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# METRO TRANSPORTATION FUNDING TASK FORCE (TF2)

## MEETING 19 SUMMARY DRAFT

March 4, 2020 – 5:30-7:30 PM

Sacramento Middle School

11400 NE Sacramento Street, 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 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 thanked Michael Lopes-Serrao, superintendent of the Park Rose School District for hosting the meeting. Michael briefly expressed the importance of the work the Task Force was doing, specifically noting the need for infrastructure that supports the students in his district.

The Co-Chairs reviewed the agenda.

The agenda was as follows:

1. Public Comment
2. Equity Analysis Presentation
3. Small Group Discussions: Regionwide Programs
4. Next Steps and Close

## PUBLIC COMMENT

A total of two people provided verbal testimony.

Nia Calloway, Youth Environmental Justice Alliance, provided the following summarized comment.

*Youth pass for all public school kids would better youth accessibility and will strengthen ridership. It encourages student success, access to opportunities, and promotes potential.*

Meron Semere, Multnomah Youth Commission, provided the following summarized comment.

*East Portland has a lot of congestion because of the lack of transit service and sidewalks. A youth pass would help alleviate this by supporting marginalized communities. Additionally, it would mitigate carbon emissions and promote lifelong transit users. Electric buses won't incentivize transit ridership. We need to reduce the stigma of transit use to show that it isn't just something for "poor people."*

Tracy Farwell, Engineers for Sustainable Future, provided the following summarized comment.

*I'm interested in the conversion of transit to an electric fleet. I haven't seen the numbers on cost.*

Milen Gebreamlak, Multnomah Youth Commission, provided the following summarized comment.

*We're working to lift this city. The youth pass should be funded through this measure. It is critical and will open doors and provide mobility and a lifeline. It will allow students independence and provide working families with a critical resource.*

Vivian Su, Youth Environmental Justice Alliance, provided the following summarized comment.

*Kids in this district rely on transit. Youth pass should not be income-based. Transportation is a right all youth should have. This measure is an opportunity to expand year-around, non-income-based travel. Base funding on the current usage of the youth pass.*

Lane Shaffer, Multnomah Youth Commission, provided the following summarized comment.

*We need a year-around youth pass that is not based on income or enrollment. This would incentivize youth to use transit through adulthood, benefit school attendance, lower carbon emissions, and remove the cost barrier to accessing school and extracurriculars.*

Victoria Paykar, Climate Solutions, provided the follow summarized comment.

*We are most excited about the program for bus electrification. TriMet is now the State's biggest consumer. The deployment of electric buses should be in communities of color and offer the opportunity to participate in green jobs.*

## EQUITY ANALYSIS PRESENTATION

Using a PowerPoint, Metro staff gave a presentation explaining the racial equity analysis. Below is a summary of the presentation.

*Building off the 2018 Equity plan, this analysis responds to Metro's strategic equity framework and included three phases: impact and benefit analysis, racial equity outcomes, and racial equity strategies and accountability mechanisms.*

*The analysis focused on three different equity areas that we identified in the RTP, specifically those with high concentrations of people of color, people with low English proficiency, and low income*

*populations. Our goal was to determine what it means when the term “equity area” is used, and who lives in those areas. We determined that the Tier 1 project investments are strongly weighted towards areas where people of color live, and they address historical lack of investment. Additionally, the safety and transit investments are strongly weighted toward areas where people of color live.*

*We also tried to ensure investments were distributed across the region.*

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

- Will there be a similar analysis for the Diversity, Equity, and Inclusion (DEI) programs?
  - Andy Shaw, Metro, responded: *We have been discussing using this level of analysis.*
- Certain areas might have less diverse populations because they lack transportation and housing opportunities.
- Did Metro consider “Better Off” measures when looking at the impacts to communities of color?
  - Andy responded: *We looked at where people of color were riding those lines, but it’s hard to do in a meaningful way.*

## SMALL GROUP DISCUSSIONS: REGIONWIDE PROGRAMS

The group was asked to assess the different regionwide programs and provide their feedback. The public was also given the opportunity to provide feedback. Feedback is summarize below.

### REGIONAL WALKING AND BIKING CONNECTIONS

#### **Task Force:**

*What are the most important outcomes this program could advance?*

- It’s important to prioritize connections to jobs and schools to support equity goals.
- Address gaps to increase access to major destinations.
- Separate walking and biking paths from vehicle transportation infrastructure, especially on busy streets, to increase safety.
- Prioritize safety to achieve Vision Zero goals.
- Increase bike mode share to complete the system.
- Increase access and safety of long-range walking and biking routes.

*What types of investments are most important for this program?*

- Address gaps due to lack of investment.
- Address first/last mile issues.
- It’s important to have southeast-southwest connections.
- Look at large, transformative capital investments.

