
METRO TRANSPORTATION FUNDING TASK FORCE (TF2)

MEETING 16 SUMMARY

December 18, 2019 – 5:30-8:30 PM

Clackamas County Community College (Harmony Campus)

7738 SE Harmony Road

Milwaukie, OR 97222

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 Karylenn Echols, *City of Gresham*

Commissioner Chloe Eudaly, *City of Portland*

Senator Lew Frederick, *State of Oregon*

Elaine Friesen-Strang, *AARP*

Mayor Mark Gamba, *City of Milwaukie*

Stephen Gomez, *Project PDX | BBPDX*

Sheila Greenlaw-Fink, *Community Housing Fund*

Mayor Tim Knapp, *City of Wilsonville*

Nolan Lienhart, *ZGF Architects*

Nate McCoy, *NAMC-Oregon*

Representative Susan McLain, *State of Oregon*

Marcus Mundy, *Coalition of Communities of Color*

Chi Nguyen, *APANO*

Dave Nielsen, *Home Builders Association*

Dave Robertson, *PGE | Portland Business Association Board*

Vivian Satterfield, *VerdeNW*

Co-Chair Commissioner Pam Treece, *Washington County*

Co-Chair Commissioner Jessica Vega Pederson, *Multnomah County*

Kathryn Williams, *NW Natural*

NOT IN ATTENDANCE

Mayor Steve Callaway, *City of Hillsboro*

Marie Dodds, *AAA*

Debra Dunn, *Synergy Resources Group*
Mary Ellen Glynn, *Columbia Sportswear*
Kayse Jama, *Unite Oregon*
Councilor Eddy Morales, *City of Gresham*
Linda Simmons, *TriMet Board*
Nate Stokes, *Union of Operation Engineers*

STAFF PRESENTING/PARTICIPATING

Craig Beebe, *Metro*
Margi Bradway, *Metro*
Anneliese Koehler, *Metro*
Andy Shaw, *Metro*
Jamie Stasny, *Clackamas County*
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 making significant recommendations to the Metro Council. The Task Force was reminded of their goal to create a measure that would make major investments to advance climate and equity goals, and that their recommendations from this meeting should express their values and priorities as clearly as possible to Metro Council.

The agenda was as follows:

1. Public Comment
2. Presentation: The Big Picture
3. Proposed Amendments Votes
4. Additional Feedback to Council
5. Next Steps and Close

PUBLIC COMMENT

A total of 13 people provided verbal testimony.

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

I am happy with the efforts of the Task Force, but I am concerned with ODOT's ownership over SE 82nd Ave and McLoughlin Blvd. My concern is that they will botch the job due to their unwillingness to separate modes. This is the chance to make transformational change through protected bus and bike lanes.

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

I have been involved in the process for a while and am an advocate for connectivity. We need to be able to move products and that requires connectivity between cities that rail cannot provide. Clackamas County needs the Sunrise Corridor improvements. We are not dealing with the existing congestion on the ground.

Ronald A. Buel, Portland Forward, provided the following summarized comment.

Why are our transit trips so low? TriMet says they aren't asking for any money, but if we are going to grow transit, we need to increase trips through mode share. You have to provide the service in order to carry people. The Sunrise Corridor seems to focus solely on highway improvements.

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

We need to create a network of sidewalks in Milwaukie. The I-205/Hwy 99 E ramp project is not described properly in this and is critical to the McLoughlin Corridor. By supporting the first proposed amendment, you are supporting these improvements.

Colin Herring, Sunrise PDX, provided the following summarized comment.

The Getting There Together Coalition supports increased transit service to combat climate change. We need to make sure we're getting the most out of this multimodal investment. Don't invest more in highways and freeways. Fund transit corridors.

Mayor Stan Pulliam, City of Sandy, provided the following summarized comment.

I am representing a group of rural Clackamas County mayors. We are not a part of the UGB, but we are impacted by it. Over 60% of our residents commute outside our boundaries every day. We want to work with you to plan for the growth of the region. We represent some of the fastest growing communities in Oregon. Our housing problem is intertwined with the issues that exist within the UGB.

Bandana Shrestha, AARP and LIT member, provided the following summarized comment.

It's important you remember that values and key outcomes that you set at the beginning of this process. We need investments that promote safety and equity for those that are transit reliant. Expand mobility options. The aging population is in need of affordable ways to get around. We need investments that work for people of all ages.

Richa Poudyal, Getting There Together Coalition, provided the following summarized comment.

We urge you to support measures that align with your values. Be strong in your commitment to create a climate forward transportation measure.

Joe Cortright, resident of Portland, provided the following summarized comment.

