

# **PUBLIC COMMENT**

Transportation Funding Task Force Meeting

Wednesday, August 21st



21 August 2019

Metro Transportation Funding Task Force  
600 NE Grand Ave.  
Portland, OR 97232

**RE: Incorporating Equitable Transit Oriented Development into T2020 Plan**

Members of the Metro Transportation Funding Task Force,

Thank you for the opportunity to weigh in on the development of the Transportation 2020 measure. The Welcome Home Coalition is a diverse coalition in the Portland metropolitan region that uses its collective resources to ensure that everyone has a safe and stable place to call home. We use community education, research, and advocacy to advance housing policies that enable all our neighbors to succeed.

The Welcome Home Coalition is highly supportive of making equitable investments in our transportation systems, and are excited to see this work unfold. As you consider potential programs included in this measure, we would encourage you to consider the items outlined below.

**Support for the Getting There Together Coalition priority programs**

As a member of the Getting There Together Coalition (GTT), we are highly supportive of the priority programs as identified by GTT members. We know that access to public transportation and an affordable place to call home go hand-in-hand when it comes to improving the well being of all our neighbors. Welcome Home is supportive of the GTT agenda, particularly programs that prioritize anti-displacement and preservation of multi-family housing.

**Including Equitable Transit Oriented Development in the T2020 plan**

Welcome Home also encourages the Task Force to include a policy requiring Tri-Met to adopt an Equitable Transit Oriented Development (equitable TOD, or eTOD) policy as part of this transit package.<sup>1</sup> Equitable TOD programs have been shown to increase ridership and revenues for transit authorities, increase the supply of affordable housing, and reduce carbon emissions<sup>2</sup>.

A critical feature of an eTOD policy would be requiring that certain portions of surplus land in Tri-Met's control be offered to developers of affordable housing, who in turn would develop new housing with certain affordability requirements. For example, Seattle's transit authority's TOD program requires the

---

<sup>1</sup> MZ Strategies, "Advancing Equitable Transit-Oriented Development through Community Partnerships and Public Sector Leadership," October 2016, available at [https://static1.squarespace.com/static/5021cc16e4b0c203353d08c5/t/57fbc838e4fcb58bdf33c9ad/1476118586893/Community+Explainer\\_10-10-16.pdf](https://static1.squarespace.com/static/5021cc16e4b0c203353d08c5/t/57fbc838e4fcb58bdf33c9ad/1476118586893/Community+Explainer_10-10-16.pdf).

<sup>2</sup> Federal Transit Authority, "Transit-Oriented Development," April 11, 2019, available at <https://www.transit.dot.gov/TOD>.

agency to, “80 percent of its surplus property that is suitable for housing to qualified entities to develop affordable to families at 80 percent of area median income or less.”<sup>3</sup> Seattle has built or is in the process of building some 1,300 units, 80 percent of which are affordable for people at or below 80 percent AMI, since adopting this policy. Tri-Met ought to adopt a similar strategy with more robust affordability goals. Ensuring housing is available for people at or below 60 percent AMI, for example, would go a long way in boosting housing supply for our most cost-burdened neighbors.

Requiring Tri-Met to adopt an eTOD policy would also be something that could be done with little to no additional cost. Tri-Met is one of the only west coast transit authorities yet to adopt an eTOD policy. Currently, Tri-Met is considering adopting some form of TOD guidelines for future development, but cementing these goals as a stated policy will help ensure their intended outcomes. Moreover, at a time when Metro is making significant investments in affordable housing development through the Metro Housing Bond, requiring Tri-Met to adopt an eTOD policy presents a unique opportunity to maximize investments made in our transit system and affordable housing supply.

Thank you again to the Task Force for your diligent work in creating this measure. The Welcome Home Coalition is encouraged by your work thus far, and we urge you to consider including this critical policy lever to ensure more of our neighbors have access to transit near an affordable place to call home.

Sincerely,

A handwritten signature in blue ink that reads "Tyler MacInnis". The signature is written in a cursive, flowing style.

Tyler Mac Innis, Director of the Welcome Home Coalition

---

<sup>3</sup> Sound Transit, “Transit oriented development,” available at <https://www.soundtransit.org/system-expansion/creating-vibrant-stations/transit-oriented-development>.



8/19/19

Dear Metro Transportation Funding Task Force,

The proposed 2020 transportation bond is a major opportunity for equitable investment in our region. Given the growing population, and existing congestion and transportation inequities, there is a lot of potential to improve and expand our transportation infrastructure in an equitable way.

Unfortunately, there are also some possible downsides to this investment. As Executive Director of ROSE Community Development, an affordable housing developer in outer Southeast Portland, we've seen some of these effects firsthand. Metro has previously anticipated and helped mitigate these effects, buying and investing in a property along the route of the future Division Transit Project, which ROSE eventually developed into the Orchards of 82<sup>nd</sup>, a 48-unit affordable housing project which opened earlier this year.

However, when ROSE previously attempted to acquire an existing property five blocks East of the Orchards site, we were unable to secure the necessary public investment. This resulted in the sale of the property to an out of state owner, which raised rents and put the residents (including many immigrant families) at risk of displacement.

[\(https://www.wweek.com/news/2016/03/09/apartment-sale-benefits-charity-but-raises-prices-for-cantonese-immigrants/\)](https://www.wweek.com/news/2016/03/09/apartment-sale-benefits-charity-but-raises-prices-for-cantonese-immigrants/)

Potential displacement could result in residents being denied the benefits of any transportation infrastructure improvements in their neighborhoods. It is crucial that the bond prioritizes preserving the affordability of existing housing and promote future affordable housing development through investment and land use policies. I urge the task force to prioritize these programs in the bond proposal.

Thank you for your time.

Sincerely,

A handwritten signature in black ink that reads "Nick Sauvie".

Nick Sauvie  
Executive Director  
[nick@rosecdc.org](mailto:nick@rosecdc.org)  
(503) 788-8052 ext. 16



# GETTING THERE TOGETHER

August 20, 2019

## Getting There Together Coalition | Who We Are

The Getting There Together Coalition (the 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 effectively responds to the needs of people who live, work, learn, practice spiritually, and play. The 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, including communities of color, transit riders, youth, older adults, and the most vulnerable users of the roadway and transportation system.

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

***What racial equity means to us*** is to prioritize minimizing harm to historically marginalized communities and to use resources to remediate past harm. Lack of equity in transportation planning can present significant impacts in decision making, and people of color and historically marginalized communities suffer most. Some examples include: The quality of transportation offered and/or available will affect people's economic and social opportunities. Additionally, lack of equity in transportation activities and services impose various indirect and external costs, such as congestion delay, anti-displacement, pollution, and undesirable land use impacts. What we know is that when we apply the targeted universalism theory of change, we center those community members that are currently the least served in policy decisions, and the benefits are also received by the broader community. A regional transportation measure must be about **serving the people in our community in getting to where they need to go** - as such, many of our recommendations will address removing barriers to accessing modes of transportation and increasing transportation options.

## The Coalition's T2020 Programs Recommendations

The Getting There Together Coalition's Steering Committee developed a survey for our member organizations and affiliates, which requested Coalition partners to share their thoughts on Metro's proposed T2020 regional program concepts, plus four additional concepts for consideration suggested by the Coalition -- community safety training, participatory budgeting, transit service expansion, and paratransit expansion.

Coalition members and allies strongly supported affordability as their top priority, and were in favor of *Fare Affordability*, *Anti-displacement (Community Strengthening)*, and *Multi-Family Housing*; safety, selecting *Active Transportation Regional Connections*, and *Safety Hotspots*; and programs that fall into transit service needs, including *Better Bus* and our suggested additional programs *Paratransit*, and *Transit Service Expansion*. We heard from numerous Coalition partners that they saw overlap in many programs and wished to merge programs together to leverage impact; some of the program concepts they found important and wanted to keep in the conversation, but didn't make their top five; and many expressed frustration for having to limit the programs to the concepts provided and defined. Several Coalition partners noted pointingly that better air quality was very important, but felt that by providing more and safer transportation options they would see direct benefit to our air quality as an outcome. Quotes below come directly from our survey results.

**Making Trimet Fares More Affordable** - Our coalition members want to see more affordable fares for a variety of marginalized groups, including youth and people with low incomes, as well as a commitment to stopping proposed fare hikes. We recommend a youth program that is year-round, extends beyond students who qualify for free and reduced lunch, includes all youth, not only students, and expands the age range up to 18. As such a program gets developed, youth must be centered and prioritized as decision makers from start to end.

- "Yes and give all senior and kids free transportation."
- "Youth pass should cover everyone 18 and under (not stigmatize low-income students)."
- "I think we should work toward a fareless system and try other ways of reducing or eliminating fares."

**Anti-displacement** (Community Strengthening) - Our coalition members want to see a robust program that will fully offset the likely impact of capital transportation projects. The Coalition wants to see where affordable housing developments are planned in relation to potential T2020 corridors, and demand a clear strategy in place before investments are made. We recommend a program which allows community members to stay in their homes (or

neighborhoods, in the case of unhoused individuals without a fixed address). In the event that a particular home, building, or campsite must be demolished or displaced as a result of construction, we call for a 1-for-1 replacement policy, in which individuals and families would not be displaced unless and until they can be placed in another home within a reasonable distance, or compensated fully for their displacement from their community.

- “This needs to be addressed alongside and in synchrony with redevelopment of the T2020 corridors”
- “Southwest Corridor will displace 100 businesses, 293 housing units.”
- “1.5% is a starting point that I heard Kayse Jama of Unite Oregon expressing to Metro (.5% for planning, 1% for implementation); the actual need is greater.”

**Multi-Family Housing** - Our coalition members want to see coordinated housing and transportation investments. We recommend a program that builds on and leverages local and regional affordable housing funding, and ensures low-income, communities of color, and those who have been displaced, have the opportunity to live near transportation corridors receiving investments.

- “Transportation investments need to be tied to housing so they are successful long term.”
- “I’m wondering if the REIT would be able to build wealth for low income investors.”

**Active Transportation Regional Connections** - Our coalition members want to see significant progress made on completing the regional Active Transportation Network, both on and off the selected corridors. Members urge these investments to be responsive to community needs, and to prioritize connecting to transit lines. We recommend a program that prioritizes low-income communities and communities of color, and creates a safe and accessible connections to transit, schools, senior centers, community centers, employment centers, residential areas, and other destinations. We suggest this program concept could be coordinated with the Safe Routes to School program concept.

