
METRO TRANSPORTATION FUNDING TASK FORCE (TF2)

MEETING 1 SUMMARY

February 27, 2019 – 6:00-8:00 PM

Metro Council Chambers

600 NE Grand Ave

Portland, OR

ATTENDEES

Michael Alexander, *PSU Director of Diversity and Global Affairs | Albina Vision*

Hillary Barbour, *Burgerville*

Jim Bernard, *Clackamas County Board of Commissioners Chair*

Emerald Bogue, *Port of Portland*

Mayor Steve Callaway, *City of Hillsboro*

Leslie Carlson, *Street Trust Board*

Marie Dodds, *AAA*

Mayor Denny Doyle, *City of Beaverton*

Debra Dunn, *Synergy Resources Group*

Andrea Durbin, *Oregon Environmental Council*

Elaine Friesen-Strang, *AARP*

Mayor Mark Gamba, *City of Milwaukie*

Sheila Greenlaw-Fink, *Community Housing Fund*

Kayse Jama, *Unite Oregon*

Mayor Tim Knapp, *City of Wilsonville*

Nolan Lienhart, *ZGF Architects*

Amanda Manjarrez, *Latino Network*

Diane McKeel, *Mt. Hood Community College Board*

Marcus Mundy, *Coalition of Communities of Color*

Dave Robertson, *PGE | Portland Business Association Board*

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*

Kathryn Williams, *NW Natural*

NOT IN ATTENDANCE

Mayor Shane Bemis, *City of Gresham*

Commissioner Chloe Eudaly, *City of Portland*

Senator Lew Frederick, *State of Oregon*
Mary Ellen Glynn, *Columbia Sportswear*
Nate McCoy, *NAMC-Oregon*
Representative Susan McLain, *State of Oregon*
Chi Nguyen, *APANO*
Bob VanBrocklin, *Oregon Transportation Commission Chair*
Gregg Weston, *Clackamas County Business Association Board*

STAFF

Craig Beebe, *Metro*
Kate Fagerholm, *Metro*
Karynn Fish, *Metro*
Tyler Frisbee, *Metro*
Andy Shaw, *Metro*
Allison Brown, *JLA Public Involvement*
Jeanne Lawson, *JLA Public Involvement*
Hannah Mills, *JLA Public Involvement*

Note: 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

Allison Brown, co-facilitator with JLA Public Involvement, welcomed the group and introduced a brief video from Lynn Peterson, Metro Council President. Co-Chairs Pam Treece, Washington County Commissioner, and Jessica Vega Pederson, Multnomah County Commissioner, expressed their appreciation for the members' commitment and varied experience, and noted the issues that the Task Force will be working to consider and address in this effort, as well as the values of equity, safety, and multimodality.

Allison reviewed the agenda. The agenda was as follows:

1. Committee Charge and Purpose
2. Introductions
3. Meeting Protocols
4. Public Comment
5. Next Steps and Close

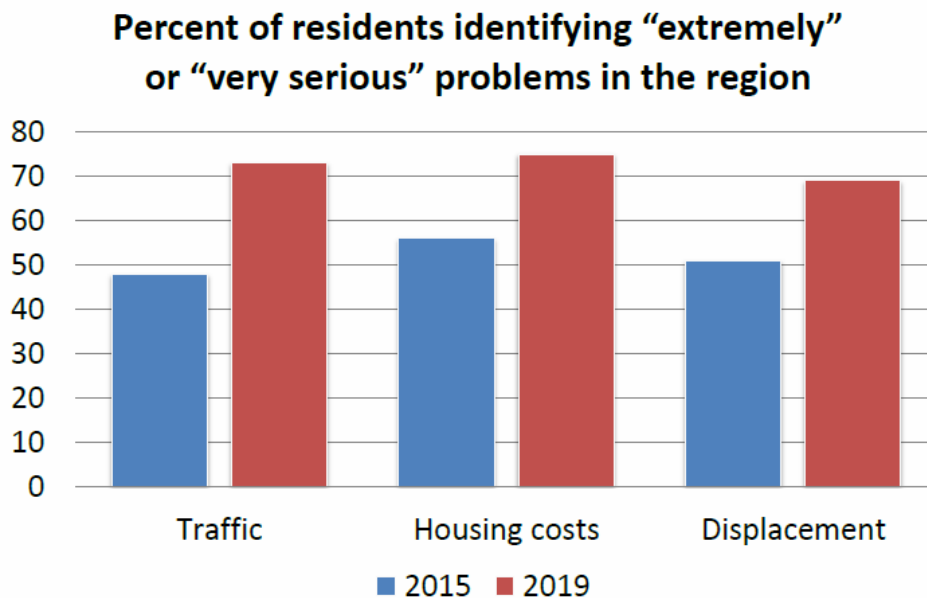
COMMITTEE CHARGE AND PURPOSE

Using a PowerPoint, Andy Shaw, Metro, gave a presentation on the Committee's charge and purpose. Below is a summary of his comments:

As of last year, approximately 2,000 people were moving to the region each month, and the greater Portland area is projected to grow by 500,000 more residents with 350,000 more jobs by the year 2040. This has put a strain on public systems and has driven the need for investments in these systems.

It's important for this Task Force to think about this effort in a broader context, not just in regards to transportation, but with consideration for affordable housing as well. Increasingly people are living further from their jobs and the urban core causing congestion and issues with access to transit and bike and pedestrian facilities.

The public recognizes these issues and want investments that will help address them and relieve the stress they cause. Additionally, the public wants solutions that are conscientious of gentrification and displacement, and desire thoughtful approaches that help rectify this history and prevent similar issues in the future.



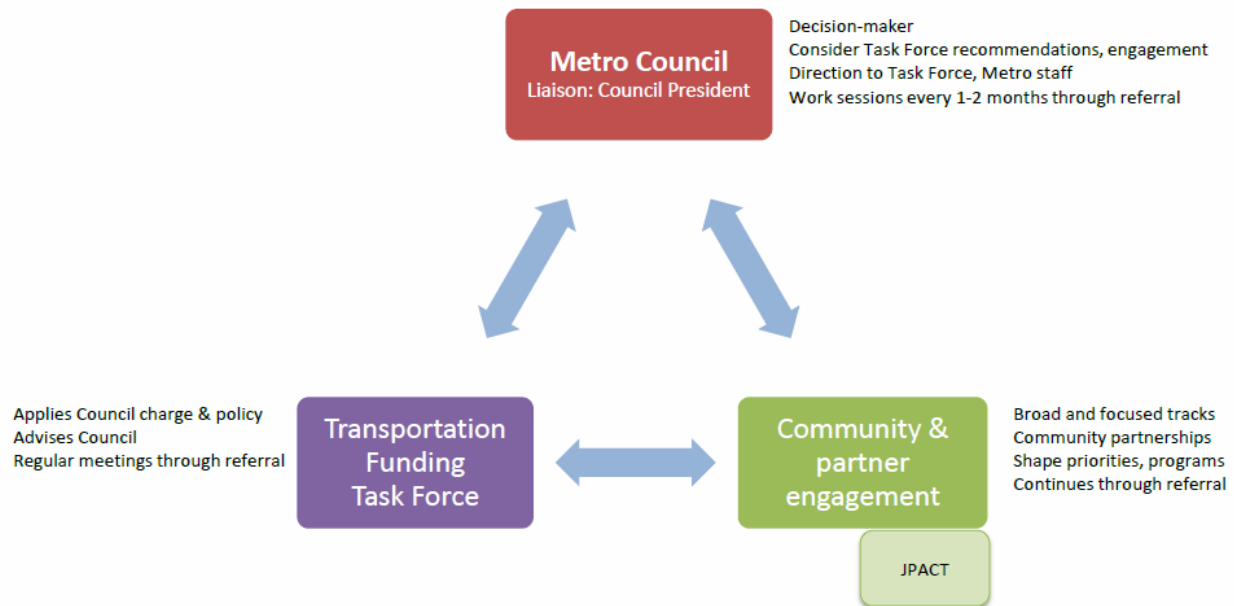
Source: Survey of greater Portland views of transportation, January, 2019

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The federal government has not been a reliable partner for helping address these issues, and has been disinvesting in these areas for decades. The State has helped secure funding for transportation, but it now falls on the region to take the additional steps to find enough funding to support these critical investments.

