

From: Hill, Caroline [<mailto:CarolineHill@clackamas.us>] **On Behalf Of** Bernard, Jim
Sent: Wednesday, April 24, 2019 10:37 AM
Subject: Transportation Task Force Comments from Jim Bernard - Clackamas County

April 24, 2019 - Comments

Metro Transportation Funding Task Force Co-Chairs Vega Pederson and Treece,

With the unexpected change in the Task Force meeting date, I was unfortunately unable to attend, and for that I apologize. However, though I can't be there in person, I would like to share some thoughts for this committee and the discussions scheduled for today.

Working through the exercise of selecting priority corridors was challenging, especially with the knowledge that there is a unique story behind every corridor. Looking at the results, it appears we have made a good start. It is refreshing to see that most, if not all, of us reached beyond our local interests to balance the needs of the region which, in the long run, benefits all of us both locally and regionally.

I'm sure today's discussion will be lively and informative. Since I am not able to be with you, I would like to share the following thoughts on context and outcomes that are scheduled to be discussed today:

- First, I'd like to thank Metro staff for taking a more global perspective by consolidating many prior corridor "segments". This makes a great deal of sense and stays true to the corridor concept.
- I believe it would help us all if there were some refinement of some corridor descriptions. For example, descriptors such as "I-205" and "Downtown Portland" are very general and don't provide much clarity, which makes them much more difficult to evaluate.
- During the small group discussion, I would encourage dialogue around how these prioritized corridors may meet regional needs other than those in the evaluation criteria. For example, with the current housing shortage that is facing the region, I would suggest we consider the fact that some projects directly support residential development. This is an important and valid policy lens that was a part of the "additional corridors" discussion, but was not considered in the evaluation.

Thank you for your consideration of my thoughts. I appreciate the opportunity to share them with you and look forward to hearing about the lively discussion today. Again, I am very sorry I cannot be with you today, and I very much look forward to working with you as we advance this process in a balanced manner to achieve a successful outcome supported by the region.

Please feel free to share my comments with the Task Force as you see fit. Thank you.

Regards,
Jim Bernard – Chair
Clackamas County Board of County Commissioners

April 24, 2019

Transportation Funding Task Force (TF2) Meeting

To: Metro Staff and Transportation Funding Task Force Members

Getting There Together | Who We Are

The Getting There Together (GTT) coalition formed in 2017 in response to growing concerns that the Portland metropolitan region wasn't adequately planning to build the comprehensive infrastructure and transportation system in a way that actually responds to the needs of people who live, work, study, play, pray here. Our coalition is comprised of over 20 member and mission-based organizations in the Metro region that work in and with stakeholders, businesses, and community members in the metro region including communities of color, transit riders, youth, older adults, and the most vulnerable users of the road.

As you all begin diving into the results and discussion on the corridors exercise, we would like to share with you the values and methodology GTT used as a coalition to narrow the corridors for this exercise. We used staff's scoring of the six categories as our framework to choose corridors though we have some concerns about the limited information provided for each, which we will also share below.

GTT Methodology | Putting Equity First

- We weighted Equity at 75% to ensure that communities that have been historically under/disinvested in receive appropriate funding. High equity corridors also have a strong correlation to the need for safety improvement, as well as the availability to provide travel options and naturally occurring affordable housing.
- We then weighted safety/options/affordability each at 50% - this 75-50-50-50 overlay led to a list of 20 corridors.
- We also used air toxicity data from around corridors to prioritize areas most affected by poor air quality, to determine potential to reduce these impacts, which we believe should have been considered as one of the guiding categories. This narrowed our list to six corridors.