- “This should be coordinated with Safe Routes To School and Better Bus ideas.”
- “We should complete 100% of Active Transportation Regional Connections with funds from this measure and make sure they connect to transit. No more gaps.”

**Safety Hot Spots** - Our coalition members want to see safety improvements across the board - this is one of the most urgent needs and one with the most severe consequences in our communities if not addressed. Safety initiatives must be embedded into both corridor/project and program decisions. We recommend a program that is nimble and robust to address the

massive safety disparities that people with disabilities, youth, older adults, and communities of color face when using the transportation system. We suggest this program concept could be coordinated with the Safe Routes to School program concept.

- “Vision zero will never be reality without these type of investments.”
- “Could this be combined with Safe Routes to School and expanded to include other destinations like senior centers?”

**Better Bus** - Our coalition members want to see more and better bus service across the region, including capital improvements that complement enhanced transit investments along corridors, prioritized bus service, and new bus lines. We recommend a program that prioritizes the needs of low-income communities and communities of color, not just areas of transit congestion.

- “Yes, and I think this should be combined with service expansion.”
- “Anything that speeds up bus service is a great idea.”
- “Low income, people of color, have been asking over and over again about having bathrooms in the buses or Free public bathrooms near bus, MAX stations.”

**Transit service expansion** - Our coalition members want to see stable funding that would allow aggressive transit service expansions (new and more frequent bus lines) and increase access to transportation options, especially for communities of color and those communities that are transit-dependent, underserved, and low-income. As this is a high priority that has been repeated again and again and again from the community, we recommend including this as a program concept for discussion at the Task Force.

- “This is definitely needed to increase transit ridership.”
- “This is the sort of vision we need in the T2020 measure!”
- “I live in Beaverton and the MAX is helpful but not near and bus service is not close enough to make getting around easy. There's a bus nearby but it is an "express" bus that only runs to downtown in the morning and from downtown in the evening with no coverage the rest of the day. “
- “Make an assessment to find out where undeserved, low income, and people of color live and what transportation needs they have and prioritize the transit services based on this so people can see the benefits as soon as possible.”
- “Yes please. Particularly North-South connections and better connection to employment centers.”
- “Would be great to hear from TriMet on what they already have planned, and what additional could be included in this measure.”



- “Crucial and would love to see TriMet share service enhancement information to see where T2020 could support.”

**Paratransit expansion** - Funding to explore new and innovative ways to meet the vast need in the region for shared-ride service for people who are unable to drive, walk, roll, or use regular buses and trains.

- “Any conversation around increasing access to transit options must be accompanied by how we increase access for EVERYONE. Fully support.”

There was broad support in our survey for including more information about these additional program concepts in the programs conversation:

- **Community Safety Training** - 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 officer on transit and personal safety when riding a bicycle or walking.
- **Participatory budgeting** - 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 would offer consistency and additional opportunities for implementing this process in our region. Participatory budgeting can be the process used for distributing funds for many of the program concepts above.

### **Our Approach to Programs**

Similar to our approach to corridor prioritization, we took a people- and equity-first approach as we considered the programs. Centering people who use the system will inevitably lead us in accomplishing our region’s climate and safety goals. The following considerations are reflected in our coalition’s priorities for programs:

- Which programs address safety issues that may not be covered in corridors?
- 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?

## Feedback on Community-Informed Program + Project Investments

The Coalition recognizes the significant time and thought that Task Force and Local Investment Team (LIT) members are making to support the shaping of a measure that works for our region. We greatly appreciate this commitment. In addition to the recommendations the Coalition has made thus far on corridors and programs, we'd like to elevate some community feedback and recommendations to processes we've been hearing from Task Force and LIT members.

A common theme brought through LIT conversations has been the emphasis on making sure that projects are focused on how to move people around the region that prioritizes transit, biking, walking, and ADA access. We suggest a broader look at projects on corridors that may better reflect the Metro Council's and Task Force's values of **equity, safety, options** and **affordability**.

- We recommend in particular the inclusion of deeper **equity** analysis for all the program concepts for the Task Force and Metro Council to consider.

Metro's spring [Coordinated Outreach](#) results should be used to inform decisions in a more meaningful way. For example, the top priority that emerged from that engagement was **safety**; in Metro's summary of the engagement, safety was reported to have been discussed with multiple meanings: *"The most frequent conversations about safety were related to pedestrian and bicycle safety. Participants consistently identified the need to separate and protect pedestrians and bicyclists from car traffic. Separated and protected bike lanes, wider sidewalks, and clearly marked and lighted street crossings were repeatedly mentioned... Safety and comfort of transit was also a frequently cited concern. Concerns spanned a variety of issues including dark bus stops, bus stops without shelters, and transit police."*

- We recommend in any sort of program prioritization at the Task Force level (dot exercises, others) **there should be added weight to the programs that address safety**.

We heard from LIT members that the list of potential projects along the corridor have been helpful, but it has been hard to provide meaningful feedback on prioritizing the projects based on the cost projections provided without a discussion of potential transportation financing mechanisms for the measure. The LITs will be reviewing projects introduced to determine overall cost before providing testimony for the Task Force recommendations to Metro Council. The LIT meetings have been very content heavy, and LIT members have expressed they feel

there has not been enough time for actual LIT members to authentically provide meaningful feedback. Some LIT members have asked for an all-county combined LIT meeting, and the Coalition agrees that a cross-county conversation would be valuable context for the LIT discussion and feedback--this is something that LIT members have voiced that would support them in providing meaningful feedback.

- We highly recommend adding an all-jurisdictional LIT committee meeting that will provide an opportunity for collective understanding and feedback of how corridors and projects across the region connect and relate.

Coalition and community members are deeply interested in learning more about funding mechanisms and concerned with how revenue will be collected and distributed throughout the corridors. LIT members are reviewing and discussing projects that have been introduced with enormous price tags, yet no defined return on investment for communities that will be heavily impacted.

- We recommend a discussion of financing mechanisms and potential package options in the near term.

Community engagement processes across Metro should be synced into the T2020 process. Last month, Metro convened a Community Leader Forum to receive input on the potential for a study on a MAX tunnel through downtown Portland, which is one of the Tier 1 corridors being considered by the task force. In that forum, overwhelming feedback and response was that while it may be worthwhile to pursue this type of project to study, it hadn't yet been vetted with the Task Force to determine whether it is a priority for investment compared to other safety and transit service improvements already on the table.

- We recommend that this kind of adjacent engagement be folded into the Task Force and LIT processes so as to meaningfully incorporate feedback.

We greatly appreciate Metro's work to conduct a robust public process and meaningful community engagement around the T2020 measure, and to hear our feedback from the community on community-informed program and project investments.

### **TriMet Priorities for T2020 Funding**

Finally, we wish to address the August 16 memo from TriMet to the T2020 Transportation Funding Task Force regarding their priorities for T2020 funding. In the memo, Trimet expressed that "task force members have expressed interest in adding funds to increase the number of

transit service hours in the region” but that “at this time, additional operating funds are not our top priority for the proposed regional measure.”

The Getting There Together Coalition has heard, loudly and in every context related to the T2020 measure, that the community wants transit service expansion - new bus lines and expanded service on existing lines. Despite the forthcoming 5-year STIF service increase plan, we were surprised to learn that TriMet does not see a need for transit service enhancement or expansion in a potential 20-year regional transportation measure.

To help the community--including many transit-dependent users who are currently burdened by a lack of transit access--understand how their needs and asks are being heard in this process, we reflect and recommend the following:

- TriMet’s robust involvement in identifying key opportunities to improve and expand transit service, including presenting a detailed service enhancement plan and how that aligns with Metro T2020 corridors and projects.
- TriMet present to Task Force members their plan for significantly increasing ridership in order to meet the regions mode share and climate goals.
- Elevate the recommendations from Metro’s spring Coordinated Outreach, which surfaced additional transportation ideas directly related to the community’s expressed desire and need for transit service expansion. In Metro’s summary of the engagement, additional transportation ideas that emerged included:
  - *Expand the transit system and increase the number of routes*
  - *Create a comprehensive connected network between modes*
  - *Increase the frequency of transit*
  - *Expand service hours/provide 24 hour transit service*
  - *Create more direct transit options*
  - *Create better transit connections to amenities, resources, and services for areas that are lacking*

## Thank You

The Portland Metro region is growing quickly, and Metro’s [2016 Metropolitan Area Population Forecast](#) projects that we will see a population increase of more than 533,000 new residents to the Metro area over the next 20 years - likely the lifespan of the T2020 measure should it pass at the ballot. While we face shortages in affordable housing, equitable access to transit across the region, and increasing gentrification and displacement to the edges of Metro’s Urban Growth Boundary and beyond, we have the opportunity to be bold in our vision for the future of our region. As we continue to develop the

T2020 measure, the Getting There Together Coalition urges the Transportation Funding Task Force to stand strong in their beliefs of prioritizing key investment measure outcomes that should **improve safety, prioritize investments that support communities of color, make it easier to get around, support resiliency, support clean air, clean water, and healthy ecosystems, support economic growth, and leverage regional and local investments**. These stated values align heavily with our Coalition's guiding principles and with what we continuously hear from our coalition members, allies, and the broader community who strongly support programs and projects that increase **affordability, safety, and transit service needs**. Our recommendations seek to address the need to remove barriers to accessing modes of transportation and increase transportation options, center racial equity and inclusion, and have the potential to build a more comprehensive transportation system that works for people of all ages and abilities. The future depends on what we do today, and we must continue to center serving the people in our community in getting where they need to go.

Thank you, Local Investment Teams, Transportation Funding Task Force, Metro staff, and the many others invested in this process for your continued 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](mailto:info@gettingtheretogether.org)



August 21, 2019

## **The Street Trust**

The Street Trust is a membership based non-profit organization working to promote and improve public transit, walking and bicycling conditions in Oregon. We envision a community where everyone from all racial backgrounds has access to safe, healthy, and affordable transportation options in the neighborhoods where they live, work, learn, pray and play. We want all residents, especially those historically least served, to share in the prosperity created by investments in active transportation regardless of race, income and socioeconomic status. The Street Trust is also an active member of the Getting There Together Coalition.

