

PUBLIC COMMENT

Transportation Funding Task Force Meeting

Wednesday, July 24th



OPAL
ORGANIZING PEOPLE / ACTIVATING LEADERS

Greetings Task Force Members, I'm Shanice Brittany Clarke, an educator and organizer for transit-dependent people, like myself.

The state of Oregon Metro's transportation is racially coded and must be addressed explicitly with an anti-racist approach. Here and in every U.S. urban core, our low-wage workforce is the center of the economy—the domestic, department store, convenience store, hotel, restaurant workers, security guards, and street vendors.

These workers are renters, have kids, use public transit, and have family incomes of \$15-20,000 a year. Everything they do—getting kids to school; going to work; attending college; or enjoying modest forms of recreation— all depend on viable public transportation.

The last time I sat here I shared that transit is a lifeline for many people. Just last week, I advocated for students of color without transportation access who could have lost their jobs. Jobs meant to pay for their education.

The #UpWithRiders campaign is urging you to **prioritize service expansion for those pushed to the edges of our region**, protect our air and **create bus-only lanes**, make TriMet **fare-less AND fully-fund YouthPass**, and transition to 100% clean fuel/renewable energy.

Only 11% of revenue is generated from fares- merely half of what is possible from our package. Make transit free, and watch ridership increase, and operating costs decrease.

No transit-dependent or working person should pay a dime for our package. Uber/Lyft are clogging our streets and making billions- our needs should be **subsidized by profit-driven apps and luxury car owners**.

Ecology theory suggests when equity is an afterthought when fixing a problem, we exacerbate inequities. If you suggest bold change takes time- instead of private riders, prioritize the transit-dependent Oregonians where a bus line means the difference between paying rent.

Join us and get #UpWithRiders and #DownWithFares.

Until next time,
Shanice B. Clarke
Board Director, OPAL Environmental Justice

Metro Transportation Funding Measure

From: joho@joehovey.com
Sent: Monday, July 22, 2019 4:49 PM
To: Metro Transportation Funding Measure
Subject: Introduction to Inner SE Powell Blvd

Hello.

We are a small group of volunteer residents from a few of the neighborhoods that intersect Inner SE Powell on both the North and South sides. Inner SE Powell runs from the River on the East side up to SE 50th Ave. Our volunteers represent residents from Brooklyn, Hosford Abernethy, Richmond and Creston Kenilworth neighborhoods. We formed our group, Inner Powell Alliance (IPA), as a way of addressing certain concerns we have over the Inner SE Powell corridor.

According to the Metro Comprehensive 2035 Plan, SE Powell Blvd. has been designated as a Civic Corridor. While SE Powell Blvd. is already a busy major corridor, we understand that the future will only bring more residential and commercial development along the corridor, as well as an increase in vehicle and pedestrian traffic. With this comes the need to ensure safety for all of those who access SE Powell, especially with relation to providing safe routes for schools. I personally live in Creston Kenilworth, near Catholic Charities' Kateri Park near SE 28th Ave, which has a sizeable Somalian community of adults and children living on the premises. Often times, I see a few of them trying to cross Inner SE Powell oblivious to the pedestrian crossing signs, as these signs are not a part of their cultural understanding. Across the street from Kateri is the Esperanza Court, Catholic Charities subsidized housing development. Again, there are a number of families living here with elementary grade school children. It was concerns like these out of which IPA arose.

For about a year now, a few of us within IPA have been working closely with Home Forward as they work on the Affordable Housing Development at SE 30th and SE Powell Blvd. They are currently estimating 180 residential family units plus commercial and community meeting spaces on the ground floor. Residential units will consist of 1 bedroom, 2 bedrooms and 3 bedrooms to accomodate various size families. As a group, IPA felt it important that people living in these units not feel excluded or segregated from the communities around them, as so often happens with developments like this. We wanted to make sure that Home Forward included these type of spaces on the ground floor as a way of providing integration! Of course, with this comes more foot traffic, in addition to increased auto and bike traffic. And we also realize that with all of these families living so closely to SE Powell Blvd, pedestrian traffic will increase in and around the housing units. Even more important is the fact that the children living in these units will need to have safe access to the various schools on both the North and South sides of Inner SE Powell.

