

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Funding Task Force (TF2) Meeting 14
Date: Wednesday, November 20th, 2019
Time: 5:30 to 7:30 p.m. (Dinner served from 5 p.m.)
Place: Metro Council Chambers | 600 NE Grand Avenue Portland, OR 97232
Purpose: Continue discussion of a possible package and recommendation to Council.
Outcomes: Identify key points for a possible Task Force recommendation to Council.

5:30 p.m. Welcome and Introduction

5:40 p.m. Public Comment

6:10 p.m. Discussion: Amendments to staff proposal

7:00 p.m. Round Robin: Final feedback

7:25 p.m. Wrap Up and Next Steps

7:30 p.m. Adjourn



Memo

Date: Friday, Nov. 15, 2019
To: Transportation Funding Task Force
From: Craig Beebe, Government Affairs and Policy Development
Subject: Proposed Task Force Member Amendments to Tier 1 Project Recommendation

Following the Transportation Funding Task Force meeting on Oct. 30, 2019, members were invited to submit proposed amendments to [Metro staff's recommendations for project investments on Tier 1 corridors](#) via a brief online form.

Eight members of the Task Force submitted proposed amendments, with some proposed amendments made by multiple members. Most proposed amendments concerned a handful of corridors. The Task Force will consider these proposed amendments as it refines its Tier 1 project recommendations to the Metro Council in November and December.

Proposed amendments included:

- funding projects that were not included in the staff recommendation
- increasing funding for projects that were included in the recommendation
- removing projects that were included in the staff recommendation
- modifying projects that were included in the staff recommendation
- other process requests or comments

On Thursday, Nov. 14, staff collected the members' proposed amendments and organized them by type and corridor. The proposed amendments are listed below in simplified format. At the Task Force meeting on Nov. 20, members will have the opportunity to discuss proposed amendments. Task Force members may vote on proposed amendments at their Dec. 18 meeting.

Proposed amendments to add projects to recommendation

- Enhanced Transit investments in all funded corridors
- E 181st Ave. Enhanced Transit investments
- E 162nd Ave. Enhanced Transit investments
- Powell: Safety projects
- McLoughlin
 - o Reedway Bike/Ped Overcrossing
 - o Portland Ave Streetscape, Gladstone
- TV Highway
 - o Canyon Rd safety improvements, West Slope to Camelot
 - o Council Creek Trail

Proposed amendments to increase funding for projects in recommendation

- TV Highway: Increase investments for safety and transit
- McLoughlin
 - o Increase investments for safety and transit
 - o Fully fund Trolley Trail bridge
- 82nd Ave.
 - o Increase investments for safety and Bus Rapid Transit
 - o Increase funding for MAX station access project planning

Proposed amendments to remove projects from recommendation

- 82nd Ave./Airport Way intersection
- Sunrise Corridor planning
- 185th Ave/MAX Overcrossing
- Clackamas-to-Columbia:
 - o New Connector Road, SE 172nd to 190th Ave.
 - o Roundabout at SE Foster Road and 172nd Ave.
- McLoughlin:
 - o I-205 ramp access
 - o Park Ave. Park & Ride

Proposed amendments to modify projects in recommendation

- Sunrise Corridor:
 - o Modify project per updated concept developed by Clackamas County (*attached to this memo*)
 - o Plan and build as “transit-ready”: bus-only lanes or BRT, or bus-ready shoulders
- Clackamas to Columbia:
 - o 190th/Highland Bridge replacement: Remove roadway expansion, active transportation improvements only
- Central City – MAX Tunnel: Ensure study focuses on climate and equity outcomes; adjust cost estimate if needed
- SW Corridor: Share how OHSU and Hillsdale will be served by light rail project; elevate climate and equity outcomes in project

Other amendments/comments on recommendation and Task Force process

- Burnside Bridge: Do not list as regional project in investment summaries
- McLoughlin: Concerns about fulfilling project goals on ODOT-owned road
- 82nd Ave: Concerns about ODOT financial contributions to improve roadway
- Request for full modeling of impacts of corridors and projects on greenhouse gas emissions and vehicle miles traveled, prior to final Task Force recommendation
- Request to accelerate decision-making on which Programs will be in a referral
- Request to know funding mechanisms before Task Force recommendation
- Modify Clackamas to Columbia funding table to reflect additional \$40M in local leveraged funds
- Modify Sunrise funding table to reflect additional \$10M in leveraged funds – right-of-way acquisition

Request to elevate projects in Tier 2 corridors, specifically Oak Grove/Lake Oswego Pedestrian/Bike Bridge (aka Willamette River Crossing) and Highway 43 Ped/Bike Improvements – These will be discussed by the Task Force as part of a Tier 2 discussion in February 2020.