## **Leading with Racial Equity**

We have a unique opportunity for a transportation measure in 2020 to put into action Metro's Racial Equity Strategy - a plan that truly uplifts community values in our region. This should be happening throughout each step of the process in determining corridors, programs, projects and the funding mechanism. For programs, The Street Trust suggests that using the Getting There Together approach to programs (by asking the following questions) begins to operationalize racial equity goals and strategies, particularly those of ensuring that "Metro's resource allocation advances racial equity"<sup>1</sup>:

- Which programs address safety issues that may not be covered in corridors?
- 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? <sup>2</sup>

## **T2020 | Programs**

In addition to the questions posed above, we'd like to highlight the following program concepts (not in ranked order) as aligned with our organizational mission as well as with the community engagement Metro presented at the last Task Force meeting where the most emergent theme was "safety", defined broadly to include both physical and personal safety threats experienced by our communities of color:

---

<sup>1</sup> [Metro Strategic Plan to Advance Racial Equity, Diversity and Inclusion](#)

<sup>2</sup> Getting There Together Coalition's Task Force Comments 8/21

- Safe Routes to School + Safety Hot Spots
- Transit Service Enhancements
- Better Bus
- Active Transportation Regional Connections
- Fare Affordability
- Community Safety Training
- Participatory Budgeting
- Paratransit Expansion
- Anti-displacement + Multifamily Housing

We encourage Task Force members and Metro staff to spend more time exploring these concepts and how they intersect with each other, who they benefit, and how we can adjust the concepts to best reflect community needs. Today's discussion and any decisions at the Task Force level should then undergo some community input before being sent as a final recommendation to Metro Council.

### **Community-Centered Decision-Making**

In order to ensure that community voices are uplifted and meaningfully folded into the process, we are aligned with The Getting There Together Coalition and other community organizations in suggesting the following:

- For programs in particular, the feedback from Metro's spring community outreach with culturally specific organizations should be incorporated into the decision-making process. As such, programs that address physical and/or personal safety should be given additional weight to reflect community input.
- For projects, LIT members must be directly influencing decisions that will be made about projects. To facilitate this, we should address the LIT member request to convene all three county LITs to help prioritize projects across the region.
- Transit service expansion has come up in every community engagement space from programs to projects. We must further and publicly discuss TriMet's service enhancement plan and how it intersects with decisions made for T2020 to respond to this community need.

Thank you to the Task Force, Local Investment Team members, and Metro staff for your commitment to push for equitable transportation investments in our region. We look forward to continuing partnership in creating a ballot measure that works for our region's diverse communities.

Sincerely,

***Richa Poudyal***

Advocacy Director

The Street Trust

[richa@thestreettrust.org](mailto:richa@thestreettrust.org)

(503) 266-0676

9644 SE Ellis Street  
Portland, OR 97266

19 August 2019

Dear Metro Council:

I am a resident of SE Portland and I am writing regarding the Transportation Funding Task Force meeting. As I am working at the time of this meeting, I am unable to attend in person, so I am delivering this letter. Broadly, I am asking that Metro's long-term plan include historic expansion of non-carbon-emitting, free-to-ride public transit options. In the immediate term, I am asking you to not remove the bus stops on SE Cornwell and 82nd.

As someone who depends on public transit for my commute to and from work, I cannot overstate the benefit that bus transit provides me personally, and so many like me. For one, these bus stops help houseless and veteran transit riders access the Clackamas Service Center and get to and from work. The removal of these stops will severely limit their ability to get essential services and complete basic tasks.

What's more, as a public citizen, I care deeply about the health of our ecological system and its ability to support human life beyond the end of this century. As you likely know, the Intergovernmental Panel on Climate Change recently released a report indicating that we have until 2030 to dramatically transform our energy and economic systems if we want to avoid the worst effects of climate catastrophe. It should be noted that there are credible sources that view the IPCC's forecast as overly optimistic. For this reason, Portland Metro needs to take bold and unprecedented action to decisively address the climate crisis in ways that can serve as a model to other municipal boards. It's imperative that we expand transit access, prioritizing it over single occupancy automobile infrastructure, as this is no longer sustainable.

It seems abundantly clear that the benefits of maintaining and expanding public transit accessibility far outweigh the costs of continuing to support global warming-causing infrastructure. I trust that this task force will act in the best long-term interests of the people of Portland and its surrounding areas, and in the best interests of the planet we all share.

Sincerely,

Chris Chaplin  
804-971-2509





August 21, 2019

Metro Council and Transportation 2020 Task Force  
600 NE Grand Avenue  
Portland, Oregon 97232

## RE: Highway 99W and Transportation 2020 Investment Measure

Dear Transportation 2020 Task Force and Metro Council,

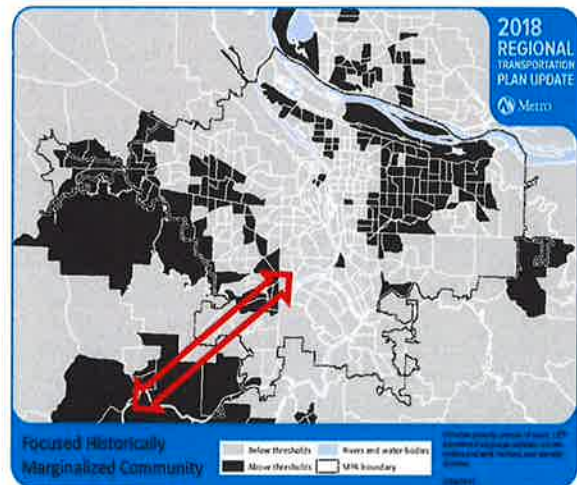
The Cities of Tigard, King City, Tualatin, and Sherwood respectfully request that funding for Highway 99W, identified as a Tier II corridor, be included through regionwide programs. The following projects have a direct connection with the need to **improve safety, travel technology, and off-street/active transportation options for travel**, on this regionally significant corridor:

1. **A comprehensive Highway 99W corridor plan.** Similar in scope and level of effort for Tualatin-Valley Highway, we need a plan to coordinate and identify catalytic and shovel-ready projects to transition this prototypical 20<sup>th</sup> century commercial corridor to one that is safer, appropriately designed for its level and type of use, and conducive to climate-smart travel options (e.g. transit).
2. Implementation of key **off-street trail and safety connections identified in the Regional Transportation Plan** (larger amount) or **safety improvements identified in the Statewide Transportation Improvement Program** (smaller amount).

### 99W has a regionwide (and beyond) impact

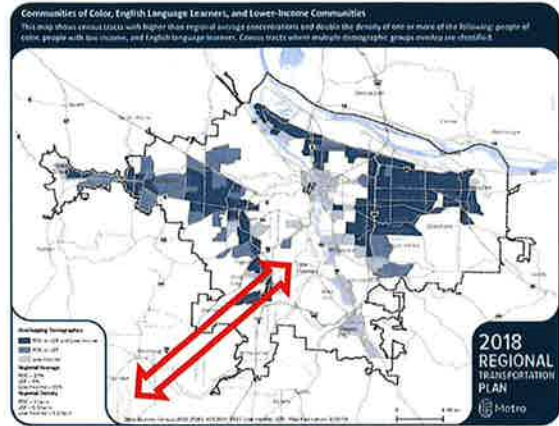
Highway 99W provides a regional connection from Portland to southern Washington County, averaging over 48,000 daily trips. As important, is its role as a corridor and gateway into the Metro area for Yamhill County and areas west, where many of our region's workers have had to move to afford housing.

Approximately 70,000 people live within a mile of this corridor and our cities continue to grow. As seen in the Metro maps below, this corridor serves a high concentration of people of color, low-income households, and people with limited English proficiency.



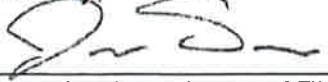
Investment in Highway 99W connects with Metro's Transportation 2020 goals in the following ways:

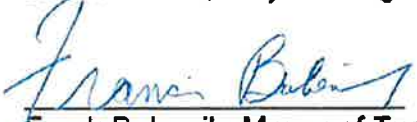
- Improves safety by addressing the lack of safe crossings as well as pedestrian and bicycle facilities, because 99W was not built to urban arterial standards. 99W is highly congested and a high crash corridor.
- Prioritize investments that support communities of color by serving groups within the region and a key gateway to areas west where Metro area workers have had to drive to afford housing.
- Makes it easier to get around by coming up with a plan to consider what new technology and increased public transit investment could do to enhance mobility. Near term investment in enhanced transit service could address problematic transit delays.
- Supports resiliency, clean air, water, and healthy ecosystems by acting as an alternate route to Interstate 5, connecting to the Tualatin River National Wildlife Refuge, and improving a patchwork stormwater system.
- Supports economic growth as the South Washington County Industrial Area is a regional job provider.
- Leverages regional and local investments by completing gaps in regional trails (e.g. Fanno Creek Trail, Ice Age Tonquin Trail, etc.) and other active transportation improvements, as well as furthering investment in the Southwest Corridor light rail plan.



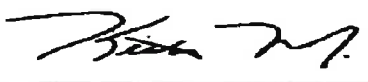
Thank you for your time and consideration.