In addition to this housing development, we are experiencing additional commercial growth along Inner SE Powell. A new Starbucks is opening at SE 28th and SE Powell Blvd, and the property between SE 35th and SE 36th Aves on Inner SE Powell will soon be home to 4-6 food trucks, a market as well as a restaurant.

These are exciting times happening along this stretch of Inner SE Powell and we expect this to continue into the future. We see Inner SE Powell developing into an increasingly dense residential and commercial corridor. We welcome it but we want to ensure that all communities are safe as they access this corridor by either bike or foot for paths to schools as well as to public transportation.

Our concerns center around the fact that ODOT has traditionally treated SE Powell as a "highway" running thru Portland. Auto & Truck traffic is dense and often travels at unsafe speeds. A number of residents do not feel comfortable walking along this corridor due to this very fact. We need to find ways to make the street safer for all users. The #9 Tri Met bus is heavily used, and all riders must cross Powell daily. Students from Cleveland HS cross the street daily during their school term. Some sporting events happen in Powell Park and attract a large group of people. With the Affordable Housing units, elementary students will be walking along the street to get to school, access Powell Park, and other activities.

Auto parking at this development will be limited to #20 spaces, so these tenants will be dependent on walking and transit. Based on Home Forward's design, there is no other access to the development except via Powell.

And while this should be our main focus, we need to avoid looking at Inner SE Powell in silo. To do so neglects attention to finding ways to avoid sending all the problems of traffic, speed, etc, onto adjoining side streets, something that is already happening.

In addition, there is the need for careful planning for tree canopy along and near Inner SE Powell. We need to make sure we understand and optimize setback provisions that can make a difference in how much we are able to combat the heat island effect in this corridor. The heat island maps can be hard to read, but Inner Powell seems to already be caught up in the big Central City "blob", as well as having spots further out.

Last but not least, with this development comes concerns for air quality due to increased traffic. By providing bike lanes, as well as provisions for Rapid Transportation lanes, along the corridor, we can address this growing problem.

A small group of us will be attending the July 25th SE Powell bus tour as observers and look forward to hearing comments from both the LIT Group and the Task Force as they relate to Inner SE Powell.

Thank you for your time and for the work you are undertaking with these corridors!



www.pboregon.org

Metro Transportation Task Force
600 NE Grand Ave
Portland Oregon 97232

July 16th, 2019

Transportation Funding Task Force,

Participatory Budgeting Oregon advocates for the successful implementation of participatory budgeting (PB) in Oregon. Participatory budgeting is a deliberative democratic process (authorized by elected officials and co-designed by the community) in which ordinary community members can directly allocate a portion of a public or municipal budget through a binding decision or vote. This process allows community members to transcend the traditional advisory roles and engage them in decision making with tangible outcomes.

Through our collaboration with Metro, Participatory Budgeting Oregon has been successful in incorporating \$3-5 million funding for pilot PB processes in the community capital grants program within the Parks and Nature Bond Measure. As we've learned from past urban development projects, the exclusion of communities in the planning of transportation disrupts, displaces, and destroy these communities. If passed by voters in November, we hope to be the first in Oregon to implement this innovative process designed to allow communities, who have historically been excluded and ignored, access to decision-making that directly affects their quality of life.

The upcoming programming for a PB process within the Parks and Nature Bond is a clear commitment by Metro to engage with communities in an innovative way that prioritizes community values, transparency and accountability in the planning process, and to work collaboratively to decide the outcomes for parks development in the Portland area. The thoughtful and intentional inclusion of these communities through a PB process are crucial to meet Metro's and partner organization's racial equity goals. We strongly encourage Metro Council, staff, and this task force to also include a similar PB process in the upcoming Transportation bond measure.