We are heading in the wrong direction when it comes to climate change. GHG emissions have increased significantly and we need a 65% reduction in VMT to meet our goal. The RTP only sets a goal of 10% and assumes we'll only achieve a 5% reduction. Unless you insist this measure does something to address this, we are doomed.

Jess Thomson, Oregon Walks, provided the following summarized comment.

Oregon Walks fully supports the Getting There Together Coalition's recommendations. We believe the projects recommended give the most for the people who are transit reliant and use active transportation modes. Adhere to the values you set at the beginning of this process for climate, equity, anti-displacement, and the betterment of the community.

Mayor Russ Axelrod, City of West Linn, provided the following summarized comment.

I support the overall goals of the program, but remain concerned that we're not doing enough to address climate impacts in order to meet the regional goals. The Hwy 43 project will fill an important gap for safety, enhance transit, reduce climate impact, and is shovel-ready. We also need to be considering bike infrastructure projects in Clackamas County.

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

Happy Valley City Council supports including the Sunrise Corridor in the Tier 1 recommendations. This will make a significant impact on the system where other investments are only incremental improvements. The Sunrise Corridor links the critical transportation and affordable housing needs. We need to get ahead of the growth curve.

Vlad Yurlov, student at PSU, provided the following summarized comment.

I recommend cutting the SW Corridor from the Tier 1 recommendations. We need more investment on the east side. Commuters cannot always depend on light rail because it doesn't meet their needs. We need to support people and communities of color. The people depending on roads are hurting.

PRESENTATION: THE BIG PICTURE

Using a PowerPoint, Margi Bradway, Metro, gave a presentation on the potential outcomes of the Tier 1 projects. The presentation highlighted the following:

- Estimates of what could be built based on Metro staff's recommendation for Tier 1 corridors and proposed Task Force safety and transit additions
- Climate Smart strategies
- Preliminary findings for the Tier 1 corridors for reducing GHG emission and planning for further reductions
- Tier 1 corridor investments to advance racial equity

Note: The PowerPoint is available to the public online.

Margi opened the floor for questions and comments from the Task Force. Below is a summary of the discussion.

- What is the scale in regards to GHG emissions?
 - Margi responded: *We don't have a major controlled model, but we will come back with more ways of looking at GHG emissions.*
- It would be helpful to have more analyses of these numbers. This package alone isn't enough. A lot of what we need to accomplish falls outside the scope of this measure. This is one step in a series of steps that we will need to take in order to achieve our climate goals.
- In regards to the estimates for safety, how close is that getting us to our Vision Zero goals?
 - Margi responded: *There are a number of factors that need to be considered such as DUIs. This doesn't take those into account.*
- What is our current transit mode share? What about bike share?
 - Margi responded: *Transit mode share is around 8-12%, bike share is even lower.*

PROPOSED AMENDMENTS VOTES

The co-chairs reminded the Task Force of the agreed upon 75% threshold for making a formal recommendation when they cannot meet consensus, but that Metro Council would be informed of the discussions that led to each vote.

Allison Brown, facilitator with JLA Public Involvement, reviewed the process for voting, noting that with the 26 Task Force members in attendance, a formal recommendation will require a 20-vote majority.

SINGLE PACKAGE

Allison introduced the Tier 1 project recommendation for investment in the Tier 1 corridors, along with all proposed amendments that add or increase funding for transit, safety, and active transportation projects. Before the vote, the Task Force was given the opportunity to discuss the recommendation. A Task Force member provided the following summarized comment:

The projects that focus on the busiest and most dangerous streets meet our goals. I am impressed by the work Metro has done on the SW Corridor and I believe that a measure that includes these corridors and projects will get voter support.

All 26 Task Force members in attendance unanimously voted to approve the Single Package recommendation to Metro Council.

SUNRISE CORRIDOR/HIGHWAY 212

Allison introduced the revised investment proposal for the Sunrise Corridor, noting that Clackamas County envisions three areas of investment in the corridor. The investment areas were broken down into: the Regional Connector Project, the Safety and Local Connections Project, and the Rock Creek Employment Area Connections Project. Allison explained that the Task Force would be given the opportunity to discuss and vote on whether to recommend full funding for the Clackamas County proposal, partial funding, or no funding.

Jamie Stasny, Clackamas County, noted that the \$50 million required for Sunrise regional connector planning was not included in the \$130 million for the Highway 212 Safety and Local Connections Project, but was included in the \$477 million for the full package. Additionally, Jamie explained that the Safety and Local Connections Project would need to be done before the Rock Creek Employment Area Connection Project, but that it could be done simultaneously with the Regional Connector Project.

Jamie was available to answer questions throughout the discussion on the Sunrise Corridor.