Sincerely,

  
Jason Snider, Mayor of Tigard

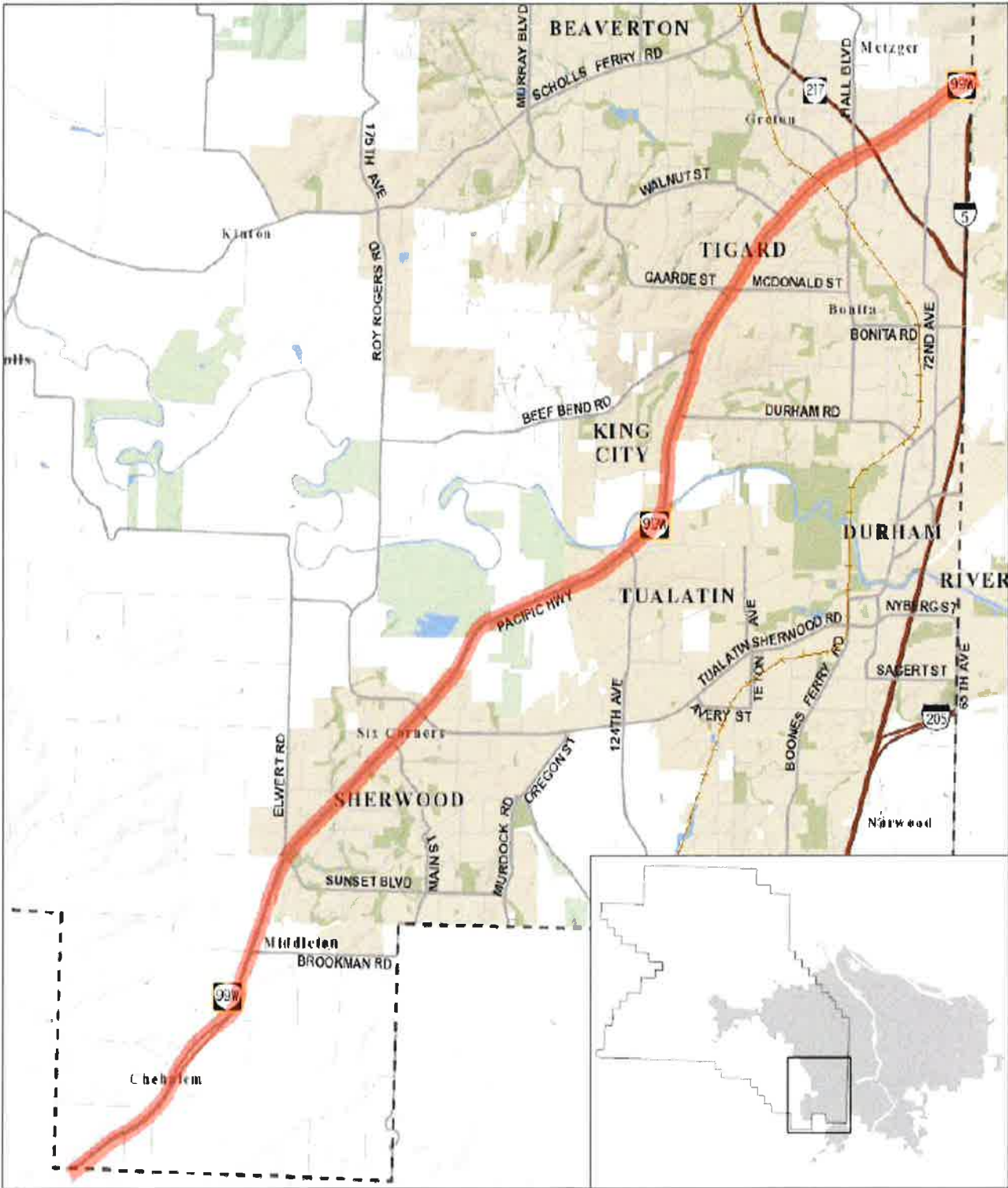
  
Frank Bubenik, Mayor of Tualatin

  
Ken Gibson, Mayor of King City

  
Keith Mays, Mayor of Sherwood



# Highway 99W Corridor Map



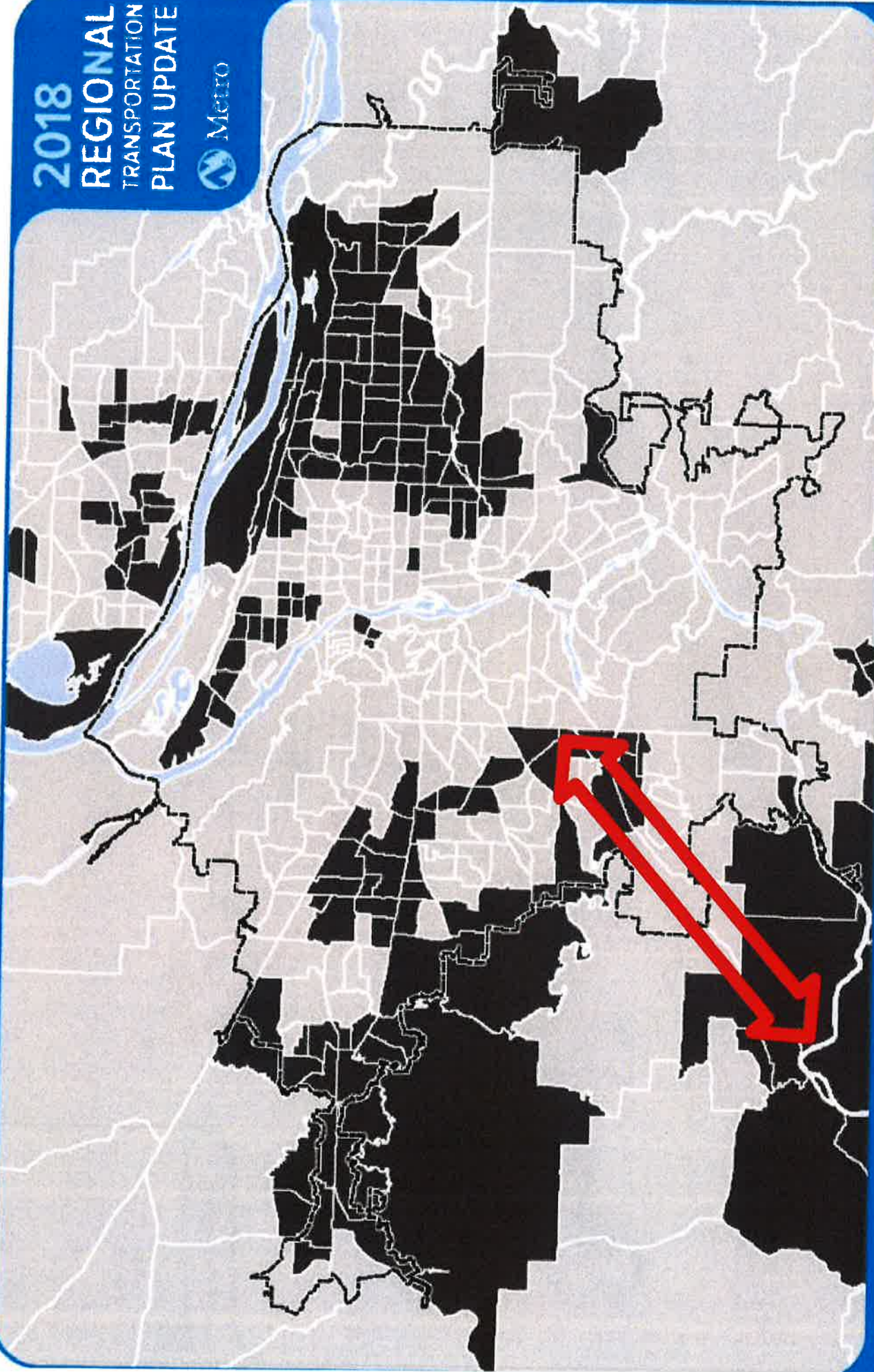


This map shows census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color, people with low income, and English language learners. Census tracts where multiple demographic groups overlap are identified.

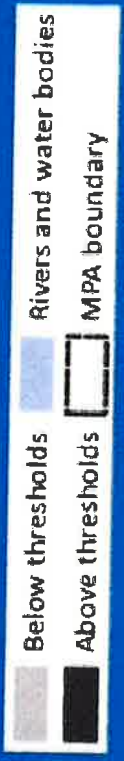




# 2018 REGIONAL TRANSPORTATION PLAN UPDATE



**Focused Historically  
Marginalized Community**



Includes poverty, people of color LEP (combined language isolation commu-  
nities and safe harbor) and density  
screening.

2/28/2017

## Regional Transportation Plan – Highway 99W projects

RTP #	Description	Cost
10707	<b>99W Regional Trail Crossing:</b> grade separated crossing of Cedar Creek Trail) Constructs separated grade crossing for Cedar Creek Trail (regional trail system) under SW Pacific Hwy (OR 99W). The \$15.9M cost estimate includes raising highway grades to provide for open undercrossing coupled with stream enhancements to create a more open and natural undercrossing w/ adjacent natural stream. This will improve downstream conveyance during large storm events, as well as connect wildlife corridors currently bisected by SW Pacific Highway	\$15,900,000
10706	<b>99W pedestrian improvements (Sherwood):</b> Pedestrian upgrades. Completes pedestrian links along 99W from north to south end of city limits. Includes ADA upgrades as required at intersection and local connections. Assumes bike lanes already provided along OR 99W (SW Pacific Highway)	\$1,100,000
10680	Elwert/Kruger/Sunset/99W intersection improvements	\$12,000,000
10743	<b>99W sidewalks (Tualatin):</b> Install sidewalks on both sides of 99W from Cipole to Tualatin River	\$11,055,200
10760	<b>Tigard Town Center Pedestrian Improvements:</b> Improve sidewalks, lighting, crossings, bus shelters and benches throughout the Town Center including: Highway 99W, Hall Blvd, Main Street, and neighborhood streets.	\$2,000,000
10770	<b>OR 99W Intersection Improvements (PE):</b> Project development phase - Provide increased capacity and safety improvements at priority intersections by adding turn and/or auxiliary lanes, improved sidewalks and bike lanes, pedestrian crossings, and access management from I-5 to Durham Road. See 2035 Tigard TSP Project #66 for specific improvements.	\$5,000,000
11666	<b>OR 99W Intersection Improvements (CON):</b> Construction phase - Provide increased capacity and safety improvements at priority intersections by adding turn and/or auxiliary lanes, improved sidewalks and bike lanes, pedestrian crossings, and access management from I-5 to Durham Road. See 2035 Tigard TSP Project #66 for specific improvements.	\$30,000,000

Hello,

My name is Emily Refi, architect with Waterleaf Architecture. I am here in support of Friends of the Frog Ferry.

I have navigated the city by every form of transit, by foot, by car and lately primarily by bike. As I cross the bridge each day, I take in the views up and down the river, enjoying a moment of cooler air and open space - it is by far the most enjoyable part of my commute. I whiz by congestion on the bridge, and look down to the standstill traffic on the I-5 corridor.

There has got to be a better way.

Our rivers are an untapped potential in becoming the next armature of our regional transit system. It is time to move single occupant commuters off of I-5 and onto passenger ferries, to reduce congestion while riders can enjoy the views that a peaceful waterway ride provides.

In the Coordinated Outreach findings, our community has asked for new technology, for *clean* technology, and ways to navigate the region off-street. They are frustrated by congestion on the roads and long commute times. They want to see affordable transit that connects to affordable housing and employment centers. They want systems that work for people w/ limited mobility. They want transit to provide access to natural areas and waterfront.

