
METRO TRANSPORTATION FUNDING TASK FORCE (TF2)

MEETING 18 SUMMARY DRAFT

February 19, 2020 – 5:30-7:30 PM

Metro Council Chambers

600 NE Grand Avenue

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*

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*

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*

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*

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

Mayor Steve Callaway, *City of Hillsboro*
Marie Dodds, *AAA*
Debra Dunn, *Synergy Resources Group*
Councilor Eddy Morales, *City of Gresham*
Linda Simmons, *TriMet Board*

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 explained the purpose of the meeting.

The Co-Chairs reviewed the agenda.

The agenda was as follows:

1. Public Comment
2. Staff Update
3. Tier 2 Corridors Presentation
4. Next Steps and Close

PUBLIC COMMENT

A total of two people provided verbal testimony.

Mayor Frank Bubenik, City of Tualatin, provided the following summarized comment.

I encourage you to include Highway 99 W and Highway 217 in the Tier 2 corridors. Highway 99 W serves many commuters and needs safety improvements as it is a major route from Newport. Highway 217 has many bottlenecks that need to be addressed.

Doug Allen, resident of Portland, provided the following summarized comment.

We need to be thinking about increasing transit trips. We are unprepared for climate change. We need additional service to carry more riders. The whole system has been neglected.

STAFF UPDATE

Andy Shaw, Metro, gave a brief update on the homeless services measure, noting that they have been crafting the language and it will be on the May ballot.

TIER 2 CORRIDORS PRESENTATION

Using a PowerPoint, Margi Bradway, Metro, explained that the jurisdictions would be giving presentations on four of the Tier 2 project proposals. Additionally, she noted that the Oak Grove-Lake Oswego Bridge was pulled due to feasibility.

WEST LINN HIGHWAY 43 BIKE AND PEDESTRIAN IMPROVEMENTS

The Task Force was given a presentation on the needs and plans for Highway 43, summarized below.

There are unsafe conditions on this corridor resulting from more than 21,000 trips per day, transit with limited access, and lack of improvements.

The plan will help extend the safe active transportation network through completed sidewalks and separated bike lanes, prioritized transit with bus pull outs, improved intersection safety, ADA accessibility, open bike/pedestrian/transit us, and safer active transportation access. This plan could be completed quickly and advanced design work is already underway.

The plan supports the desired outcomes of the Task Force and has a projected cost of \$66.1 million.

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

- What are the major risks of the project?
 - *We are proud of our design and have been engaged with ODOT during the planning process. We believe this could be a model for design in the region.*
- One of the key values of the Task Force was leveraging local and regional investments to accomplish projects that weren't already covered by the measure. What funding could this potentially leverage if it isn't awarded the full amount?
 - *We can provide that to you in written form.*
- It's important to consider historically marginalized communities and what this stretch of road could do to connect those communities.
 - *We do have relatively high poverty rate in this area, and it connects to the broader working populations. We will document that and get back to you.*

HIGHWAY 217 CORRIDOR

The Task Force was given a presentation on the needs and plans for Highway 217, summarized below.

The proposed investments on Highway 217 supports the Task Force values of safety, reliability, congestion relief, supporting communities of color, access to jobs, and supporting planned growth. This is a high crash corridor and is part of a multimodal corridor. There are 70,000 jobs within the corridor and Beaverton is emerging as a city center. It would not add much pavement, mostly additional ramps and would provide access to equity communities.

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

- Metro said they would not be making investments in highways that are not focused on being multimodal. I'm confused why this is being proposed for funding.
 - *It's a popular project for the residents of Washington County and we have done modeling that shows the need for the highway regardless of transit.*
- Statistically, 73% of crashes that have resulted in major injury have not occurred on highways. It would be helpful to know what the safety issues are.
- What are you considering in terms of bicycle infrastructure? The current system is inadequate.
 - *We are looking at a project in Beaverton that will advance the north-south bike loop. We are looking to add more bike lanes and sidewalks.*

HIGHWAY 99 W CORRIDOR

The Task Force was given a presentation on the needs and plans for Highway 99 W, summarized below.

This plan is intended to serve as a blueprint for a transit-supportive multimodal corridor with a focus on local, regional, and statewide travel. The goal is to provide safe, accessible travel options including improved pedestrian crossing and transit stop amenities, enhanced transit options, and to build on SW Corridor investments. These travel options will support and benefit historically marginalized populations, as well as livability and access to opportunity. The plan has community support and is ready to move forward.

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

- How does this improve access and livability for historically marginalized communities?
 - *We will be conducting additional outreach with the money to ensure it has the most benefit to those communities.*
- There are significant safety concerns. People will use their cars just to get across the highway because of the lack safe crossings. This is an equity issue.
- The demographics in the area are changing and so is the behavior. It's important to support the communities that rely on that corridor.

SUNSET HIGHWAY CORRIDOR

The Task Force was given a presentation on the needs and plans for Sunset Highway, summarized below.

Sunset Highway serves one of the most diverse communities based on workforce, specifically immigrant workers. It supports economic opportunities and connects workers to family-wage jobs, products to consumers, and needs safety improvements due to the congestion on US 26 that diverts vehicles to use other routes. Additionally, it supports clean air, water, and ecosystem by reducing GHG emissions.

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

- How much is the State contributing to this project?
 - *About \$1 million, and we will just be using the funding from the bond to supplement that.*
- Explain the connections through Forest Park.
 - *We're asking for funds to do a study, we're not looking at solutions at this point.*
- What are the bike plans for this corridor?
 - *We're hoping to determine that with the funded study. We are looking at multimodal solutions.*

NEXT STEPS AND CLOSE

The co-chairs thanked the group for the work they've done and explained that the Task Force would be discussing regionwide programs at the next meeting. Andy noted that Metro staff has been working to determine how best to conduct oversight of the process.

The meeting was adjourned.