
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.