And they want safety. With a city knit together by aging bridges and the foreshadowing of a major seismic event, we need the ability to move people over the water efficiently. A ferry system can increase our emergency response capacity and save lives.

Frog Ferry's proposal for a passenger ferry service beautifully and efficiently addresses all of these benefits.

As you evaluate the program of activities for the T2020 Bond, please consider including a passenger ferry service to the recommendation. It is time for Portland to join Washington DC, Greater Seattle, Chicago, New York and Vancouver BC in utilizing our waterways to move people, and become the world-class transit system it has every potential to be.

The journey often matters more than the destination.

Thank you to the Transportation Taskforce for your time.

**emily réfi** AIA, LEED AP | architect

**waterleaf** | architecture, interiors + planning  
419 sw 11th avenue, suite 200, portland, or 97205 **p:** 503.228.7571 **d:** 503.546.9307 | [waterleaf.com](http://waterleaf.com)



## 2019-2020 YOUTH COMMISSION

### CO-CHAIRS:

Jordan McElroy  
Lihn Oliver

### VOTING MEMBERS:

Adrianna Hayes  
Alana Nayak  
Alvin Chan  
Anika Becker  
Anna Livia Regan  
Antonia McSwain  
Anyia Anand  
Arianna Perez Garcia  
Bertyn Santos Alvarado  
Clea Thomas  
Dalia Santos Alvarado  
Daniel Interian  
Danielle Weinberger  
David Hoang  
Deasia Kennedy  
Desmen Pooler  
Emily Rangel  
Emily Avendano  
Evan Reynolds  
Farrah Husyn  
Genesis Saligan De Los Santos  
Jada Stanton  
Joliesse Carmona  
Kendy Schwing  
Lane Shaffer  
Lashawn McCarthy  
Maria Garcia  
Rakeb Mekannen  
Stephen Liu  
Suehay Mercado  
Tsiyon Geremew

### AT-LARGE MEMBERS:

Ahlan Osman  
Britt Masback  
Deitriq Flores  
Gabrielle Phan  
Kevin Do  
Kothan Perez  
Madeleine McIntyre  
Meron Semere  
Milen Grebremlak  
Remonda Hanna

Open Seat in Memory of  
Jennifer Beegle

### STAFF:

Andrea Márquez (City)  
Erika Molina-Rodríguez (County)  
Mical Yohannes (County)



Greetings to members of the Transportation Funding Task Force,

My name is Gabrielle Phan. I am 17 years old and will be attending Reynolds High School as a senior in the 2019-2020 school year. I am also a member of the Multnomah Youth Commission (MYC), the official youth policy body for the City of Portland and Multnomah County. I want to show my support for funding a region-wide YouthPass program that is year-round, extends beyond students who qualify for free and reduced lunch, and includes all youth under 18 years old, not only students. Furthermore, this program must center and prioritize youth as decision makers from start to end.

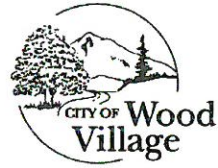
I've been riding TriMet since I was in sixth grade when I was about 11 years old. I used it to get home from my sports practices, to get to my community volunteering events, to buy groceries for my mom when she felt too sick to go or was too busy, and for many other important reasons that made day to day life not only for myself, but for my family, much easier as well. I became aware of the cost of the passes would be large obstacles to important opportunities. Many of my close friends would face the barrier of cost and seeing their struggles to reach opportunities that I was lucky enough to be able to reach, pushed me to work towards providing equitable transit for all youth. I was aware that I didn't have to worry about facing a financial obstacle in accessing public transit, but that didn't make me feel like it wasn't a problem, just because the problem didn't apply to me. If anything, after realizing how much public transportation has changed my life, it motivated me to work even harder because I wanted that same positive change for all youth not only that were my friends, but in my entire community as well.

I joined the MYC in the 2018-2019 school year as a junior at Reynolds High School in Troutdale, Oregon. I joined the Sustainability Committee because having previous experience in riding TriMet made me want to advocate for that specific work to provide equitable transit access that I knew was extremely important for all youth. In the spring of 2019, the MYC surveyed the entire student body of Reynolds High School on the demand for transit access. We decided to survey Reynolds High School because it was a large school in East County with a high free and reduced lunch eligible student population and does not have access to the traditional YouthPass program like schools in the Portland Public Schools District (PPS). After the survey that informed hundreds of students on the YouthPass program, the demand significantly increased among the Reynolds student body. Seeing this high demand among my peers that just discovered this program made me want to work ten times harder to get more long term funding for youth, not only in my school, but for youth across all three counties that have never had access to the YouthPass program.

I want all youth to be able to have the same access to countless opportunities that youth in the PPS district do. It's unequitable that youth across the TriMet service area aren't given the same advantages that could ultimately make life changing impacts. We should aim to empower all youth in our community, especially those that face more barriers. That's why I'm determined to continue advocating for this issue. Please consider an inclusive region wide YouthPass program that centers youth voice and leadership to be on the 2020 transportation measure. The amount of funding that is needed to cover all youth in the tri county is incomparable to the measure of impact it'll have on thousands of lives. This program will change lives for future generations to be successful and initiating the first step for a long term investment is needed immediately.



# MAIN STREET ON HALSEY



Transportation Funding Task Force  
Metro  
600 NE Grand Ave.  
Portland, OR

Subject: Region Wide Program Concepts

Task Force Members;

Your pending selection of the program concepts that will be included in the T2020 initiative is a critical decision to our region. The communities in Eastern Multnomah County are impacted deeply by the decisions and investments made in the Portland Metropolitan area. Our communities are diversifying rapidly and are the home to those individuals that have been forced out of other neighborhoods and communities in the Metropolitan area.

On behalf of the Executive Committee from the Halsey Community Collaborative Consortium and representing the interests in Troutdale, Wood Village, and Fairview, we urge you to consider the adoption of the following priorities for program concepts:

1. **Main Streets:** Unlike the evaluation identification, the Main Street on Halsey program in our area does identify economic growth, safety and ability to get around, and it also directly supports our populations of color, and will leverage investments from our communities. As proposed, this would directly focus on communities where a corridor has not been included in the T2020, in this case Halsey. We have been engaged in developing planning level documents for the last several years to upgrade this area, and construction funding for alternatives to transportation, public spaces, and the direct service to the mobile homes and designated housing for vulnerable community members along Halsey would directly meet the priorities identified for long term investment.
2. **Corridor Planning:** The ability to develop reliable and quality alternatives in transportation in the eastern regions of Multnomah County is necessary to serve our residents. While there has been incremental transit expansion in portions of our region; service to key job and education centers remains inadequate. Investing in the corridors that do not make the top investment in T2020 will permit those communities already isolated in the system to have alternatives to seek improved transportation access systems.
3. **Active Transportation Regional Connections:** The Gorge Hub bicycle initiative, the lack of safe roadway crossings and bicycle facilities on major roadways, and the need to develop active transportation connections to serve the residents of East County all combine to make active transportation development a key need in our region, and throughout the Metropolitan area. Whether you are attempting to walk along Halsey at Edgefield in the roadway, get along Sandy

from 223rd east, walk on 223<sup>rd</sup> from Main Street in Fairview to Halsey, or walk along the Historic Columbia River Highway near the Animal Control Shelter, there are simply no facilities for bicycles or pedestrians. The connections to major commuting and recreational corridors are not complete, and access for our residents to transit is compromised.

We encourage your favorable action to include the three priorities identified in our region as a part of the T2020 program.

Thank you.

A handwritten signature in black ink that reads "T. Scott Harden". The signature is fluid and cursive, with a large, sweeping loop at the end of the last name.

T. Scott Harden

Mayor, Wood Village

Chair; Halsey Community Collaborative Consortium Executive Committee

## 2019-2020 YOUTH COMMISSION

### CO-CHAIRS:

Jordan McElroy  
Lihn Oliver

### VOTING MEMBERS:

Adrianna Hayes  
Alana Nayak  
Alvin Chan  
Anika Becker  
Anna Livia Regan  
Antonia McSwain  
Anyia Anand  
Arianna Perez Garcia  
Berlyn Santos Alvarado  
Clea Thomas  
Dalia Santos Alvarado  
Daniel Interian  
Danielle Weinberger  
David Hoang  
Deasia Kennedy  
Desmen Pooler  
Emily Rangel  
Emily Avendano  
Evan Reynolds  
Farrah Husyn  
Genesis Saligan De Los Santos  
Jada Stanton  
Joliesse Carmona  
Kendy Schwing  
Lane Shaffer  
Lashawn McCarthy  
Maria Garcia  
Rakeb Mekannen  
Stephen Liu  
Suehay Mercado  
Tsiyon Geremew

### AT-LARGE MEMBERS:

Ahlan Osman  
Britt Masback  
Deitriq Flores  
Gabrielle Phan  
Kevin Do  
Kothan Perez  
Madeleine McIntyre  
Meron Semere  
Milen Grebreamlak  
Remonda Hanna

Open Seat in Memory of  
Jennifer Beegle

### STAFF:

Andrea Márquez (City)  
Erika Molina-Rodríguez (County)  
Mical Yohannes (County)



Greetings to members of the Transportation Funding Task Force,

My name is Lane Shaffer, and I am a 14 year old student at Madison High School and a member of the Multnomah Youth Commission(MYC). I am writing to show my support for funding a region-wide YouthPass program that is year-round, extends beyond students who qualify for free and reduced lunch, and includes all youth under 18 years old, not only students. Furthermore, this program must center and prioritize youth as decision makers from start to end.

Before joining the MYC, I had to pay every time I got on the bus, MAX, or streetcar. In middle school I was riding transit to attend school and other activities. As a middle schooler, I did not receive YouthPass, which would have benefited me tremendously. This will be my first year where I have access to the PPS Youth Pass program, which gives every student in Portland Public Schools a sticker on their student ID allowing them unlimited access to TriMet during the school year. This is what will allow hundreds of Madison students to ride the bus or max to the Marshall School Campus while Madison undergoes renovations.

In the spring of 2019, the MYC did a school wide survey on one of the largest public schools in Oregon that is located in East County, Reynolds High School. This school has never had experience with the YouthPass program or funding to buy youth a bus pass. Students were surveyed to figure out the demand for transit access in a large school with a significant percent of free and reduced students. From our survey, over 400 students said that the cost of TriMet is sometimes or always a major factor preventing them from riding TriMet. This indicates that access to free transit passes would result in increased TriMet youth ridership. The investment in this program will allow students access to volunteering, jobs, sports, and countless other opportunities. For the endless opportunities it provides to students, it is invaluable.

