
METRO TRANSPORTATION FUNDING TASK FORCE (TF2)

MEETING 10 SUMMARY DRAFT

August 21, 2019 – 5:30-7:30 PM
Metro Council Chambers
600 NE Grand Ave, Portland, OR

ATTENDEES

Michael Alexander, *PSU | Albina Vision*
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*
Mayor Denny Doyle, *City of Beaverton*
Councilor Karylinn Echols, *City of Gresham*
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*
Nate McCoy, *NAMC-Oregon*
Marcus Mundy, *Coalition of Communities of Color*
Chi Nguyen, *APANO*
Dave Nielsen, *Home Builders Association*
Vivian Satterfield, *VerdeNW*
Nate Stokes, *Union of Operation Engineers*
Co-Chair Commissioner Pam Treece, *Washington County*
Co-Chair Commissioner Jessica Vega Pederson, *Multnomah County*
Dave Robertson, *PGE | Portland Business Association Board*

NOT IN ATTENDANCE

Mayor Steve Callaway, *City of Hillsboro*
Marie Dodds, *AAA*
Debra Dunn, *Synergy Resources Group*
Commissioner Chloe Eudaly, *City of Portland*

Elaine Friesen-Strang, *AARP*
Amanda Manjarrez, *Latino Network*
Representative Susan McLain, *State of Oregon*
Councilor Eddy Morales, *City of Gresham*
Linda Simmons, *TriMet Board*
Kathryn Williams, *NW Natural*

STAFF

Kyle Armstrong, *Metro*
Craig Beebe, *Metro*
Margi Bradway, *Metro*
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 reviewed the purpose of the meeting and the agenda. The agenda was as follows.

1. Public Comment
2. Program Priorities
3. Priorities Small Group Discussion
4. Key Feedback for Metro Council Discussion
5. Next Steps and Close

PUBLIC COMMENT

A total of 30 people provided verbal testimony.

Kathryn Harrington, chair of the Washington County Board of Commissioners, provided the following summarized comment which was accompanied by a letter from the Washington County Board.

Safe Routes to Schools is a top priority, as well as active transportation and safety. Additionally programs to complete gaps in the systems and funding for projects that will create multimodal options.

Nellie deVries, Clackamas County Business Alliance, provided the following summarized comment.

Fund the four Clackamas County corridors. We support the Sunrise corridor because it serves an otherwise underserved community that needs safe connections and multimodal options.

Violeta Perez Mara, OPAL, provided the following summarized comment.

We need to provide year-around free transit that prioritizes youth. People don't have a bus pass to support their needs. Be inclusive of the younger generation.

Ben Pollak, OPAL and BRU, provided the following summarized comment.

Having access to a bus pass as a youth made me a bus rider. Public transit is what drove me to move to the region. We need free transit.

Keith Scholz, OPAL and BRU, provided the following summarized comment.

Public transit is a vital lifeline, but for many it seems out of reach or dangerous. There are unsafe intersections and crosswalks where cars are only looking out for other cars. People are being pushed to the outer regions. The transportation disinvestment is clear. Safety for pedestrians and bikes is critical.

Jillian Detweiler, Street Trust, provided the following summarized comment which was accompanied by a letter to the Task Force.

Safe Routes to Schools connected kids and parents and provided training for pedestrian infrastructure. If pedestrian infrastructure was more safe, it would be more accessible.

Deborah Olson, OPAL, provided the following summarized comment.

I am a transit dependent senior with mobility issues. Transit is my lifeline and the current transit system is not adequate. I depend on paratransit which is also inadequate. It costs too much, takes too long, and lacks reliability.

Doug Allen, Bus Riders Unite, provided the following summarized comment.

Increase transit and reduce fares. Modeling software would improve how we look at ridership as it compares to fares. Double the amount of service hours. Seek programs that address those issues.

Chris Hagerbaumer, Oregon Environmental Council, provided the following summarized comment which was accompanied by a letter to the Task Force.

The Oregon Environmental Council believes all the programs have merit, but we highly support investments in buses, specifically in the electrification of the bus fleet.

Diane Linn, Proud Ground, provided the following summarized comment.

Housing is not equitably distributed, but this offers the opportunity to address this issue. Leverage housing investments with this measure to get ahead of the problem. The plan should include land-making strategies.

Christa von Behren, BRU, provided the following summarized comment.

People should have to option to walk to school, but have to deal with the lack of sidewalks. Safe Routes to Schools would address this and would have a ripple effect that would improve transit for all of us. Additionally, it would help address climate issues and equity. Make the region more walkable, bikeable, and easily traversed by bus. Fund Safe Routes to Schools and consider additional investments in transit.

