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# METRO TRANSPORTATION FUNDING TASK FORCE (TF2)

## MEETING 12 SUMMARY DRAFT

October 16, 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. TriMet Presentation
3. Outcomes and Corridor Project Types Presentation
4. Next Steps and Close

## PUBLIC COMMENT

Two people provided verbal testimony.

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

*I don't think we have a very high seismic risk here in Portland, but I think we need to address the westside and northern connectors.*

Marc Farrar, Metropolitan Land Group, provided the following summarized comment.

*I appreciate the partnership for a shared vision for the region and need to invest with housing to increase supply. I support the investments on the west side for job growth and also finding*

*solutions on the west side to the unique challenges that exist. We need to maximize transit using a regional approach.*

Bradley Bondy, resident of Clackamas County, provided the following summarized comment.

*In 2016, Seattle and LA passed measures to expand bike, pedestrian, and transit infrastructure. We want this to be a similar measure. The projects proposed by Clackamas County and Happy Valley don't align with these values. Pursue a bolder strategy that includes light rail.*

## TRIMET PRESENTATION

The co-chairs explained that due to the requests of the Task Force, Metro staff arranged for a Bernie Bottomly, the Director for Public Affairs at TriMet to give a recap of the September 25<sup>th</sup> workshop.

Using a PowerPoint, Bernie gave a presentation on the TriMet workshop, and also directed the Task Force to the handout in their meeting packets. Key points from the presentation include:

- Transit equity and inclusion as it relates to diversity, community engagement, Access Transit program, and Low Income Fare.
- Transit service – investments in additional transit service, funding for service improvements, and guidance by SEPs, HB 2017 TAC, and community/rider feedback.
- Enhanced transit and Better Bus – need for jurisdictions to assist in improving transit service, treatment toolbox, transit delay and needs data.
- Regionally significant transit priorities – UGB, centers and corridors, climate goals, etc.

Bernie explained that based on the conclusions of the workshop, TriMet will expand service through 2026, the capital support from the measure will make hours more effective and facilitate additional service expansion, and TriMet will continue looking long term at available operating resources.

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

- How is TriMet working to reduce reliance on diesel, provide youth passes, and create a network that doesn't use the hub/spoke model?
  - Bernie responded: *By taking people out of cars we reduce the impact to climate. We can build transit centers that maintain the current UGB. By supporting growth centers and density of jobs and housing we have a net reduction by running transit. Our goal is convert the entire fleet to electric by 2040.*
- What are the specific aspects of the five-year service plan?
  - Bernie responded: *It's about a 4% increase in service each year. We don't know how many additional riders we should expect, but this plan is a blend of ridership-driven investments and community service-driven investments.*
- How are you tracking whether you are reducing the number of SOVs on the road?

- Bernie responded: *We can give you an estimate, but we are still working on a method for determining that.*
- What are TriMet's plans for increasing modeshare?
  - Bernie responded: *Without substantial investment, TriMet can't participate in that effort. We need time and money to ensure transit has priority on roadways and that is often site-specific. We are hoping for a very low-cost approach.*

## OUTCOMES AND CORRIDOR PROJECT TYPES PRESENTATION

Andy Shaw, Metro, briefly reviewed the next steps for the project before giving the floor to the representatives from Kittelson and Associates to discuss the outcomes and corridor project types.

Using a PowerPoint, Camilla Dartnell, Kittelson and Associates, gave a presentation, highlighting the following.

- What defines a high crash corridor and examples of high crash corridors in the region
- The elements of 82<sup>nd</sup> Ave and TV Highway that make them good opportunities for safety and connectivity investment
- The benefits of improving transit, i.e. reducing GHG, improving mobility, reducing congestion, regional connectivity
- Transit comfort and quality of experience
- Transit corridor examples including 82<sup>nd</sup> Ave, TV Highway, SW Corridor, and the Downtown Tunnel Study
- How transportation can support regional growth, i.e. C2C and Highway 212
- Central City project examples including Albina Vision, Ross Island Bridgehead, and Central City in Motion
- Key considerations for advancing racial equity, specifically as it relates to better transit, improved safety, lack of access to opportunities, and addressing issues of disproportionate impact
- Issues related to climate change and methods for addressing that

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

- How are we planning for future growth in communities of color? How is that factored into the data on racial equity?
  - Margi Bradway, Metro, responded: *In the RTP we tracked for community stabilization – where people are moving based on race. Additionally, we performed an in depth analysis on access to jobs, schools, and housing – where they are living and where the jobs are located.*
- We need to leverage our resources to accomplish goals and meet our values, specifically as it relates to transit-oriented development.
- We need to be thinking about accomplishing more when it comes to modeshare and climate. We need to move out of our comfort level to actually make significant change.

- Why aren't we putting transit on other streets to avoid the potential dangers of having them on arterials?
  - Camilla responded: *We need to think about how the different modes move. Putting buses on neighborhood streets poses issues related to efficiency.*
- How can we mitigate displacement and promote affordable housing on these corridors?
  - Margi responded: *We can propose programs that provide better coordination and strategies with housing. Additionally, we can coordinate with transit to ensure return on investment.*

## NEXT STEPS AND CLOSE

The co-chairs thanked the group and the meeting was adjourned.