METRO TRANSPORTATION FUNDING TASK FORCE (TF2)

MEETING 13 SUMMARY

October 30, 2019 – 5:30-7:30 PM

Metro Council Chambers

600 NE Grand Ave.

Portland, OR 97232

ATTENDEES

Michael Alexander, *PSU | Albina Vision*

Jim Bernard, *Clackamas County Board of Commissioners Chair*

Emerald Bogue, *Port of Portland*

Cooper Brown, *Oregon Transportation Commission*

Mayor Steve Callaway, *City of Hillsboro*

Leslie Carlson, *Street Trust Board*

Meredith Connelly, *Climate Solutions*

Mayor Denny Doyle, *City of Beaverton*

Councilor Karylenn Echols, *City of Gresham*

Commissioner Chloe Eudaly, *City of Portland*

Senator Lew Frederick, *State of Oregon*

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*

Representative Susan McLain, *State of Oregon*

Nate McCoy, *NAMC-Oregon*

Marcus Mundy, *Coalition of Communities of Color*

Chi Nguyen, *APANO*

Linda Simmons, *TriMet Board*

Vivian Satterfield, *VerdeNW*

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*

Elaine Friesen-Strang, *AARP*

Councilor Eddy Morales, *City of Gresham*

Dave Nielsen, *Home Builders Association*

Dave Robertson, *PGE | Portland Business Association Board*

STAFF

Kyle Armstrong, *Metro*

Craig Beebe, *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 the group and explained that this meeting would be focused on identifying the key points for the potential Task Force recommendation for Metro Council.

The agenda was as follows:

1. Public Comment
2. Small Group Discussions
3. Discussion Report Back
4. Next Steps and Close

PUBLIC COMMENT

A total of ten people provided verbal testimony.

Kari Schlosshauer, Getting There Together Coalition, provided the following summarized comment which was also provided in written form to the Task Force.

The recommendations from the Task Force are a good start, but they do not go far enough to address the needs of the region. If we want to see impacts this effort needs to double down where the greatest needs are to support safety, equity, and access for our communities.

Jessie Maran, 350 PDX, provided the following summarized comment.

This bond measure needs to address climate change, promote transit that is free from harassment, and support growth for those moving here to escape climate issues in other states. Don't continue old practices to try and solve problems. Support people of color and vulnerable communities. Reject the staff recommendations and do something transformational.

Isabella Esbeck, Sunrise PDX, provided the following summarized comment.

Consider the impact of this proposal. As it stands it include road expansions, but people are in favor of clean air and safety, and compromising on that means compromising my future.

Jan Zuckerman, resident of Portland, provided the following summarized comment.

We need to break old habits to address climate change. Adding more roads will kill us. We want good transit for those that are transit dependent. We need to be brave and build a transit system that is life affirming and smart, not build more roads to support vehicles.

Ron Swaren, resident of Portland, provided the following summarized comment.

It's important to consider construction technology. Reduce concrete to address climate change as well as the amount of heating need for large office buildings.

Charles Ormsby, Birdshall CPO/NA, provided the following summarized comment.

Lake Oswego needs to increase the turn radius on OR-32 and State Street to allow buses easier access. Transit dependent people in Lake Oswego are not getting the service they need.

Brett Sherman, City of Happy Valley Council President, provided the following summarized comment.

The City of Happy Valley encourages increased funding to the Clackamas to Columbia (C2C) corridor. This corridor is critical to the wellbeing of Happy Valley. Investments would support affordable housing, safety, and climate concerns.

Eliza Schiff, Sunrise PDX, provided the following summarized comment.

We have 12 years to make the necessary changes to address climate change. Don't use the same systems that have contributed to the problem. Younger generations will not stand for it and urge the Task Force to do something about it through investing in walking, biking, and transit projects. Investing in public transit will mobilize public opinion to pass the bond measure.

Edith J. Gillis, a resident of Portland, provided the following summarized comment.

We are looking at the problems instead of the answers. We need regional connections for bikes, pedestrians, and transit that link to services, jobs, and housing. We need to stop using diesel that causes birth defects. We need to stop being racist and support vulnerable communities. We need to build disaster resiliency. We need to get rid of underground gas lines. We need to build greenways.

Ron Buel, Portland Forward, provided the following summarized comment.

Portland Forward has found that there is public support for building more and better transit. Better Bus is a good program, but it might not be transformative enough. We need to recognize how much congestion we have and how it contributes to climate change.