The Task Force did not meet the 75% threshold for making a formal recommendation to Metro Council to include the full proposed \$477 million investment in the Highway 212/Sunrise Corridor. A total of 12 of the members voted to recommend, and 14 members voted against recommending.

A Task Force member suggested including investments in the Highway 212 Safety and Local Connections Project, but felt the right-of-way investments should be removed due to concerns about acquisition of property for a park-and-ride location. Jamie clarified that the \$72 million would be used to reconstruct the section of Hwy 212 that's close to the river and then for adding a roundabout, the park-and-ride would just be an addition. Below is a summary of the discussion:

- If right-of-way isn't funded now, there's a risk it will be more costly in the future. It's important that planning for right-of-way is considered.
- Investing in safety and connectivity will greatly benefit the area.
- There is a lot of support from the community for making these investments, and doing piecemeal investments will not provide what the community needs.
- There has not been enough outreach to the low income residents. This was only the first opportunity; there will be more opportunities to make these investments in the future once we have a better understanding of what the community wants.
- This is one corridor that feels like it doesn't meet the values of the Task Force. It scored low in terms of climate and equity. We set forth the goal of anti-displacement, and it's concerning that we haven't developed ways to address that on this corridor before moving forward. It's especially difficult because we didn't spend time looking into how this ties into land use and making sure people are not being displaced.

- The mobile home parks along the corridor are seen as affordable housing in the area, and this project provides better access to those homes.
- Is there anything stopping the property owners from evicting the residents of the mobile home parks and selling the properties? Mobile home park residents are typically very low income. If they lose the land beneath their homes they may not have the means to move their home.
 - Jamie responded: *We are looking into ways to protect the people living in those residences.*
- How much would the park-and-ride cost?
 - Jamie responded: *I don't think we've broken the costs down to the level yet.*

The Task Force did not meet the 75% threshold for making a formal recommendation to Metro Council to include funding for the Safety and Local Connections Project without funding for the right-of-way investments. A total of 12 members voted to recommend, and 14 voted against recommending.

A Task Force member suggested recommending full funding for the Safety and Local Connections Project, as well as an additional \$50 million for planning and design for the next phase of the Sunrise corridor regional connector road. Below is a summary of the discussion.

- The regional connector road planning included in this project is a two-lane road with two dedicated bus lanes. This is not a four-lane road. This gives us the opportunity to create the kind of road we need in the future.
- While equity is a value, it doesn't seem like anti-displacement is spelled out as a value. It requires concrete steps and policies before the shovel hits the ground.
- It's important that we apply the equity lens equally across all corridors. If we don't provide funding for this corridor, we are hamstringing Clackamas County significantly. We need to represent communities across the entire region.

All 26 Task Force members in attendance unanimously voted to approve recommending \$130 million in funding for the Highway 212 Safety and Local Connections Project with an additional \$50 million for planning and design for the Sunrise regional connector road to Metro Council.

82ND AVENUE/AIRPORT WAY

Allison explained that several members of the Task Force recommended removing the 82nd Ave/Airport Way intersection project from the recommendations to Metro Council. Allison invited the members that proposed removing the project to provide their reasoning. The members' reasoning is summarized below.

- This project is car-centric. Our goal is to shift to alternative modes of transportation, but if we make it cheaper and easier to use a car, people will do so. This project doesn't improve transit or bike/pedestrian infrastructure, nor does it make it safer. All this will do is make it smoother for cars to travel.
- This project doesn't meet our stated outcomes for climate, safety, and equity, and it feels like an odd fit for what this package is trying to accomplish.

Emerald Bogue, Port of Portland, provided the following as context for why funding is needed for this corridor.

The Portland Airport is an origin/destination airport. People don't stop here in order to fly somewhere else; they stop here in order to come here. This project will help support ecommerce as well as the 10,000 people who work at the airport. The Port of Portland supports bike and transit investments as it relates to employees, and we support the double tracking of the MAX Red line. The intersection in question has a lot of issues. The Port has looked at alternatives, but this is the solution that was determined.

Allison opened the floor for the Task Force to ask questions and discuss. Emerald was available to answer questions and provide clarity when needed. Below is a summary of the discussion.

- If this is included in the package, will there be other funding?
 - Emerald responded: *This is paid for by the Port of Portland Cost Center – parking, Lyft, and Uber fees. However, the Cost Center also provides funding for many other things including holding up the functions of other airports.*

In the first vote, the Task Force did not meet the 75% threshold for making a formal recommendation to remove the 82nd Ave/Airport Way project, with 10 votes to support removing from the recommendation and 16 votes to keep in the recommendation.