Corridor List:

Below are the corridors that come in with at least 75% Equity and at least 50% on Affordability, Options, and Safety (20 corridors total):

Washington County: (total 3) (Underlined if also high air toxicity levels)

2. Pacific Ave/Baseline Street, Forest Grove to Hillsboro

4. Tualatin Valley Highway

8. SW Farmington Road

Multnomah County: (Underlined if also high air toxicity levels)

29. Downtown Portland (very much dependent on the types of projects)

37. NE/SE 11th/12th Ave., Lloyd Blvd. to Powell Blvd.

41. N/NE Killingsworth St., Greeley Ave. to Lombard St

44. E Burnside St., Martin Luther King, Jr. Blvd. to Thorburn

50. SE Foster Rd., Powell Blvd. to I-205

52. SE Powell Blvd., Willamette River to 122nd Ave.

53. NE/SE 82nd Ave., north of Powell Blvd.

54. E Burnside St., Thorburn to 122nd

60. SE Stark/Washington Street, 60th Ave. to 111th Ave.

61. NE/SE 102nd Ave., I-84 to Stark St.

64. SE 122nd Ave., Powell Blvd. to Foster Rd.

65. NE/SE 122nd Ave., Sandy Blvd. to Powell Blvd.

66. SE Foster Rd., I-205 to 172nd Ave

67. SE Division St., 7th Ave. to I-205

69. NE/SE 162nd Ave., Sandy Blvd. to Powell Blvd.

72. NE/SE 181st Ave, Sandy Blvd to Yamhill St

73. SE Powell Blvd, 122nd Ave to Burnside Rd

Clackamas County (Corridors of interest that don't meet the 75-50-50-50 threshold):

38. McLoughlin

GTT has other corridors of interests that do not fulfill the 75/50/50/50 criteria, but that are high on the list of corridors with high air toxicity. Please contact us if you are interested or have any questions on those.

Moving Forward

We appreciate Metro staff framing this exercise as a starting point for how the task force and community members are thinking about potential transportation investments for our communities. GTT wants to continue the conversation alongside you all by remaining grounded in the fact that it is first and foremost people who live in these corridors and who we should be serving. To that end, GTT would like to see the following elements also considered as factors in determining priority "corridors":

- Air quality levels alongside the corridors
- Current transit levels and conditions on corridors
- Existence of bike/ped facilities, especially alongside high crash corridors
- Inclusion of age demographics - as a part of the equity scoring. Which corridors have highest % of older adults living alongside them?

- Existing funding and projects on each corridor - which corridors already have funding for projects that advance the values we are basing this analysis on?
- Overlay of plans for affordable housing alongside each corridor so we are solidifying the link between housing and transportation in this measure

GTT looks forward to continuing to partner with you all in this conversation to ensure a strong, community-minded approach to transportation investments. Thank you for the considerable time and thought you all are putting into this process and into better serving our community in getting where they need to go.

Sincerely,

The Getting There Together Coalition

Mayor
Honorable Tom Ellis



City Manager
Jason A. Tuck, ICMA-CM

April 24, 2019

Co-Chairs Jessica Vega Pederson & Pam Treece
Metro Transportation Funding Task Force
Metro Regional Center
600 NE Grand Ave, Portland, OR 97232

Re: Support for Clackamas-to-Columbia & Highway-212 Corridors

Dear Co-Chairs and members of the Task Force:

On behalf of the Happy Valley City Council, I write to thank you for undertaking the formidable task of crafting a potential transportation funding measure. As the Task Force begins to identify its top-tier corridors for a potential package, the City Council of Happy Valley urges consideration and the advancement of both the Clackamas-to-Columbia (C2C) Corridor and Highway 212/Sunrise Corridor. Happy Valley is a rapidly growing community with transportation safety and congestion needs. In addition, it is increasingly diverse with more than one in every four residents identifying as a race other than white.

The C2C Corridor is the only major north-south travel route east of I-205, providing access to I-84 in Multnomah County and Highway 212 in Clackamas County. While used heavily as a major travel route, the Corridor is not continuous. Improving this route will benefit climate-reducing, multi-modal travel, including planned future public transit through the most diverse community (Rockwood) and most rapidly growing area (Happy Valley) in the entire Metro area. Further, the Corridor is recognized within Metro's Mobility Corridor 24 and the 2018 Regional Transportation Plan.