Adding a PB process within the Transportation Funding Measure could build on the potential funding for piloting PB in the Regional Greenspaces Bond Measure thus widening the parameters of proposed projects and directly integrating transportation developments with parks developments. Research demonstrates that PB processes that

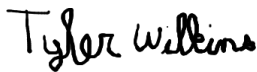
allow a greater flexibility in the types of projects community members can propose and select, increased the many positive impacts of PB; Such as:

- greater transparency & accountability of government agencies
- fostering trust within communities and community organizations
- leveraging authentic and mutually beneficial partnerships to have equal participation in the design and implementation of the process
- expanding the number and diversity of voices involved in decision making
- developing leadership within communities by allowing people to exercise power

If both 2019 Regional Greenspaces Bond Measure and a potential 2020 Regional Transportation Funding Package were to pass with dedicated PB funds, the region would be positioned to replicate a process similar to Seattle's *Your Voice, Your Choice* "Parks & Streets" PB process, a process that has allocated \$2-3 million a year for park and street improvements through PB since 2017. The connection of funds from both bonds would ensure that parks and transportation projects are connected and mutually dependent on each other for its success. Developing a strong participatory process with strategically coordinated funds could increase the region's capacity to directly address ecological and social crises through transportation infrastructure and community-led programs.

We hope you will join us in advocating for PB to be incorporated into the upcoming 2020 Transportation Investment Measure.

Sincerely,



Ty Wilkins
Advocacy Project Manager



Jim Labbe
Internal Operations Project
Manager



Jonathan Cruz
Advocacy Organizer

Dear Metro T2020 Task Force Members,

Getting There Together (GTT) | Who We Are

The Getting There Together (GTT) coalition formed in 2017 in response to growing concerns that the Portland metropolitan region wasn't adequately planning to build the comprehensive infrastructure and transportation system in a way that actually responds to the needs of people who live, work, learn, practice spiritually and play. Our coalition is comprised of over 35 member and mission-based organizations in the Metro region that work in and with stakeholders, businesses, and community members in the metro region including communities of color, transit riders, youth, older adults, and the most vulnerable users of the road.

The Getting There Together Coalition represents many of the people in the community that these transportation improvements would impact. As you all discuss programs tonight for potential investment through the T2020 measure, we urge you to use a social equity lens and people-driven approach in your decision-making.

What equity means to us is to prioritize minimizing harm to marginalized communities and to use resources to remediate past harm.

Our Approach to Programs

Similar to our approach to corridor prioritization, a people and equity first approach is important as we consider any program. Centering people who use the system will inevitably lead us in accomplishing our region's climate and safety goals. GTT's recommendations are based on the following considerations:

- Which programs address safety issues that may not be covered in the corridors approach?
- Which programs best complement potential enhanced rapid transit that could come from the investments in corridors?
- Which programs best address anti-displacement and help to repair past harm to communities who have been affected by displacement and gentrification in our region?
- Which programs best help address barriers to accessing public transit, especially for low-income people, youth, elders, people with disabilities?
- What programs best address personal safety issues related to walking, biking and taking public transit in our region?

It is critical for Metro to work with our transit agencies to define with community what an increase in ridership strategy can look like that can consider changing the ages of access to our youth on a year round and providing more service coverage.

GTT's Program Recommendations

Programs present an important opportunity to address the needs our communities in the Metro region have that must be grounded around Equity, Safety and Options that ultimately bring Climate and Health outcomes.

From the list presented to you today, the following program concepts rise to the top based on GTT's analysis, priorities, and the questions we posed above:

- Safe Routes to Schools
- Safety 'hot spots'
- Active Transportation Regional Connections
- Better Bus
- Fare Affordability: Affordable Housing Residents
- Fare Affordability: Students
- Community strengthening/anti-displacement
- Protecting/preserving multi-family housing
- Equitable transit-oriented development
- Smart Cities

GTT members can make themselves available to further speak to how these program concepts speak to the Coalition's values.

