
METRO TRANSPORTATION FUNDING TASK FORCE (TF2)

MEETING 14 SUMMARY

November 20, 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*

Leslie Carlson, *Street Trust Board*

Meredith Connolly, *Climate Solutions*

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*

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*

Dave Robertson, *PGE | Portland Business Association Board*

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*
Elaine Friesen-Strang, *AARP*
Representative Susan McLain, *State of Oregon*
Councilor Eddy Morales, *City of Gresham*

STAFF

Kyle Armstrong, *Metro*
Margi Bradway, *Metro*
Craig Beebe, *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 explained that this meeting would be focused on potential specific proposed amendments to the Tier 1 projects.

The agenda was as follows:

1. Public Comment
2. Amendments to Staff Proposal Discussion
3. Round Robin: Final Feedback
4. Next Steps and Close

PUBLIC COMMENT

A total of 14 people provided verbal testimony.

Fred Sawyer, McLoughlin Area Plan Implementation Team, provided the following summarized comment.

McLoughlin is in need of sidewalks to connect people to the bus lines in the district in order to support enhanced transit and safety, especially near mobile home parks, retirement communities, and schools.

Diana Helm, resident of Damascus/Happy Valley, provided the following summarized comment.

Decisions related to the Sunrise Corridor directly affect Clackamas County. Happy Valley is expected to grow in population and commerce and Highway 212 is an issue. We need to move people through Damascus safely and efficiently.

Mayor Frank Bubenik, City of Tualatin, provided the following summarized comment which was accompanied by a letter to the Task Force.

Include US-26, Highway 99W, and Highway 217 in the recommendation to Metro Council. Highway 99W supports a lot of commercial areas in Washington County, and there is too much congestion on Highway 99W and on Highway 217.

Michael Goff, resident of Hillsboro, provided the following summarized comment.

We need an expansive transportation package that supports all modes, including roadway modes that are central to the reality of life in the periphery. This will require coupling land use and transportation decisions.

Douglas R. Allen, Portland Forward, provided the following summarized comment.

The RTP has increased auto and truck trips. We need to reduce congestion by increasing buses and trains, increasing transit coverage, and creating a grid system for transit. This effort needs to be a model for future endeavors and needs to produce tangible results.

Jules Walters, West Linn City Council, provided the following summarized comment.

Highway 43 should be moved to Tier 1. Highway 43 is the only bus line, but there are no sidewalks. We need to fix it for all users. Highway 43 is endorsed by ODOT, has voter support, and construction can begin quickly.

Les Poole, resident of Gladstone, provided the following summarized comment.

We need to consider how transportation will drive density. We are not hearing from enough people that move goods and represent businesses. We need to fund and support our distribution-based economy. We need to invest more in our roads, not by adding more lanes, especially in Clackamas County. We need to keep Fred Meyers distribution in Clackamas County, we need to keep moving Christmas trees, and we need to support tourism.

Laura Edmonds, North Clackamas Chamber of Commerce, provided the following summarized comment.

Residents of Clackamas County deserve to be able to improve their lives. Sunrise Corridor is key and needs to be funded in order to serve the underserved. It's shovel-ready and there is planned housing that will need to be accommodated by all modes of transportation.

John Southgate, City of Gladstone, provided the following summarized comment.

The Trolley Trail and Bridge are a missing link in the trail system. McLoughlin is a high accident freight corridor. I believe these investments will align with the region's growth objectives related to mixed-used, medium density. Infrastructure investments will produce more housing and mixed-use developments. Gladstone needs alternative modes of transportation.

Marilyn Fleener, Sunrise PDX, provided the following summarized comment.

Take this opportunity to prove Oregon is leading the way in investing in biking, walking, and transit. Transportation must be designed with climate justice at the forefront. The status quo is not good enough.

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

Construction technology needs to be considered in planning. Concrete production accounts for a significant amount of the gases that contribute to global warming. Additionally, where is the money from the increased property taxes being used?

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

We need substantive climate action now. Our transportation carbon emissions are rising and you need to demonstrate that you understand the importance of expanding transit, not SOV transportation.

Huy Ong, OPAL, provided the following summarized comment.

This needs to remain a regional measure that connects to the state system. Additionally, reducing idling is not a climate strategy. We should only be investing in strategies that actually reduce emissions.

Rae Blackbird, Sunrise PDX, provided the following summarized comment.

The burden of climate change will fall on my generation. You need to protect my future. Align with the Getting There Together Coalition. Roadway expansions in Clackamas County are morally corrupt. Take climate action, anything less is intergenerational theft. Serve our region's youth and people of color.

