for the jurisdictions that cannot deliver within the next three years. The Oak Grove Lake Oswego Bridge provides a much needed connection to that area.

Richa Poudyal, Street Trust and the Getting There Together Coalition, provided the following summarized comment.

As the Task Force begins to consider programs, we ask that you lead with equity, prioritizing access for those needing employment, housing, education, and community spaces. Focus on transit ridership and service. Consider how programs increase access, to what extent, and for whom.

Shanice Clarke, OPAL Environmental Justice, provided the following summarized comment.

It is difficult for me to prepare my students for their future when they're being pushed out of their neighborhoods. Many of my students are transit dependent, and urban renewal efforts have led to their displacement. Asthma disproportionately impacts black youth. Transit is a fundamental human right; it's a lifeline for the City and can make a difference for many residents. Transit justice is climate, education, and racial justice. Frontline communities are excluded from these decisions. We need free and fareless transportation, dedicated bus lanes, and transit options for people that live in the periphery.

Susan Bladholm, Friends of Frog Ferry, provided the following summarized comment.

The Friends of Frog Ferry has supporters including business and community leaders and we have 80 letters of support. This would add a new mode of transportation through river transit. River ferries work well and a commuter ferry from Vancouver to Portland could include ten potential stops. The ferry would address climate concerns, build resiliency, enhance livability, and connect to jobs. We ask that you support this initiative to fund feasibility studies for effective ferry service.

Kassandra Griffin, Community Cycling Center and the Getting There Together Coalition, provided the following summarized comment.

This transportation measure is so big and we need to ensure it's taking us in the right direction. Prioritize equity in all decisions. Improve outcomes for marginalized communities – people without access to transportation, people that experiences issues related to safety, people without bike infrastructure, people with asthma, etc. Consider displacement and prioritize anti-displacement strategies and housing affordability.

Orlando Lopez, OPAL Environmental Justice, provided the following summarized comment.

It was announced that we would be beginning a campaign for major transit improvements with fareless and better transit. We should be doing transit improvements that increase ridership and support access to jobs, housing, healthcare, and green spaces. People have barriers that need to be overcome. Create a long term plan with an ambitious vision. You have the ability to achieve this vision through the work with the LITs. Focus on dedicated bus lanes, bus priority, and new bus lines where they are needed. Washington County, Clackamas County, and east Portland need

the same level of service as the urban core. TriMet needs a plan to address these issues and the plan presented is not good enough.

Tristan Isaac, Bus Riders Unite, provided the following summarized comment.

This is a vital opportunity for the region. Our goal should be to provide safe riding opportunities. We're growing, and a robust public transit system represents a real solution to these issues, however TriMet lacks vision for dealing with them. Our proposal is to provide free transit for everyone. We need an expansion of service with more access, more bus lanes, and more bus lines. This bond measure is the missing piece.

Brad Perkins, Cascadia High Speed Rail, LLC, provided the following summarized comment, which was accompanied by a letter in written form to the Task Force.

We have been working on planning a new high speed rail corridor along I-84. Why is ODOT and Metro not taking high speed rail seriously? Stations can become new centers for growth. High speed rail is fast and reliable.

WHAT'S NEXT?

Andy Shaw, Metro, gave a presentation to review the plans for this summer. The presentation focused on the following:

- The Task Force is entering the program phase – developing programmatic recommendations and looking at programmatic investment
- Metro will be working with the three LITs and the jurisdictional partners – Southwest Corridor and Albina Vision will be approached differently than the rest of the corridors
- The Task Force is encouraged to attend some of the LIT corridor tours, however, the majority of the Task Force's work this summer will be mainly programmatic
- The work from the LITs will be brought back to the Task Force in the fall, at which time the Task Force will be determining how the results of their work meet Metro Council's and the Task Force values
- Metro Council advanced the 13 Tier 1 corridors as well as the 16 corridors in Tier 2
- Metro Council requested that the I-5 Downtown corridor be renamed "Albina Vision"

The Task Force was given the opportunity to ask questions. Below is a summary of the discussion.