The programs we have additional questions around are:

- Air quality monitoring
 - GTT recommends prioritizing programs that increase access to transit and increases ridership rather than investing more heavily in monitoring air quality. DEQ already administers a tool that does this and our communities already know which areas/corridors have the poorest air quality.
 - Monitoring alone does not result in the changes needed to address air quality concerns.
- Main streets revitalization
 - GTT would recommend prioritizing increasing safety (through something like the Safety 'hot spots' fund) alongside high-crash corridors where people's lives are consistently at risk (especially communities of color) over a program that funds revitalization of main streets.
- School bus electrification
 - GTT does not recommend using funds from a T2020 measure to fund electrification of private school buses, which primarily serve our region's most affluent school districts.
- Transit Vehicle electrification

- GTT does not recommend using funds from a T2020 measure programming to fund electrification of transit vehicles. HB 2017 has dedicated funding to this transition among other sources available on a state and federal level. We propose a bold T2020 measure focusing on increasing access to transit service, which would address the priorities of both equity and climate.

GTT recommends you consider the following additional program concepts:

- Public Safety Program - Grant funding that can be made available to community groups to give trainings around de-escalation, crisis intervention and personal safety for multi-modal users, with a focus on transit. This addresses community concerns about the increased presence of armed officers on transit and personal safety when riding a bicycle or walking.
- Participatory budgeting (PB) - Participatory budgeting is a proven tool to build leadership and is a proven tool for increasing the number and diversity of people engaged in making public budget decisions, civic processes and voting. A pilot program, much like what has been presented in the Metro Park and Nature Bond, offers consistency and additional opportunities for implementing this process in our region.

Voters in 2020

As you all receive information about and discuss polling that has been done in preparation for a T2020 measure, GTT urges Task Force members to work to create a measure that new voters will be excited to turn out for, rather than rely on data from “likely voters” to make significant decisions about the direction of the measure. 2020 promises to be a monumental election year, with various items on the ballot and voter registration efforts that will engage more and newer voters than years past, and we should account for that in crafting a compelling, bold transportation measure.

LIT Meetings

GTT has been at every LIT meeting and tour this summer, and has been working with LIT members to better orient themselves in the corridors and projects conversation. Please feel free to contact us if you’d like to learn more about the LIT meetings as we continue to track and support.

Thank you again to Task Force members for your dedication and commitment to a transportation system that works for those who need it most.

Sincerely,
Walter Robinson II
Lead Organizer

The Getting There Together Coalition

info@gettingtheretogether.org

<http://www.gettingtheretogether.org>



July 24, 2019

To whom it may concern,

The Clackamas County Business Alliance (CCBA) is a non-profit advocacy group supporting issues of importance to Clackamas County Businesses.

CCBA urges you to support all four of Clackamas's Corridors including C2C, Sunrise, McLoughlin and 82nd. Investment in these corridors is critical for helping citizens of all ages, abilities and income levels to move around in our region.

The Sunrise Corridor is not a freeway, it is a multimodal connection that will provide access to employment (14,000 new Jobs/14,000 new Households projected to be located in this area by 2040) and will provide local connections to help residents safely access schools, parks and other amenities by using a variety of modes.

In combination with C2C, Sunrise Gateway will provide an alternative route to I-84 and will also connect residents in Gresham/East Portland to future jobs in the Rock Creek Employment Area.

Without investment in Sunrise, Happy Valley will not be able to implement their plans to accommodate all of these new employers and households. The city of Happy Valley is essentially unable to issue a permit allowing this development to occur today due to intersection failure at 122nd and 212. This area is inside the UGB already and is prime for investment.

Thank you for your consideration.

Sincerely,

David Marks
Secretary and Treasurer
Clackamas County Business Alliance
PO Box 2156
Lake Oswego, OR 97035
<https://ccba.biz/>

Sent: Wed 7/17/2019

From: Betsy Reese

Subject: To the Transportation Funding Task Force

The I-5 Expansion/Improvement Project design currently on the drawing board is bad for pedestrians and bicyclists. It does not protect existing land use, let alone support future land use development. If we are to have a walkable, bikable neighborhood such as that proposed by the Albina Vision Trust, we cannot allow this project to continue to go forward on its current path.

Betsy Reese

Co-owner, Paramount Parking

503-347-3634