The Task Force was formed with the goal of bringing in a diverse collection of voices representing a variety of perspectives from the community and regional businesses. This effort is not starting from scratch, however, and will be able to pull from many existing efforts including the 2018 Regional Transportation Plan, the Strategic Plan to Advance Racial Equity, Diversity and Inclusion, the Climate Smart Strategy, and the 2040 Vision.

The group was shown a chart illustrating the decision-making structure.



Andy explained that the Metro Council is eager to work with the Task Force, and that a community engagement effort will be taking place simultaneously as a part of this process that will help guide decisions and recommendations.

The group watched a brief video from Metro’s Snapshot series titled “Adam” about a resident’s experience with the regional transportation system. The video can be viewed here: <https://vimeo.com/218962087>. Andy encouraged the group to watch the rest of the videos in the series.

INTRODUCTIONS

Allison asked the group to go around and introduce themselves, stating their name, representation and providing two values they would like applied to a funding measure. Jeanne Lawson, co-facilitator with JLA Public Involvement, led the introductions and Allison recorded the members’ responses on a comment wall. The values identified and related group comments are summarized below:

- **Equity and Inclusion**

Make equity and inclusion an overarching and guiding value of the funding measure. Specific comments related to equity and inclusion included:

- Ensure equity is at the forefront of the funding measure, specifically in regards to communities and people of color.
- Past transportation efforts have been guilty of disrupting and displacing communities. Ensure future efforts are intersectional and support existing and growing communities.
- Consider the aging, disabled, and youth populations, many of whom do not have driver’s licenses and rely on public transportation.

- Ensure the equitable distribution of benefits and burdens, focusing and supporting vulnerable communities.
- Washington County is the most diverse county in the state with less than 4% unemployment but over 10% living in poverty. Connect equity and economy when developing the transportation system.
- **Coordination with Housing**
Make efforts to create a comprehensive and coordinated approach that considers and involves housing. Specific comments related to coordination with housing included:
 - Approaches need to involve housing to ensure affordability of all public systems.
 - Integrate the housing and transportation policy.
- **Accessibility**
Create a system that is accessible to all. Specific comments related to accessibility included:
 - Identify and address gaps in the system and infrastructure that disproportionately impact and create obstacles for vulnerable communities and users.
 - Ensure accessibility for aging and disabled transportation users.
 - There are neighborhoods without sidewalks or streets wide enough to support bus travel. Invest in these areas to increase accessibility to alternative modes of transportation.
- **Jobs and Economy**
Develop a system that supports the workforce and economy. Specific comments related to jobs and economy included:
 - The transportation system needs to be accessible, efficient, and affordable to provide people with direct alternatives to SOVs for traveling to and from work.
 - The workforce and economy needs reliable transportation, whether it's to transport workers or goods, the system needs to run efficiently.
 - Wilsonville has a population of 25,000 people and employs 23,000 people, 4% of which travel to work from out of state (Vancouver). Many places are inaccessible without a car. Create a system that supports a stable economy without the reliance on SOV travel.
 - The freight community is supportive of public transit because it reduces the number of SOVs and thus congestion allowing for more efficient transport of goods.
 - Ensure the transportation system supports the needs of employers.
 - Consider access to family wage jobs, apprenticeship programs, and education to support the replacement of the increasing retiree population.
- **Infrastructure and Multimodality**
Create a functioning multimodal system that provides efficient transportation options. Specific comments related to multimodality included:
 - Provide residents with transportation choices to decrease the number of people traveling in cars.
 - The framework needs to consider and support community members without cars.
- **Safety**

Promote safety as an overarching value of the funding measure. Specific comments related to safety included:

- The number of pedestrian deaths is unacceptable and needs to be addressed in the effort.