- Is there only one Multnomah County LIT?
 - Andy responded: *The Multnomah County LIT is slightly bigger than the others because there are more corridors for them to review.*
- Will the Albina Vision corridor be reviewed by the LIT?
 - Andy responded: *No, Metro is still determining how to address the Albina Vision corridor.*

- Based on the June 4th Metro Council memo, it appears that investment in the Tier 2 corridors will be dependent on whether they've had money invested in them previously. It's important that we're clear about this. What is the intent of this?
 - Metro staff responded: *This is the furthest the region has gotten at advancing funding in transportation. We're on the cusp of a pretty significant proposal. The hope is that the LITs produce something beyond what has been laid out in the plans in order to move people around the region and improve safety.*
 - Jes Larson, Metro, added: *We all want to do as much as possible with this measure, but there are restraints related to what projects we can implement, timing, and limited funding. Tier 2 corridors are lower because there was a need to prioritize, but also wanted to keep them on the table.*
 - Andy continued: *It will already be difficult to deliver outcomes for the 13 corridors in Tier 1. We know there are jurisdictions that want to work on corridors in Tier 2, which may get them to a place for consideration in the fall.*

REGIONWIDE PROGRAMS

Andy gave a presentation on the regionwide programs. Below is a summary of his comments.

When looking at funding for regionwide programs, while there are funding restrictions, Metro has envisioned an ongoing flexible use of funds for the Tier 1 corridors – the community needs, corridor goals, and capital or non-capital investments.

The Task Force will be discussing the kinds of programmatic achievement, and Metro plans to do ongoing community engagement to determine the desires and needs of the region. More people will be brought into the conversation in the fall.

Metro conducted a series of community forums and held discussions to determine key outcomes. The LITs will orient themselves around these outcomes when evaluating the corridors.

The Task Force was given the opportunity to ask questions, summarized below.

- How is Metro defining programs?
 - Andy responded: *Examples of programs could include Safe Routes to Schools, programs for right of way, biking and walking trails, technology investments, air quality programs, etc.*
- What is the difference between capital and program funding?
 - Andy responded: *The technical difference is that bond dollars can only be spent on capital investments – not on planning staff or teaching kids about biking. Bond dollars can be spent on programmatic investments, but only on capital. If there are other sources of revenue, we can match up the programs you want to fund with the appropriate revenue sources.*
- Is there guidance about the balance expected for new vs. existing projects or policies?

- Andy responded: *From an administrative perspective, there is interest in saving new areas for exploration of programs.*
- It would be helpful to have a list of programs that are within the values.
 - Andy responded: *Metro is hoping to brainstorm a list and bring that back to the Task Force.*
- Would it be possible to fund a water taxi pilot program?
 - Andy responded: *Yes, if the voters express that desire, however, it would not be under the bond, but come from another revenue source. The bond could potential fund the purchase of boats, but not on ongoing operations.*

Allison Brown, facilitator with JLA Public Involvement, divided the Task Force into smaller groups and asked them to discuss the values that are important to them when considering regionwide programs. Below is a summary of the outcomes from their discussions.

- It's important to consider how we're going to build, not just what we're building – how would the potential programs be looking at the construction pipeline, and how can we grow those opportunities?
- Seek programs that prioritize anti-displacement, and leverage other investments. Acquisition is one of the only ways to achieve anti-displacement strategies. Capitalize on the nexus between affordable housing and transportation. Combine anti-displacement with transit oriented development.
- Empower youth voices.
- Create a list of existing programs to avoid the process working in a vacuum – Safe Routes to Schools, bike infrastructure programs, access to bikes and helmets, etc. Expand on the existing programs.
- Programs that help educate the public on the different modes of transportation.
- Investments in safety programs using proper engagement.
- Seek the electrification of the bus fleet.
- Investments in air quality monitoring.
- Make transit service enhancements.
- Combined investments in safety and climate.
- Multifaceted investments in equity that are tailored based on the jurisdiction.
- Accessibility for people with disabilities.
- Provide free public transit.
- Develop a broader reaching transit system.
- Separate active transportation facilities.
- Focus on micro transit – first mile, last mile.
- Implement automatic passenger counting systems.

NEXT STEPS AND CLOSE

Pam thanked the Task Force for their participation and explained that they would be receiving a survey to determine the best date for the next meeting. The meeting was adjourned.