
METRO TRANSPORTATION FUNDING TASK FORCE (TF2)

MEETING 9 SUMMARY DRAFT

July 24, 2019 – 5:30-7:30 PM

Metro Council Chambers

600 NE Grand Ave, 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*

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*

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*

NOT IN ATTENDANCE

Mayor Steve Callaway, *City of Hillsboro*

Marie Dodds, *AAA*

Debra Dunn, *Synergy Resources Group*

Commissioner Chloe Eudaly, *City of Portland*

Elaine Friesen-Strang, *AARP*
Amanda Manjarrez, *Latino Network*
Representative Susan McLain, *State of Oregon*
Councilor Eddy Morales, *City of Gresham*
Linda Simmons, *TriMet Board*
Kathryn Williams, *NW Natural*

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 them for their commitment to continuing this process on schedule.

The Co-Chairs reviewed the agenda.

The agenda was as follows:

1. Public Comment
2. Polling Data Presentation
3. Regionwide Programs Presentation and Discussion
4. Next Steps and Close

PUBLIC COMMENT

A total of 14 people provided verbal testimony.

David Marks, Clackamas County Business Alliance, provided the following summarized comment.

The Clackamas County Business Alliance urges you to support the four corridors in Clackamas County. These investments will help citizens of all ages move around the region safely.

Jack, an employee that works in downtown Vancouver, provided the following summarized comment.

Driving on I-5 is a nightmare and needs to be addressed.

Allyson Woodard, Sunrise PDX, provided the following summarized comment.

Investing in fossil fuel presents an apocalyptic future. Public opinion has swung toward climate action. Compromising on this issue is essentially climate denial. You need to make the moral decision to protect the future of my generation.

Clarence Edwards provided the following summarized comment.

Passenger ferry service would help relieve traffic congestions, improve the economy, and connect the regional assets of the two rivers in the region. It would additionally build trust between communities and help tell the story of our native past.

Hailey provided the following summarized comment.

I grew up in Portland and am passionate about this city. A passenger ferry would help in the event of an earthquake.

Emily Carr, Portland State University, provided the following summarized comment.

I grew up in Portland and believe we need to protect our City's future by reducing our addiction to fossil fuels. We need to reduce pollution.

Mayor Keith Mays, City of Sherwood, provided the following summarized comment.

The fact that OR-99 W is not a tier 1 corridor is concerning. This corridor provides a regional connection that averages over 48,000 trips per day. Workers have had to drive further to find affordable housing. Please consider promoting this corridor to Tier 1.

Ron Buel, Portland resident, provided the following summarized comment.

I am deeply disappointed that this measure is on track to build out infrastructure that will increase use of fossil fuel. We need investments in bike, pedestrian, and transit infrastructure, and more than just small, incremental changes. We specifically need vast improvement in transit.

Walter Robinson II, Getting There Together Coalition, provided the following summarized comment.

The purpose needs to prioritize mitigation of the impacts to people and communities of color, low income people, and the planet. The LIT process did not provide enough time for feedback and all meetings have lacked TriMet presence. TriMet needs to be involved to ensure we are expanding equity across the region through transit.

Shanice Clarke, OPAL, provided the following summarized comment.

Portland's transportation system is racially coded. Workers need public transportation and depend on it to participate in the economy. People of color are at risk of losing their jobs if they don't have adequate transportation options, and this is becoming increasingly an issue as they are pushed to the edges of our region. We also need to transition to clean fuel options and explore ways to make transit free. Ridership will increase.

Christa vin Behren, BRU, provided the following summarized comment.

It takes 20 minutes for me to get to work by car, but an hour and half by transit. Commuting by bus takes so long because of the transfer windows and distance of the routes. People choose to drive because they want to avoid the time it takes to take the bus. Increasing congestion is an equity issue. Invest in dedicated bus lanes to improve ridership.

Ben Pollack, OPAL and Bus Riders Unite, provided the following summarized comment.

I am disabled and disability justice teaches me the ability to see the cracks in the system. When you make the system safer for disabled people, you make the system safer for everyone. It is in your best interest to do so. Crossings are an issue. Imagine how people of color feel when armed police are checking fares.

Orlando Lopez, OPAL, provided the following summarized comment.

We need to prioritize transit equity, justice, and success. Provide safe, equitable, and healthy options through programs that have the potentials to eliminate burdens to vulnerable communities. The community needs to drive these outcomes. Programming needs to be equitable.

A member of the Extinction Rebellion provided the following summarized comment.

We need to reduce our highway transportation because we have less than 11 years to turn things around for the climate. It's not acceptable for funding to go to things that aren't supported by the GTTC, OPAL, and BRU. We need to move to clean modes of transportation.

POLLING DATA PRESENTATION

Using a PowerPoint, David Metz, FM3 Research, gave a [presentation](#) on the key findings from the opinion polls on transportation issues in the region. His comments are summarized below.

Nearly 1,500 interviews were conducted with likely voters between January 4 and January 10 of 2019 via online forms and phone calls. Additionally six focus groups took place throughout the region between August 14 and August 16 of 2018.

Voters expressed a more negative perspective of the direction of the region using words like "congested," "chaotic," and "declining" when summarizing their perspective. Traffic and the cost of housing were major concerns, followed by displacement, climate change, and income inequality.

A majority of voters drive SOVs as their main mode of transportation and are concerned about the width of roads, traffic, pinch points, and lack of alternatives. When imagining an improved transportation system, voters mentioned the addition of wider roads, more bridges, express transit routes, reduced transit fares, and addressing issues related to first-last mile commuting.

Initially, focus group participants rated the plan as important with an average score of 68%. In regards to Enhanced Transit, participants voiced concerns about impacts to on-street parking, but were interested in the concept of bulb-outs.

When considering the ballot measure, 64% said they would definitely vote in support of the measure, probably vote in support, or were leaning towards support. Voters did express a willingness to pay for the transportation improvements.

Overall, there was a lot of encouraging data that indicated that people within the region are invested in improving the transportation system.

The group was given the opportunity to ask questions and discuss the presentation, as summarized below.

- What are the voter trends as they relate to climate?
 - David responded: *We didn't ask about climate before, but over the last couple years there's been an increase in climate concerns. Climate wasn't one of the top messages we focused on in this poll.*
- What is the biggest concern when looking at projects?
 - David responded: *The biggest concern is the distrust in government. People are willing to pay higher taxes, but they are concerned about how the money will be spent.*
- How did trends change based on race?
 - David responded: *Communities and people of color responded with more support for the measure than white people.*

REGIONWIDE PROGRAMS PRESENTATION AND DISCUSSION

Elissa Gertler, Metro, used a PowerPoint to give a [presentation](#) on the 12 regionwide programs noting the one-pager sent to the Task Force members before the meeting. Elissa explained the connection to the 2040 Growth Concept, specifically as it related to the need to additional consideration of climate, equity, AV and technology.

DISCUSSION AND QUESTIONS

The group was asked to discuss the programs and presentation, summarized below.

- It would make sense to give communities more control over the budget.
- There is an intersectionality between housing and transportation and it makes sense in terms of resiliency to consider that in order to allow the region to grow.
- What is going to create the decrease in VMT we need?
 - Andy responded: *A number of the Tier 1 corridors focus on enhanced transit.*

- The reduced ridership is in part due to the lack of transit efficiency, but also because of the lack of access. Buses aren't always available in places where there is a need. We should explore options that seek an aspirational bus system and how there could be programmatic changes to accomplish that.

NEXT STEPS AND CLOSE

The co-chairs thanked the group and explained that they would be identifying a location for the next meeting in Washington County.

The meeting was adjourned.