SMALL GROUP DISCUSSIONS

Allison Brown, facilitator with JLA Public Involvement, reviewed the corridors for further discussion based on feedback from the Task Force. These corridors include:

- 82nd Ave
- SW 185th Ave
- Clackamas-to-Columbia
- Sunrise Corridor

Allison explained that the Task Force would be working in small groups to discuss these four corridors, as well as submit any strong thoughts on other corridors or the bond as well. Below is a summary of the feedback provided:

82nd Ave

- This corridor has the potential to meet a lot of the needs related to safety, equity, climate, and transit
- It is difficult to determine how beneficial investments into this corridor will be without having a better understanding potential displacement impacts
- Airport Way
 - There is concern that this would increase/accommodate more traffic
 - Is it possible to maximize more transit trips on Airport Way through program investments?
 - Needs to be designed in a way that doesn't increase appeal for Vancouver commuters
 - Why did Airport Way not receive any marks for meeting the LIT key themes?
 - This would help improve traffic flow, thus reducing idling
 - This would reduce conflicts with light rail at grade crossings
- This \$30-45 million investment in safety for Clackamas County seems too high
- What is the state of good repair?
- Could ODOT invest more?

SW 185th Ave

- Would this only be addressing flyover congestion?
- The overpass is needed to address traffic and safety concerns
- This is a dangerous corridor with significant pedestrian fatalities
- Synchronize the traffic lights with MAX crossings
- This supports affordable housing (120 units)

Clackamas-to-Columbia

- This was not prioritized by the LITs
- There is a need for more context
- This provides the opportunity to be proactive in regards to growth and equity

Sunrise Corridor

- It's unclear whether there will be enough multimodal investments that actually reduce the number of SOVs
- The area around this corridor has a lot of jobs and needs investment
- Planning for this corridor doesn't meet a lot of the criteria
- Clackamas County proposes a potential revised request for the a more adequately sized project, approx. \$130 million
- This would help reduce congestion on Hwy 212
- Design roadways for the future through protected bike lanes, bus only lanes, etc.
- The LIT was split on whether to prioritize this corridor
- There is a need to develop accountability measures

Other Projects/Issues

- There is concern about the accuracy of the estimated costs and the potential to disappoint voters and undermine support for future bonds
- It would be helpful to distinguish which projects can be started versus which can be completed using bond funding
- Many bike, pedestrian, and transit projects listed appear to be in the "future need" estimate of bond funding, but they are worth considering
- There are several projects that seem like they would address safety, but safety was not indicated in the Corridor Scenario Investment Summary
- There needs to be major investments in transit and safety
- Address the concerns related to road expansion
- How will jurisdictional complications be addressed?
- What is the broader plan for advancing mode share and how can the bond address that?
- It's important that we are selling the package, not just the projects
- It would be beneficial to have a large group discussion on all the corridors

- Why was investment in enhanced transit corridors prioritized on all proposed corridors?
- Clackamas County should have more corridors that are prioritized by the Task Force
- It would be beneficial to engage residents of Clackamas County
- In order to be transformational, there needs to be stronger focus on Tier 1 corridors
- How can we apply the value of job creations through construction projects to the measure?
- There is a need for more clarity on how we're linking affordable housing to this process

DISCUSSION REPORT BACK

Each small group was asked to briefly highlight key feedback from their discussions. Below is a summary of their responses:

- Why wasn't investment in Enhanced Transit Corridors prioritized for all corridors?
- Engage Clackamas County residents to determine whether the projects meet the values.
- It's important to consider job creation opportunities.
- Leverage other investments.
- Why doesn't Airport Way meet the outcomes?
- Investment in SW 185th Ave is necessary to address traffic and safety issues.
- It's important that we meet the transformational vision for the main corridors in each county.
- There is concern that investing in Airport Way will only increase SOV accommodation.
- Incentivize and increase transit trips on 82nd Ave.
- There is a lack of multimodal investments on Sunrise Corridor, and regardless of the number of jobs along the corridor, it doesn't seem to meet the criteria for bond investment.
- Bike, pedestrian, and transit projects need to have a higher priority.
- It's difficult to discuss tradeoffs without knowing project costs.
- Who benefits from investing in Airport Way?
- What money can be leveraged for SW 185th Ave?
- Clackamas-to-Columbia provides an opportunity to design roadways with protected bike lanes and transit only lanes.
- Sunrise Corridor needs accountability measures to ensure the values are met.
- It seems unlikely that the overall package will lead to mode share split.
- Not enough money is allocated for MAX access.

NEXT STEPS AND CLOSE

The co-chairs thanked the group for the work they've done and explained that the next meeting will take place on November 20th, noting that there would be an additional meeting to continue this discussion. Tyler Frisbee, Metro, reviewed the upcoming calendar for the Task Force and Metro Council and encouraged the group to send any additional amendments they'd like added to the package that would be discussed at the December meeting. The meeting was adjourned.