Rosario Gongora, Guerreras Lantinas, provided the following summarized comment.

We need better school crossings. Not just with lights, but we should have crossing guards. Drivers should fully stop so kids can cross safely.

Germania Garcia Lopez, Guerreras Latinas, provided the following summarized comment.

We need free transit, especially for single mothers. I can't afford it because I'm sick and have children. We also need sidewalks to get kids to school safely.

Lane Shaffer, Multnomah Youth Commission, provided the following summarized comment.

We need a student youth pass. I've been riding since middle school, but many students cannot afford the fare. The High School Access bus pass is not enough. People outside Multnomah County are not served. We need a regionwide program. This would also help address climate issues.

Mariana, a Youth Environmental Alliance organizer, provided the following summarized comment.

Invest in and expand Youth Pass. This would help meet transit needs, address GHG and congestion, and support students. This should be expanded to support all youth, not just those in school.

Gabriela Saldaria-Lopez, OPAL and BRU, provided the following summarized comment.

It's important to listen to the needs of transit dependent people and prioritize them when making investments. This will help get kids to school. Invest and expand funding for the youth pass to all youth.

Gabriela Saldaria-Lopez, OPAL and BRU, provided the following summarized comment.

It's important to listen to the needs of transit dependent people and prioritize them when making investments. This will help get kids to school. Invest and expand funding for the youth pass to all youth.

A student from Franklin High School provided the following summarized comment.

Providing a youth pass would make it easier for kids to get around when they are struggling with family incomes.

Say Wah Paw, YEJA, provided the following summarized comment.

We need permanent funding for the youth pass. There are many uses for the youth pass including getting to places where students can advance themselves. Students are stuck without the youth pass.

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

TriMet should be a part of all of these discussions. We need more ridership. There is a lack of connections and adequate stations.

Dane Pikkola, 350 PDX, provided the following summarized comment.

Getting to places on the outskirts of the region are especially inconvenient by transit. We need free transit and lines that serve traditionally underserved communities first before we build transit that serves shopping districts.

Troi Brandenburg, OPAL and BRU, provided the following summarized comment.

Invest in buses to address bus reliability issues. We need frequent buses, dedicated bus lanes, and increased ridership. 122nd Ave needs significant investment. Serve the low income and transit depend populations first. Students should be able to ride the bus safely.

Jessie Maran, 350 PDX and Portland Bus Lane Project, provided the following summarized comment.

Bus service needs to be reliable and affordable. These values should be addressed through mode shift and a regional network of bus service. Multi-family and affordable housing needs to be tied with transportation with considerations for youth, seniors, disabled riders, and low income communities. There are unsafe places that need to be addressed. Provide fare affordability regardless of documentation and demilitarize our public spaces. Address climate change. Be bold.

Brett Sherman, resident of Happy Valley, provided the following summarized comment.

We need to improve safety on Highway 212. We need multimodal alternatives and access to jobs and housing for low income communities and people of color. This will improve the economy by providing additional jobs.

Rachel Duke, Community Partners for Affordable Housing, provided the following summarized comment.

Leverage transit with other systems in our community to improve transportation for people of color and low income communities. Prioritize programs that advance this and other community-based outcomes.

Orlando Lopez Bautista, OPAL and BRU, provided the following summarized comment.

TriMet is no longer meeting the needs of our region. We have grown in population and have seen a lot of displacement. Giving money to TriMet will not solve the problem. There needs to be a culture shift.

Emily Refi, Waterleaf Architecture, provided the following summarized comment.

Our rivers are an untapped opportunity for moving people. The Frog Ferry would reduce congestion and incorporate new and clean technology for people who want an affordable option. This would provide access to natural areas, jobs, and affordable housing. We need to be able to move people across the water effectively.

Allison Tivnon, Friends of Frog Ferry, provided the following summarized comment.

When the ferry from Portland to Vancouver was shut down we lost a meaningful connection to our river. Our river has been used as a natural highway for centuries. This is a vital component in our quest.

Leigha LaFluer, resident of Portland, provided the following summarized comment.

We need to consider climate justice through an equity lens. Increase ridership, accessibility, frequency, and routes. Invest in infrastructure for bikes, pedestrians, and transit. Expand transit services.

Jose Mikalauskas, OPAL, provided the following summarized comment.