A Task Force member suggested including 82nd Ave/Airport Way provided that the Port of Portland leads the planning and design work funded by the measure for the proposed Alderwood/Killingsworth path.

***The Task Force met the 75% threshold for making a formal recommendation Metro Council to include funding for the 82nd Ave/Airport Way Corridor under the condition the Port of Portland leads planning and design work for the proposed Alderwood/Killingsworth path. A total of 20 members voted to include this in their Task Force recommendation, and five members voted to oppose.**

**Note: This vote took place following the vote on the C2C Connector Road and after one member left the meeting; therefore 25 members participated in the vote thus requiring a 19-vote majority to meet the 75% threshold for a formal recommendation.*

CLACKAMAS-TO-COLUMBIA 172ND/190TH AVE. CONNECTOR ROAD

Allison introduced the C2C Connector Road project, explaining that Metro staff recommended including \$40-54 million for a new road between SE 172nd and 190th Avenue near the Clackamas/Multnomah county line, which would include sidewalks, bike facilities, and roundabouts. Allison explained that several Task Force members raised objections to including the new road in the Task Force's recommendations. The Task Force was asked to vote on whether to include the funding for the C2C Connector Road in their recommendations to Metro Council.

The Task Force did not meet the 75% threshold for making a formal recommendation to include the C2C Connector Road, with 15 members voting to approve and 11 voting to oppose.

ADDITIONAL FEEDBACK TO COUNCIL

The co-chairs explained that the Task Force would be reviewing and providing quick “temperature checks” on a number of technical comments or proposed amendments to remove or modify projects which were made by single members of the Task Force. Task Force members were asked to raise a red, yellow, or green card to indicate their “temperature” on each amendment – red for oppose, yellow for uncertainty, and green for support.

The Task Force completed these temperature checks on two items – proposed amendments in the Clackamas-to-Columbia Corridor to remove the roundabout at 172nd Ave and Foster Road and to limit the 190th/Highland Bridge replacement to the current number of auto lanes. For these two items, a majority of members raised yellow or red cards, indicating they were uncertain or opposed to these proposed amendments.

Following the first two temperature-checks, the Task Force agreed that they did not feel comfortable expressing votes on the proposed amendments without further context.

At the co-chairs’ suggestion, the Task Force moved forward by holding an unstructured discussion to provide feedback on different points to the Metro Council. Below is a summary of the discussion.

- One concern that’s been mentioned before is the impact of ODOT on the Burnside corridor. How would the Memorandum of Agreement (MOU) impact that corridor?
 - Margi responded: *We are proposing over \$1 million in investments in roadways, and some people may be concerned that it will absolve ODOT of their responsibility. We want to make sure the MOU holds up fair criteria.*
- It would be helpful to see more GHG modeling.
- There are concerns about expediency because there are lives on the line and it’s not clear that ODOT will accomplish things fast enough.
- The park-and-ride on McLoughlin fills up too quickly. The Park Avenue garage expansion should remain in the recommendation
- Clackamas County has \$10 million lined up for the Sunrise Corridor.
- ODOT is taking 82nd Ave seriously.
- Will there be staging of projects to ensure the ones that are accomplished first aren’t the ones that don’t include equity investments?
 - Metro staff responded: *Yes, we will frame them for you.*
- For the proposed amendment to not list Burnside as a “regional” investment in summaries, does that mean reduced funding?
 - Andy Shaw, Metro, responded: *It would not be a meaningful change. The investment summaries are simply intended to show how investments in the measure impact are distributed.*

- For the proposed amendment for full modeling of the impacts of corridors/projects on GHG emissions and VMT, there are programs that are smaller in dollar value, but have big impacts. This should be a discussion of tradeoffs, not scarcity.
- The Burnside Bridge is a seismic lifeline, as is Hwy 212 for Clackamas County.
- The Burnside Bridge has value that stretches across the counties and it is an important regional project.
- Access to the OHSU Aerial Tram is essential to OHSU's involvement in this project.
- Hillsdale hasn't been addressed, and we need to connect people in more ways than just providing park-and-rides.
- We need to be making transformational changes that actually make an impact on addressing climate change.

NEXT STEPS AND CLOSE

The co-chairs thanked the group for the work they've done and explained that the Metro Council will be receiving the recommendations at their January 7th work session. Additionally the group was informed that Metro Council will be holding a public hearing at Metro Regional Center on Monday, January 13. Metro Council will give staff direction on which Tier 1 investments to continue pursuing at a work session on Tuesday, January 14. The next Task Force meeting will take place January 15 at Metro Regional Center, and will continue the discussion on the revenue mechanism.

The meeting was adjourned.