### FUTURE CORRIDOR PLANNING

#### **Task Force:**

*What are the most important outcomes this program could advance?*

- Different parts of the region has different needs. We need to make decisions understand the land use, employment areas, industry areas, etc.
- Consider the evolving transportation technology.
- Not all corridors need the same treatment.

*What types of investments are most important for this program?*

- We need to triple our transit mode share quickly.
- Prioritize multimodal options, equity, and climate outcomes.
- North Portland is missing from the Tier 1 investments.

BETTER BUS

**Task Force:**

*What are the most important outcomes this program could advance?*

- Prioritize movement of buses through dedicated lanes, bus priority signals, and other innovative solutions in the appropriate locations.
- Seek strategies that will significantly increase mode share.
- Understand the needs of the different areas – i.e. urban vs. suburban.
- Increase both the speed and comfort of transit commutes.

*What types of investments are most important for this program?*

- Expand the paratransit service.
- Address first/last mile issues.
- How will this be publicized?
- Get transit out of traffic.

**Public:**

- Consider signals rather than dedicated bus lanes, but ensure technology is up to date and well maintained.

SAFE ROUTES TO SCHOOLS

**Task Force:**

*What are the most important outcomes this program could advance?*

- Environmental outcomes, racial equity, and safety.
- Title I schools will benefit from the equity focus.
- How it serves people of all ages.
- Allows kids to get to school safely and easily.

*What types of investments are most important for this program?*

- Capital investments with a racial equity lens.
- Sidewalks around schools and connectivity to transit.
- Lighting to promote safety and visibility.
- More crosswalks, pedestrian signals with flashing beacons.
- Investments that benefit students that may not live near the school.
- Protected bikeways.
- Coordination with other cities, counties, and state programs.

**Public:**

- This will help promote students' direct involvement with their schools.

ANTI-DISPLACEMENT STRATEGIES

**Task Force:**

*What are the most important outcomes this program could advance?*

- Task Force members asked a series of questions in response to this question, including:
  - Do the strategies need to be corridor-specific?
  - How do we ensure the program is adaptable to the best practices being learned?
  - Are there local CBOs/coalitions that could address this?

*What types of investments are most important for this program?*

- Transit-oriented development that maximizes affordable housing and transit access.
- Supporting existing agencies' work to limit bureaucratic barriers.
- Embedding anti-displacement in all plans.
- Community capital access for both small and family businesses.

**Public:**

- This will help give the public, specifically low-income tenants the power to create solutions through investments to high impact areas.
- Use the participatory budgeting process to allow tenants to make investments in their communities.

STUDENT TRANSIT AFFORDABILITY

**Task Force:**

*What are the most important outcomes this program could advance?*

- Needs of the program include:
  - Day and night service

- School day service
- Rural and urban service
- Accessibility to all students
- Coordination with the State to provide for rural students.
- Transit accessibility for all youth, not just students.
- Free use of the entire transit system for all youth throughout the region.

*What types of investments are most important for this program?*

- Youth Pass for all youth, not just students.

**Public:**

- Outcomes include:
  - Reducing CO2 emissions
  - Improving school attendance
  - Increasing future ridership
  - Reducing congestion
  - Youth access to community resources, opportunities, and daily needs
- Youth pass for all youth, not just students, including houseless, homeschooled, and private school students.
- Free transit for youth.
- Year-around transit for youth.
- Not based on income.

**OTHER PROGRAMS**

- Safety Hot Spots
  - Task Force:
    - Consider investments beyond those included in Tier 1 corridors.
    - Prioritize racial equity and disability justice.
    - Coordinate with other programs to maximize investments.
- Revitalizing Main Streets
  - Task Force:
    - Selection of main streets needs to be strategic.
    - Use a racial equity and anti-displacement lens.
- Affordable Housing Options
  - Task Force:
    - Coordinate with the affordable housing bond.
    - Connect housing to jobs.
    - Provide a variety of housing types based on income and tenant needs.
    - Don't reduce transportation funding by using it on housing capital investments.
    - Include homeownership opportunities to prevent displacement.
- Electric Buses

- Task Force:
  - Halt purchase of diesel buses if the goal is to be fully electric.
  - Accelerate conversion to a fully electric fleet.
  - Prioritize highly polluted areas in low income communities and communities of color.
  - Ensure accountability and transparency.
- Public:
  - Consider cost of charging, maintenance, etc. to ensure wise capital investment.

#### OTHER QUESTIONS/COMMENTS

##### **Task Force:**

- Coordinate with other state and local programs to maximize return on investment.
- This process needs more climate action, including a study on how to triple transit and bike improvements.
- How are we ensuring transit system adequacy and that we are meeting Climate Smart goals?

##### **Public:**

- Include participatory budgeting to identify and prioritize community voice in crafting solutions.

#### NEXT STEPS AND CLOSE

The co-chairs thanked the group for the work they've done.

The meeting was adjourned.