I am asking that you prioritize the funding of this program so that it can be expanded to all youth in TriMet service area (tri-county). The current YouthPass program only serves PPS students. While this year Reynolds, David Douglas, and Parkrose have access to some grant funding to give students bus passes through the High School Access Transit Program, it is not enough funding to cover all students on free/reduced lunch in these districts. Furthermore, students in schools outside of Multnomah County and youth not in school are still being left out.

In a state with high rates of chronic absenteeism, we need to do everything possible to make student's paths to school easier. When you have over 400 free/reduced lunch eligible students saying that having access to free transit would improve their attendance, that's an important thing to do.

To conclude, I am asking that you prioritize investing in an inclusive regionwide, YouthPass program that centers youth voice and youth leadership to be on the 2020 Transportation measure. We heard directly from students, in our survey responses, that YouthPass will improve attendance, open opportunities for students to take part in extracurriculars, and opens doors to opportunities across school districts. The funding of this program is crucial to the success of students.

Hi, my name is Leigha LaFleur. I'm a volunteer with BerniePDX, the Democratic Party of Oregon, Greater Portland National Organization for Women, and the Portland Hub of the Sunrise Movement.

What do these organizations have in common and what brings me here tonight? A dedication to work for climate justice through an equity lens.

Metro Council's 2020 transportation investment measure is an enormous opportunity to work towards this goal. Increasing public transit ridership is one tool in Metro's climate justice toolbox. To accomplish this through an equity lens would mean:

- Increasing public transit accessibility to all areas of Metro through more frequent and a larger number of bus and train routes
- Increasing accessibility to public transit through an investment in infrastructure projects to fix unsafe streets and sidewalks, and to add bike lanes
- Making Anti Displacement investments, and equitable Transit Oriented Development, to ensure our communities don't lose access to these improvements once they're secured
- Expanding transit services and public works projects beyond the city of Portland
- Establishing public transit free of fares, saving money by eliminating fare enforcement which disproportionately affects people of color
- Creating Community Safety programs as alternatives to increased police presence

The priorities of this brief list highlight the service, affordability, and safety needs of an increased and increasingly diverse transit ridership. Each rider reducing the carbon footprint of the region bit by bit and increasing quality of life for all life on Earth.

2020 is the number associated with perfect vision. Let's take the opportunity we have ahead of us now and see it with perfect vision, as our best selves, in our ideal future, which we are working to manifest today.

Thank you.



August 19, 2019

Dear Transportation Funding Task Force:

REACH Community Development is encouraged and excited by the work Metro is doing to be inclusive around program development for a significant transportation bond in 2020. Metro will be at the cutting edge of equitable transit-oriented development along corridors and main streets in our neighborhoods and communities if done comprehensively, particularly for our most disadvantaged and non-represented communities. With the triple bottom line in mind, REACH is focused on ensuring that healthy, economically vibrant, socially equitable, and environmentally sustainable projects are built with and for our communities in the region and beyond. We understand the nexus between transportation, land use, and economic development and the important role housing for all income levels plays for our community and employers. We also understand that infrastructure investments are critical for a comprehensive approach to equitable development—land, labor, infrastructure, and capital are the framework for this comprehensive approach.

We are aware that Metro's Transportation Funding Task Force (T2020), has been tasked with preparing for a potential Fall 2020 transportation bond for voter approval with the following outcomes for funding: Improve safety; Prioritize investments that support communities of color; Make it easier to get around; Support resiliency; Support clean air, clean water and healthy ecosystems; Support economic growth; and leverage regional and local investments.

You have Local Investment Teams that were developed in order to receive grassroots feedback around selected corridors and related local investments; and many participating jurisdictions have pointed to the need for support for equitable transit-oriented development and affordable housing—namely around the SW Corridor, Tualatin Valley Highway, Burnside and Cornell, and other equally important corridors in our region. Part of the programming along these corridors will need to ensure the development of housing for all incomes and levels of need in the community. We see the important role that Metro plays for the region and the role that the 2040 Growth Plan plays in creating a comprehensive and equitable development process for infrastructure investments in our communities. This not only protects our investments, but will responsibly provide community benefits like preventing displacement and ensuring families have their social networks intact to prevent other disparate health impacts. Affordable housing, as you know, is at the core of that community benefit.

With the passing of the recent Metro Affordable Housing Bond, it will be critical to link the Housing Bond strategy with the implementation around the transportation bond dollars, including leveraging our partners at TriMet, the various Cities and Counties to see the

importance of leveraging their surplus lands for affordable housing as an underwriting tool in our regional housing, land-use, and transportation toolbox.

We need to approach our investments holistically and the nexus of land use, transportation, and the economy are critical! Building community resilience and increasing sense of place around corridors and centers is a critical element in achieving quality of life and high ridership for transit. Those who live in regulated housing are sometimes transit dependent, and overall exhibit among the highest ridership rates of any target population that might live in housing near high capacity or high frequency transit lines

We are concerned that the successful Metro Housing Bond and the proposed Transportation Bond are not yet aligned in a way that will ensure equitable development. To be successful, any transportation investment must be structured to avoid displacement and to create new transit-oriented development. The potential synergies between the two bond programs (housing and transportation) would allow us to do just that. Unfortunately, the current housing bond will not align with the transportation bond in ensuring the housing bond will be spent along the identified corridor projects. There is an opportunity to follow examples in Washington and California where transportation investments, led to intentional efforts to make land available for affordable housing at a below market cost. A similar commitment in Metro's Transportation Bond would align it with the Metro Bond and allow the Metro housing investments to leverage even more units of housing at a more efficient cost while simultaneously mitigating displacement that is at risk in every large-scale public infrastructure investment.

Thank you for considering our views on this important plan.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Valliere', with a long, sweeping horizontal stroke at the end.

Dan Valliere  
CEO

A handwritten signature in black ink, appearing to read 'Alma Flores', with a stylized, cursive script.

Alma Flores  
Director of Housing Development

August 20, 2019

Dear T2020 Metro Taskforce Members,

Our organizations are writing to highlight some priorities among the program investment concepts presented to the Metro T2020 Taskforce last month. We believe that all of the program concepts are important and valuable, but we have identified the four programs that we believe best meet the following criteria:

- 1) They are concepts that Metro is well-positioned to execute, given its regional role and ability to work across jurisdictions.
- 2) They are concepts that can help us take big strides toward the transformation of the transportation system to be more sustainable, climate-friendly and equitable.

It is time to make the growing Portland Metro region a leader in providing a clean, safe, accessible and affordable transportation system for all. In order to reduce climate pollution and transform our transportation system, we must invest in programs that (1) significantly decrease vehicle miles traveled in the region; (2) significantly increase the convenience, reliability, and reach of non-Single-Occupancy-Vehicle transportation modes such as public transit, bike, scooter, and walking; and (3) significantly reduce the region's transportation-based greenhouse gas emissions. As part of this effort, we must invest in a transportation system that is reliable, convenient, accessible and safe AND reduces climate and air pollution.

While all of the program options set out in the draft prepared by Metro staff are compelling, we most strongly support the following program concepts.

### **Clean Transit Future: TriMet Bus Electrification**

The transportation sector accounts for approximately 40 percent of the Metro region's greenhouse gas emissions. With almost 700 diesel buses (and growing) in its fleet, **TriMet is the largest single user of diesel fuel in the state of Oregon**. Burning diesel not only emits greenhouse gas emissions, but also local air toxics that increase the risk of heart attacks, strokes, cardiovascular disease, asthma and other respiratory problems.

**Electric buses meaningfully address these impacts by eliminating tailpipe pollution and dramatically reducing climate pollution**, as we are on the path to zero emission electricity. Electricity in Oregon is generated from about 50% renewable and carbon-free sources now, and that percentage is increasing steadily on the path toward 100% in Multnomah County.

Electric buses also save money over the lifecycle of the bus because they cost less to fuel and maintain. **This savings into the future could be ploughed back into transit service improvements and expansion.**



**Every diesel bus that is replaced with a new diesel bus locks in more than a decade of the climate and health impacts of diesel fuel on our roads.** TriMet replaces its buses every 16 years (longer than the transit industry average of 12-14 years). We are making decisions today that will affect the health of people living in our communities now and those who will live here decades from now. TriMet and Wilsonville SMART Transit are prepared to commit to stop buying diesel buses altogether in a few years, but lack funding to fully support that transition. This investment would allow TriMet and SMART to commit to never buying another diesel bus.

### **Better Bus Investments**

In addition to transitioning to zero emission electric buses, the region must increase ridership on our buses in order to reduce vehicle miles traveled (VMT). **The proposed investments in speeding up bus travel, particularly on the most heavily used routes, is another crucial investment opportunity.** We also suggest this program include assisting TriMet to identify additional bus lines in the region where service could most effectively be increased to frequent service level. This is an important addition to investments in corridors' bus-only and BRT lanes.

### **Active Transportation Regional Connections**

Similarly, investments in better bike and pedestrian networks will be essential in reducing VMT. **A transformational approach could be to complete all major gaps in these networks to provide complete streets.** Many of the gaps in these networks are not within the chosen corridors and cross jurisdictional boundaries, making it appropriate for Metro to step in and fund these projects. As Metro's proposal lays out, this includes pedestrian and bicycle bridges, multi-use paths, and separate bikeways on high crash corridors.

### **Making Fares More Affordable**

**Ensuring that we are maintaining affordability of the transit system while cleaning it up and improving it is critical.** This proposal to provide transit fare relief to residents of regulated affordable housing leverages Metro's current investments in affordable housing and proposed investments in more transit options near these areas. Additionally, providing free transit access for students not only provides students with access to more opportunities, but also supports the development of lifetime transportation habits. The more people riding the bus, the better.

All of the above program concepts would, in our opinion, bring the region closer to our goals of decreasing VMT, increasing the convenience, reliability, and reach of non-Single-Occupancy-Vehicle transportation modes and reducing transportation-based greenhouse gas emissions.

Thank you,

Dear Metro Council:

I am a resident of SE Portland and I am writing regarding the Transportation Funding Task Force meeting. As I am working at the time of this meeting, I am unable to attend in person, so I am delivering this letter. Broadly, I am asking that Metro's long-term plan include historic expansion of non-carbon-emitting, free-to-ride public transit options. In the immediate term, I am asking you to not remove the bus stops on SE Cornwell and 82nd.