- **Climate and Health**

Efforts need to reduce and address impacts to the climate and environment. Specific comments related to climate and environment included:

- Make efforts to reduce greenhouse gas emissions.
- The most recent prediction is that there are 11 years to solve climate change. The transportation system needs to have the goal of dramatically reducing the carbon footprint.
- Explore opportunities for de-carbonization.
- Consider the disproportionate impacts of climate change on vulnerable communities and make efforts to address and reduce these impacts.
- Promote public health in all approaches.
- Reduce pollutants to support public health.
- Consider the climate impacts of agriculture transportation.

- **Resiliency**

Explore and promote strategies that support the creation of a resilient transportation system. Specific comments related to resiliency included:

- The Cascadia Subduction event has the potential of greatly impacting our transportation system, and disaster preparedness strategies need to be implemented in our transportation planning and infrastructure.
- Efficient transport of goods is critical to disaster recovery.

- **Regional Perspective**

Use a comprehensive regional approach to improving the transportation system. Specific comments related to regional perspective included:

- Have a regional perspective that expands across the Pacific Northwest – specifically in consideration of agriculture.
- Understand that each county has different goals, rules, and zoning, and develop transportation improvements that support a cohesive system but are responsive to these differences.
- Support the fair distribution of investments throughout the region (geographic equity).

MEETING PROTOCOLS

Jeanne directed the Committee to their handout with the meeting protocols and governance language and began the discussion on key items. Jeanne encouraged the Committee to strive for more than just a simple majority if they cannot reach consensus to ensure their recommendations are statistically valid. Jeanne explained that consensus does not mean that the recommendation is everyone's ideal choice, but rather that all members can agree to support it. Additionally the group was told that once a decision

has been made it will be final and will not be revisited unless the entire Committee agrees to reopen the discussion.

The group agreed to strive for consensus, and to use a 3/4ths majority if consensus cannot be reached with all perspectives and discussion on the decision being reported to Metro Council.

DISCUSSION AND QUESTIONS

- How will the community engagement be conducted?
 - Tyler Frisbee, Metro, explained that there will be both culturally specific engagement and broader engagement components and the results will be brought to Metro Council and the Task Force to help inform recommendations and decisions.
 - The Committee expressed the desire for the engagement process and Task Force effort to be connected and feed into each other. This was added to the protocols.
- The Committee requested that materials be available electronically within five days of meetings. This was added to the protocols.
- The Committee agreed to let the public comment period be flexible depending on the content and timing of the meeting.
- Metro staff committed to helping members contextualize and understand materials that may be outdated or archived.
- Are there attendance requirements?
 - Tyler explained that the hope is that members will attend as often as possible due to the expedience of the effort. She noted that if a member cannot attend, they waive their right to weigh in on a decision, however, they can submit their thoughts to Metro staff and it will be considered by the Committee during the decision-making process.
- Is there an option for proxy votes?
 - Metro staff committed to revisiting this.
- A committee member requested that all meetings be accessible for the deaf and hearing impaired.

PUBLIC COMMENT

Allison opened the floor to public comment. Two members of the public provided comment.

Richa Poudyal with Street Trust:

The Getting There Together Coalition is a collection of 20 different organizations in the metro region. The Coalition supports this effort from Metro, and it holds similar values of racial equity and a climate smart and safe system for all. The Coalition wants to reinforce the importance of ensuring transit dependent people are incorporated into the decision-making process, and looks forward to partnering with the Task Force.

Annette Leethan:

Please create a direct MAX line to St. Johns.

NEXT STEPS AND CLOSE

Allison noted that the next meeting will be on March 6th and will focus on discussing the timeline and decision-making process, as well as examining Metro's racial equity strategy and Metro Council's corridor approach.

Pam expressed her confidence in the group and their ability to make good decisions. She noted that this offers a unique opportunity to make a difference for future generations. Jessica thanked the Committee for their participation and the meeting was adjourned.