AMENDMENTS TO STAFF PROPOSAL DISCUSSION

The co-chairs explained that the group would be discussing the amendments put forth by members of the Task Force, focusing on Sunrise Corridor/Highway 212 modifications, enhanced transit, and safety improvements on McLoughlin Boulevard, Tualatin Valley Highway, and 82nd Avenue.

Jamie Stasny, Clackamas County, used a PowerPoint to explain why the Sunrise Corridor is important to the County. Below is a summary of her comments.

- Clackamas County lacks east west connections, Highway 212 is overburdened, and the projected growth is significant. Investing in the Sunrise Corridor will create a new regional connection and is broken down into three projects, but as a whole it completes the transportation system.

Refer to the meeting packet for the presentation and more information.

Allison Brown, facilitator with JLA Public Involvement, opened the floor for discussion on the **Sunrise Corridor/Highway 212 modifications**. Comments and questions are summarized below.

- What will be done to ensure bus lanes on the corridor stay in the package?
 - Andy Shaw, Metro, responded: *As the project develops through spring, Metro will be looking to ensure it delivers on its promises, similar to what is required in the Housing Bond.*
- It's important that this project is seen as an opportunity to apply Metro's values. This could be a transformational project.
- People need options to get to and from the bus safely, especially vulnerable communities.
- Approximately 60-70% of the population in Clackamas County leaves the County for work. We need options to reduce the number of SOVs and incentivize other forms of commuting in order to address climate change.
- Too often we are just tacking transit, bike, and pedestrian infrastructure onto existing car-centric infrastructure. This project provides the opportunity to build for all modes from the beginning. We could make this an example of what a transportation system that supports climate action could look like.
- We need to have a better understanding of what the cost will be in order to make a decision.

Margi Bradway, Metro, gave a brief presentation on **enhanced transit** before opening the floor for discussion. Below is a summary of the discussion.

- Why is 82nd Avenue getting more transit investment?
 - Margi responded: *82nd Avenue has high ridership. Additionally, we are expecting the Federal Transit Administration to match our investment.*
- How would this deal with increased connections and ability to travel through the region if it's aimed at increasing capacity on existing routes?
 - Margi responded: *It's important for us to consider Tier 1, but there are other investments that could build on each other in order to get return on investment.*
- We need to make the most of our existing transit system with better, more reliable service.

Margi gave a brief presentation on **increased safety investments on McLoughlin Boulevard, Tualatin Valley Highway, and 82nd Avenue** before opening the floor for discussion. Below is a summary of the discussion.

- Speed reduction is a critical part of safety.

- Transportation safety is very important; more than one person is dying on our roads every week. Climate, equity, and safety are all connected. We need to make sure people can get to where they need safely.

ROUND ROBIN: FINAL FEEDBACK

Allison asked the group to go around the table and give feedback on the proposed amendments, as well as provide any additional comments they had regarding the measure and process. Many members expressed mild to general support for the proposed amendments, as well as appreciation for the presentations by Clackamas County and Metro. Other comments included:

- Concern about what may have to be reduced in other parts of the measure in order to accomplish what's being proposed. There still hasn't been discussion on the Tier 2 corridors or the programs.
- It's difficult to evaluate these projects against the values, and even harder to evaluate them against a blank check.
- It's important that we are visionary in addressing climate change and enhanced transit is a way to accomplish that.
- We need to support funding for programs that promote safety, equity, and transit, and ensure those programs are not contributing to displacement.
- Concern about potentially reduced funding for 185th Avenue and 122nd Avenue.
- It would be helpful to know how much the package will contribute to each project goal.
- It would be helpful to get figures on GHG and VMT – whether VMT is increasing or decreasing as it related to GHG impacts.
- There is so much developing in technology that has the potential to impact outcomes.
- We need to eliminate barriers to participation by historically underrepresented communities. This doesn't feel like it's addressing the concerns of people of color. We need to put our money where our mouth is.
- It's important that we look at this package holistically. Not only should we be considering future outcomes such as climate, but also looking at basic needs. There are still people without sidewalks.
- We need to consider the routes that will be critical for transporting supplies in the event of a disaster.
- We need to include other service providers in these conversations.

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 December 11th. That meeting will focus on possible revenue mechanisms.

The Task Force will have an opportunity to vote on Tier 1 corridor project recommendations to the Metro Council on Dec. 18th at Clackamas Community College—Harmony campus. The meeting was adjourned.