As someone whose family members depend on public transit for commute to and from work, I cannot overstate the benefit that bus transit provides. For one, these bus stops help houseless and veteran transit riders access the Clackamas Service Center and get to and from work. The removal of these stops and stops like them will severely limit our neighbors' ability to get essential services and complete basic tasks.

What's more, as a public citizen, I care deeply about the health of our ecological system and its ability to support human life beyond the end of this century. As you likely know, the Intergovernmental Panel on Climate Change recently released a report indicating that we have until 2030 to dramatically transform our energy and economic systems if we want to avoid the worst effects of climate catastrophe. For this reason, Portland Metro needs to take bold and unprecedented action to decisively address the climate crisis in ways that can serve as a model to other municipal boards. It's imperative that we expand transit access, prioritizing it over single occupancy automobile infrastructure, as this is no longer sustainable.

It seems abundantly clear that the benefits of maintaining and expanding public transit accessibility far outweigh the costs of continuing to support global warming-causing infrastructure. I trust that this task force will act in the best long-term interests of the people of Portland and its surrounding areas, and in the best interests of the planet we all share.

Sincerely,

Megan Leatherman

August 21, 2019

Good afternoon.

My name is Dane Pikkola, and I am a member of 350PDX.

I live in a subsidized apartment in NW Portland, just a block from “trendy-third” street. There are buses across the street, and a five minute walk to either the streetcar, or the MAX line.

However, I understand things are not so convenient for those living on the outer edges of the city. Issues such as fewer buses, safe sidewalks, bike lanes, etc., are not ones I think about, when I need to go somewhere.

But, even in my neighborhood, traffic is heavy, and side streets are increasingly being used as alternate routes.

The only solution is get more people out of cars. The only way that will ever happen, is more and better public transportation. And, why not make it free while we’re at it? Income generated by fares doesn’t come close to supporting the system, anyway.

Metro is going to spend 2.8 billion on a light rail line that ends at a shopping mall. I’m wondering if maybe we could use that money instead, to provide the same level of public transportation I enjoy, to those under-served edges of the metropolitan area *first*.

I do commend the Task Force in their efforts to address these complex issues, but there is little time left to get this right.

Thank you for your attention.

## **Metro Transportation Funding Measure**

---

**From:** "Olga L. Acuña Castillo" <acunao@comcast.net>  
**Sent:** Tuesday, August 20, 2019 1:57 AM  
**To:** Metro Transportation Funding Measure  
**Cc:** sgfink@thechf.org  
**Subject:** Written Testimony in support of equitable transportation strategies

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I am Dr. Olga Acuña, a member of the Community Housing Fund board, and a longtime resident of Hillsboro. Please accept this email as testimony in support of equitable strategies in the proposed Transportation 2020 Bond.

As an educator and school administrator in the public-school system, I see first-hand the negative impact that the high cost and shortage of housing and transportation resources can have on the communities we serve. Many of the students and parents we serve live in areas with low to no access to transit or to a personal car, making it difficult for them to participate in after school activities and events. For many others, including our aging population, not having access to transportation is a huge barrier that prevents them from accessing jobs and social services.

We are experiencing a persistent national shortage of school bus drivers, and because of this many of our students are no longer able to access extended day programming or other activities they can benefit from. This is a serious dilemma!

There is a real urgency to invest in a comprehensive transportation system to ensure equitable access for everyone, and consequently create greater access to jobs and opportunities for the residents in our region. This also has the potential to impact housing outcomes in a positive way.

Olga Acuña

## **Metro Transportation Funding Measure**

---

**From:** Jacqueline Danos <jac.danos@gmail.com>  
**Sent:** Wednesday, August 21, 2019 8:26 AM  
**To:** Metro Transportation Funding Measure  
**Subject:** Public Input

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good morning.

As a resident of the Oregon Coast I feel strongly that future funding on transportation needs to be directed towards an interconnected multi-modal system. The Pacific Northwest is a growing region and with climate catastrophe fast becoming a reality more and more people will be moving here from dry regions in the Southwest. We need to be prepared for this influx.

I live along the Highway 101 coastal corridor. There is almost no public transportation here and connectivity between the coast, Portland, and the valley is nonexistent, let alone down to California and up to Washington.

If we want to continue to be a region that cares about clean air and quality of life electric trains, light rail and buses need to be in place. Transportation funding needs to be directed towards better and faster transportation rather than expanding more of the same climate causing, air polluting transit that has been proven ineffective in combating growing traffic issues and actually make them even worse.

Sincerely submitted,

*Jacqueline Danos Purcell*  
*Yachats, Oregon*

## **Metro Transportation Funding Measure**

---

**From:** Jessie Maran <jessielucidamaran@gmail.com>  
**Sent:** Wednesday, August 21, 2019 11:49 AM  
**To:** Metro Transportation Funding Measure  
**Subject:** August 21st Metro 2020 Testimony

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Thank you for this opportunity to submit testimony to the Task Force as you consider the programmatic elements of the Metro 2020 TIM.

Representing the 350PDX Transportation Justice Team, I will speak tonight in support of the core principles of affordability, safety and service shared by members of the Getting There Together Coalition and many others who have testified.

This measure must effect a prompt and significant region-wide mode shift to transit.

Increasing transit ridership requires:

- Building an integrated regional network of rapid bus service-- in dedicated lanes --linking affordable neighborhoods to jobs and schools.

Programatically, we must address:

- Commitment to Better Bus
- Transit service and route expansion, including enhanced Paratransit Service
- Regional Active Transportation connections
- Multi-family and affordable housing co-located with transit.

Increasing transit ridership also requires:

- Prioritizing safe, respectful, and affordable access to transit for all--especially young people and elders; low-income people and people with disabilities.

Programatically, we must address:

- Safety hot spots
- Fare affordability (regardless of educational affiliation)
- Demilitarization of public spaces
- And implementation of anti-displacement initiatives

The programs put forward by this task force and by Metro Council must be a firm rejection of climate change and of transportation inequality. Our region is in desperate need of a bold vision for drastically reducing regional climate emissions and shaping a just adaptation to the influx of climate migrants and refugees that has already begun. I hope that you will take courage and be bold. Our future depends on your actions.

Thank you.  
Jessie Maran  
350PDX Transportation Justice Team Co-Lead

## **Metro Transportation Funding Measure**

---

**From:** sean sweeney <sweenes3@gmail.com>  
**Sent:** Tuesday, July 30, 2019 10:49 AM  
**To:** Metro Transportation Funding Measure  
**Subject:** Fwd: transportation task force planning meeting

I wanted to add my comments to the public record. We are expected to see significant population growth in the near future at a time when climate destabilization desperately needs to be addressed by all levels of government. Please use this planning opportunity to be leaders in smart, sustainable transportation planning by investing in alternative modes of transportation and robust public options by increasing bus and rail lines and providing infrastructure to increase bike and pedestrian uses. Continuing to fund increasingly large and expensive and unsustainable car infrastructure is bad for the region and bad for the world. We need leaders in smart development to help curb transportation's effect on global and regional climate change and environmental degradation.

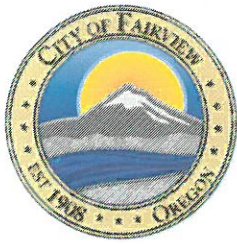
Thank you for your time,  
Sean Sweeney  
Portland, Oregon

[Sweenes3@gmail.com](mailto:Sweenes3@gmail.com)

Good afternoon,

My name is Haley Schulberg and I have grown up in Portland. I graduated from Lincoln High two years ago and now go to college in North Carolina and plan to return after senior year. I am passionate about this city and its future. One of the reasons I am supportive of the ferry service is because it is forward thinking in terms of resiliency planning and safety. During my time at Lincoln, a frequent point of discussion was the Cascadia Subduction Zone earthquake that is described as long overdue. It was unnerving to spend four years in a building that was expected to completely collapse if the big one were to hit, which is most likely why I often think about what would happen to this city and its people if the earthquake were to occur. Building a ferry system on our rivers would mean adding a resource that emergency responders can use to reach stranded people, especially considering that many of our bridges are expected to be impassable. I see planning for Frog Ferry as an investment in the future safety of Portlanders. I hope the next generation can feel more confident in how Portland would react to and function in the event of an earthquake and ask you to please support this initiative. Thank you.





August 14, 2019

Transportation Funding Task Force  
Metro  
600 NE Grand Ave.  
Portland, Oregon

Subject: Metro T2020 Region Wide Program Concepts

Thank you for the opportunity to comment on the Program Concepts that the Task Force will be discussing at their August 21 meeting. The City of Fairview supports the positions being submitted by the Main Streets on Halsey Committee and the East Multnomah County Transportation Committee (EMCTC). In addition we are submitting specific comments on how the three programs supported by Main Streets on Halsey are needed by Fairview and East Multnomah County. With no tier 1 corridor identified in the underserved cities of Fairview, Wood Village and Troutdale, these programs are the only way for our communities to benefit from the proposed T2020 bond.

1. Main Streets Revitalization: We respectfully request that the Main Street Revitalization Program be included in the bond. We further request that the designated annual funding for this program be doubled to \$20 million per year. We believe there is a pent-up need in the region for this assistance, particularly in emerging communities like ours.

After reviewing the Task Force Values that have been checked as relating to the Main Street Revitalization program, we recommend that two more be added as relevant. (a) Investments that support communities of color: The communities in eastern Multnomah County are diversifying rapidly. The Census Bureau has estimated that 54% of the population, in the census tract that includes Fairview and Wood Village, are identified as persons of color. (b) Leverage of local investments: Both the cities of Fairview and Wood Village have urban renewal districts that include our portions of Halsey. These districts can provide seed money to leverage other regional, state or federal assistance available including funds from the Main Street Revitalization Program.

2. Active Transportation Regional Connections: One of the focuses of the Main Streets on Halsey program is to construct the missing bike system along the Halsey corridor and created additional connections to other pathways in the region including the "40 mile Loop". The Active Transportation Program will help us continue to improve this portion of our transportation infrastructure.
3. Corridor Planning: Grants from Metro have helped us start the process and maintain momentum in enhancing our Halsey corridor. Continuing the Corridor Planning Program will allow us to continue to take proactive action to address growth in our communities and respond to the evolution of needs for our transportation system. This includes an ever-growing need for an enhanced transit system.