We need improved bus lines to reduce how much people have to walk to catch their bus. We need to increase frequency and expand hours to reduce how much people wait for the bus. Create dedicated bus lanes, reduce service gaps, support people.

PROGRAM PRIORITIES

Allison Brown, facilitator with JLA Public Involvement, instructed the Task Force was directed to a set of boards, one for each program, and asked to assign dots based on whether they felt the program was of high, medium, or low priority. The public was provided a set of identical boards and given the opportunity to write their comments on the boards.

Each program is listed below with the tallies and comments from the public. Programs are listed based on the number of “high level” tallies. The average was determined by assigning each “high level” tally three points, each “mid level” tally two points, and each “low level” tally one point, and then dividing the total points by the number of tallies with the highest possible ranking being 3.0.

SAFE ROUTES TO SCHOOL

- **Average Task Force ranking: 2.96**
- Community comments included:
 - *Provides safety now and for the future, and builds community.*

- *Consider this with Youth Pass, Safety Hot Spots, and Active Transportation Connections*

SAFETY HOT SPOTS

- **Average Task Force ranking: 2.71**
- Community comments included:
 - *Consider how police presence and action impacts communities.*

BETTER BUS

- **Average Task Force ranking: 2.68**
- Community comments included:
 - *Provide reliable and safe service for vulnerable riders 24/7.*
 - *Reduces GHG emissions.*
 - *Increase service, frequency, and number of bus lines.*
 - *Prioritize methods that increase ridership.*
 - *Lower fares.*

ACTIVE TRANSPORTATION REGIONAL CONNECTIONS

- **Average Task Force ranking: 2.52**
- Community comments included:
 - *Explore innovation, i.e., electric bikes and bike trailers.*
 - *Make safe routes for bikes.*
 - *Fill gaps in the current system.*

FARE AFFORDABILITY: STUDENTS

- **Average Task Force ranking: 2.44**
- Community comments included:
 - *Include youth that are not in school.*
 - *This will reduce the use of SOVs, carbon emissions, etc.*
 - *Will reduce the cost of transit policing.*
 - *Expand the area to include youth outside Portland.*

FARE AFFORDABILITY: AFFORDABLE HOUSING

- **Average Task Force ranking: 2.40**
- Community comments included:
 - *Coordinate with housing to ensure there is enough housing for people to begin with.*
 - *Combine with student affordability.*

TRANSIT VEHICLE ELECTRIFICATION

- **Average Task Force ranking: 2.35**
- Community comments included:
 - *Increase ridership first.*
 - *First expand service.*
 - *Leverage regional investments.*

AIR QUALITY MONITORING

- **Average Task Force ranking: 2.33**
- Community comments included:
 - *Data should drive all decisions.*
 - *Air quality is critical to public health.*
 - *Increasing bus ridership will reduce impacts to air quality.*

MAIN STREETS REVITALIZATION

- **Average Task Force ranking: 2.10**
- Community comments included:
 - *Beautify, don't gentrify – consider who is benefitting from improvements.*
 - *Coordinate with housing, community spaces, greenways, etc.*

OTHER PROGRAMS

All other programs received a Task Force ranking of 2.0 or below. These programs included:

- Equitable Transit-Oriented Development
- School Bus Electrification
- Community Placemaking
- Future Corridor Planning
- Protection and Preserving Multi-Family Housing
- Smart Cities

KEY FEEDBACK FOR METRO COUNCIL DISCUSSION

Allison opened the floor for the Task Force to discuss the reason for how they assigned priority to the different programs. Below is a summary of their comments.

- Climate action seems to be missing as an explicit component or singular program.
- It doesn't seem appropriate for public dollars to be spent on profiting bus companies through the electrification of school buses.
- Electrification is only one part of fixing the problem, the first step should be to increase the frequency and efficiency of the current bus system where users feel taking the bus is faster than driving their car. Better Bus is crucial to accomplishing this.
- Air quality is a high priority and can be linked with Better Bus.
- Affordable multi-family housing is very important to consider in coordination with transportation.
- Youth pass is key in supporting families and children.
- Safe Routes to Schools is a high priority and benefits all, not just children and parents.
- There needs to be investment in future corridor planning to help prepare our system strategically.
- Making programmatic investments are vital, but these are too prescriptive.
- This is the right time to push TriMet to think about their system in a way that doesn't promote displacement.

- Transit-oriented development doesn't seem to consider workforce housing.

NEXT STEPS AND CLOSE

The co-chairs thanked the group and explained that Metro staff would be working with the affordable housing bond team to coordinate potential investments.

The meeting was adjourned.