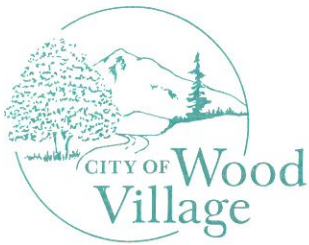
August 14, 2019

We are hopeful that the Task Force will try to spread the availability of bond funds to all areas of the region. Inclusion of the programs we've identified will help accomplish that for the City of Fairview and East Multnomah County.

Respectfully submitted:

A handwritten signature in blue ink that reads "Nolan K Young". The signature is written in a cursive, flowing style.

Nolan K Young, City Administrator



*Mayor*  
Scott Harden

*Council President*  
Patricia Smith

*Councilor*  
Bruce Nissen

*Councilor*  
John Miner

*Councilor*  
Brian Loy

August 14, 2019

Transportation Funding Task Force  
Metro  
600 NE Grand Ave.  
Portland, OR

Subject: Region Wide Program Concepts

Task Force Members;

The City of Wood Village actively supports the program recommendations made to the Transportation Funding Task Force from the Consortium and representing the interests in Troutdale, Wood Village, and Fairview. Wood Village actively asks you to include the following three program concepts in your final program for T2020.

1. **Main Streets**
2. **Corridor Planning**
3. **Active Transportation Regional Connections**

We recognize the potential value of each of the sixteen listed program concepts, and the dozens of others that have been discussed during the shaping of the potential programs for T2020. Our local government requests that the three identified program concepts emerge in the final package. While we believe these three will have the most positive impact in our specific area, we also believe they can be equally effective throughout the Metro region.

Sincerely

William A. Peterson, Jr.  
City Manager  
City of Wood Village

C: Mayor Harden                      Council President Smith  
Councilors Nissen, Loy, Miner

**Goal: traffic improvements.**

Purpose: Make it more possible to move people and goods in an efficient manner.

Where are the Metro 'big' traffic issues:

- a. I5 from Vancouver to Wilsonville (Columbia Bridge, downtown Portland, Terwilliger Curves)
- b. 205 Vancouver to Wilsonville
- c. 26 from Hillsboro to beyond 405 (217 intersection, intersection immediately east of the tunnel)
- d. 217 from 26 to I5
- e. Cornelius Pass Road

How does this relate Washington County:

Situation: Washington County is located in a bowl surrounded by mountains. On the east and north sides are the Tualatin Mountains (or West Hills), on the west side is the Coast Range and on the south side are the Chehalem Mountains. Normal traffic directions are mainly to and from the east, north and south and has to go over or through these mountains (issues c, d and e). Daily people traffic for jobs is mainly from Portland into Washington County and from Washington County in to Portland using 26. Goods are mainly transported from Washington County to the Portland airport, to the harbor, or go through Portland north towards Seattle or south towards Salem and beyond and of course inbound goods use the same routes. A significant potential problem is that dangerous goods, like gasoline, have to come in using Cornelius Pass Road, a narrow, curvy and hilly road.

I have lived in the County since 1966 and seen the population of just Beaverton and Hillsboro grow from about 6800 to about 100,000 each. This represents a growth of almost 4% per year and if this rate continues it will mean the population of these two cities will double again in about 18 years. The rate of growth for the whole County is lower, between 2 and 3%, and if that rate continuous the County population will double in about 25 to 30 years. With this likely population growth today's traffic problems will increase exponentially.

The BIG solution:

Add a north-south freeway starting north of Vancouver, along Vancouver Lake, through a tunnel under the Columbia (no problems with river traffic or airport flight traffic), using a bridge across the Willamette, tunnel through the Tualatin Mountains, pass west of Hillsboro, then south-east towards I5. This last section will be difficult and the longer we wait implementing any such plan the farther west and south this road has to be located before connecting to I5 as more and more housing developments are being built.

Result of BIG solution:

People get to their destinations quicker, goods get moved faster, cars spend less time operating and idling resulting in lower fuel consumption and yielding cleaner air.

And it will also relieve noticeably all five of the above mentioned Metro 'big' traffic issues.

Implementing part of this solution (e.g. build the connection from Hwy 26 to Hwy 30) will already bring some traffic relief as a large portion of freight traffic will not be using 26 anymore.

=====

What some other sources think (<https://www.smartertravel.com/traffic-watch-10-congested-u-s-cities/>.)

Here's a look at the top 10 worst cities for traffic in the U.S.:

Boston – 164  
Washington, D.C. – 155  
Chicago – 138  
New York City – 133  
Los Angeles – 128  
Seattle – 138  
Pittsburgh – 127  
San Francisco – 116  
Philadelphia – 112  
Portland, Oregon – 116

=====

24Oct2018:

Annual population growth of the County has varied from slightly negative to +4%/year. On longer term average it varies from about 1.5 to 2%/year, which means the population doubles between 48 and 36 year. If the growth continues at close to 4% (as in 2017), the population doubles in 18 years.

"Après nous, le déluge" ("After us, the [flood](#)") is a [French](#) expression, attributed to [Madame de Pompadour](#), the lover of King [Louis XV of France](#). An alternative form, attributed to Louis himself, is "Après moi, le déluge" ("After me, the flood").

Collectively we are not royals and we have an obligation to take care of our living conditions for ourselves and for our children and grandchildren. We need to look at long term projections, not just put on Band-Aids for short term solutions.

Another huge alternative is to build a very extensive public transportation system connecting all and each neighborhood and workplaces, but that will not eliminate trucks and cars and reduce travel plans. In general neighborhoods and workplaces and other destinations are too far apart for fast public transport.

Believing people will start using bicycles is just idle wishful thinking. (Remember the anti-roads action called STOP?)

**Hello— my name is Susan Bladholm, founder and president of Friends of Frog Ferry. We are a grass roots, nonprofit effort of 1,000 supporters and stakeholders and are championing equity and access for all. Our supporters include business leaders, community advocates, transportation planners, elected officials, and regional residents. I've shared a list of 80 letters of support.**

**I am here today to talk to you about adding a new mode to your transportation thinking: river transit. Every major river city in nation has a ferry service, except for Portland. Ferries works so well that most of these cities are expanding their service.**

**A commuter ferry service from Vancouver to Portland, with xx stops along the Willamette at key points, could:**

- Reduce congestion**
- Reduce greenhouse gas emissions**
- Remove thousands of cars from the road every day**
- Build Resiliency and Emergency Response**
- Enhance Community Livability and...**
- Provide jobs and connect workers to workplaces**

**For two years, we have worked with our public transit agencies—since no-public transit agency wants to lead the effort—and ask for you to support this bold initiative, so we can fund feasibility studies and tap into FTA funding for capital construction. You know that an effective transportation system works best when there are multiple ways for people to get around, and it's time we buck the status quo and innovate to include a ferry service in your T2020 package. Thank you.**





# CITY OF TROUTDALE

*"Gateway to the Columbia River Gorge"*

August 14, 2019

Transportation Funding Task Force  
Metro  
600 NE Grand Ave.  
Portland, OR

Mayor

Casey Ryan

City Council

David Ripma  
Randy Lauer  
Jamie Kranz  
Glenn White  
Nick Moon  
Zach Hudson

City Manager

Ray Young

Subject: Region Wide Program Concept Priorities

Dear Task Force Members,

Your pending selection of the program concepts that will be included in the T2020 initiative is a critical decision to our region. Troutdale wishes you to know which "concepts" are most important to us. The communities in eastern Multnomah County are impacted deeply by the decisions and investments made in the Portland Metropolitan area. Our communities are diversifying rapidly, our job base is growing and we are the new home to those individuals that have been forced out of other neighborhoods and communities in the Metropolitan area due to the high cost of housing in Portland.

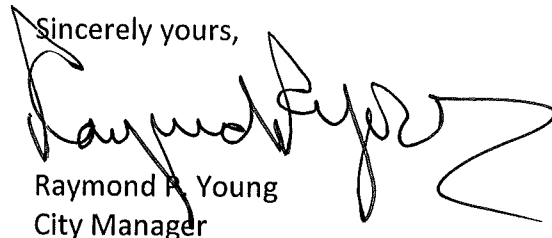
On behalf of the City of Troutdale, we urge you to consider the adoption of the following priorities for program concepts:

- 1. Active Transportation Regional Connections:** Troutdale is continuing to upgrade its infrastructure to encourage bicycling as a significant method of transportation. We have recently designed a "Bike Hub" for downtown, and are working toward a major multi-modal path along the Sandy River. This path will connect with the "40 Mile Loop" to the north along the Columbia River and to the Historic Columbia River Highway. The missing link in this bike system is safe passage for bicyclists along the Halsey Corridor. The Gorge Hub bicycle initiative which Troutdale, Wood Village and Fairview are all pursuing, combine to make active transportation development a key need in our region, and throughout the Metropolitan area. Whether you are attempting to walk along Halsey at Edgefield in the roadway, get along Sandy from 223rd east, walk on 223rd from Main Street in Fairview to Halsey, or walk along the Historic Columbia River Highway near the Animal Control Shelter, there are simply no facilities for bicycles or pedestrians. Without improvements to Halsey, the connections to major commuting and recreational corridors are not complete, and access for our residents to transit is dangerous or compromised.

2. **Main Streets:** Troutdale has a very vibrant and growing downtown. It is on the east end of the Main Streets on Halsey area. The Main Street on Halsey program in our area identifies economic growth, safety and ability to get around, and it also directly supports our populations of color, and will leverage investments from our communities. As proposed, this would directly focus on communities where a corridor has not been included in the T2020, in this case Halsey Street. We have been engaged in developing planning level documents for the last several years to upgrade this area, and construction funding for alternatives to transportation, public spaces, and the direct service to the mobile homes and designated housing for vulnerable community members along Halsey would directly meet the priorities identified for long term investment.
3. **Corridor Planning:** The ability to develop reliable and quality alternatives in transportation in Troutdale and the eastern regions of Multnomah County is necessary to serve our residents. While there has been incremental transit expansion in portions of our region; service to key job and education centers remains inadequate. Investing in the corridors that do not make the top investment in T2020 will permit those communities already isolated in the system to have alternatives to seek improved transportation access systems.

We encourage your favorable action to include the three priorities identified in our region as a part of the T2020 program.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Raymond A. Young', with a large, stylized flourish extending to the right.

Raymond A. Young  
City Manager