Much like the C2C, the planned improvements to the Highway 212/Sunrise Phase 2 Corridor travels through areas forecasted to experience tremendous growth. By 2030, the number of homes and jobs along the future Highway 212/Sunrise Phase 2 Corridor is anticipated to increase by 136 percent and 85 percent, respectively. Improving this Corridor will provide continued access to several thousand acres of planned employment and residential areas in the existing East Happy Valley Comprehensive Plan area, as well as serve the needs of the 2,700-acre Pleasant Valley/North Carver Comprehensive Plan area being developed for the western portion of the former City of Damascus. In addition, the Highway 212/Sunrise Phase 2 Corridor would address recurring safety needs on the existing Highway 212-224, which consistently ranks in the top 10 percent of ODOT's Safety Priority Ranking System.

Thank you again for considering these vital facilities as the Task Force proceeds to tier priority corridors. We look forward to partnering with the T2020 Task Force and Metro Council to create a more vibrant and accessible transportation system for our growing and diverse community through investments in these two critical corridors.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Tom Ellis', is written over a light blue horizontal line.

Hon. Tom Ellis
Mayor

16000 SE Misty Drive, Happy Valley, Oregon 97086-4288
Telephone: (503) 783-3800 Fax: (503) 658-5174
happyvalleyor.gov



April 23, 2019

Regional Transportation Funding Task Force
Attn: Pam Treece, Co-Chair
Jessica Vega-Peterson, Co-Chair
600 NE Grand Avenue
Portland Oregon 97232-2736

RE: Results of Corridor Evaluation Survey

Dear Co-Chairs and Task Force,

Unfortunately I have other commitments in Central Oregon tomorrow on behalf of the City of Hillsboro and will be unable to attend Task Force Meeting 5 on the evening of April 24th. I appreciate having had the opportunity to discuss my thoughts regarding my review of the survey results with Tyler Frisbee and, per her recommendation, have prepared this brief letter to convey my thoughts and concerns to my fellow Task Force members for their consideration as they advance the work of the Task Force tomorrow evening.

Per Task Force instructions, I prioritized projects throughout the region that met the criteria and are most likely to be embraced by Regional voters.

Within Washington County, community priorities have been heard through the Washington County Transportation Futures Study, polling completed separately by TriMet and Metro, as well as Metro's Focus Groups outreach in August 2018. Washington County voices have prioritized making it easier to get around within the County and the Region by investing in multi-modal solutions, particularly on key corridors used to access employment.

With regard to the Task Force survey results, the fact that only a single Washington County project and a single Clackamas County project are in the top ten illustrates the need for the Task Force to look deeper than this survey to identify projects that deliver equitably on valued projects across the full Metro Region.

It should be noted that virtually all corridors in Washington County serve peoples of color and low income as these corridors provide key connections between County residential districts and its employment districts. Washington County has the most

diverse workforce and resident population in the Region. Hillsboro, along with East Multnomah County, have census tracts with the lowest incomes which is why we partner with Adelante Mujeres, Centro Cultural, and others for workforce training, economic development, etc. to create ladders of opportunity. Providing mobility options remains one of our largest challenges, which this Task Force is responsible for taking into consideration.

I hope this information, together with that shared in Attachment A, will be of value to the Task Force members.

Sincerely,

CITY OF HILLSBORO

A handwritten signature in black ink that reads "Steve Callaway". The signature is written in a cursive, flowing style.

Steve Callaway
Mayor

Attachments:

Attachment A – Corridor Descriptions

cc: Andy Shaw
Tyler Frisbee
Andrew Singelakis

Attachment A

Corridor Descriptions

Corridor # 4 (TV Highway): The most recognized safety deficiency in the County. It includes a key bottleneck intersection deficiency at 185th Avenue. Supplemental left and right turn lanes would improve mobility for both autos and buses, including allowing bus priority and queue jump lanes. Corridor projects proposed to improve transit mobility also add safe highway crossings to access transit stops, which are the highest concentration of fatal crash locations.

Project Readiness: Conceptual transit enhancement studies underway.

Values: Safety, Communities of Color, Makes it Easier to Get Around, Supports Clean Air, Clean Water, and Healthy Ecosystems.

Corridor #7 (185th Avenue): Bus transit service on 185th is one of TriMet's most unreliable routes in their system. Detailed study confirms the problem is the extensive random congestion created by light rail trains crossing at-grade on 185th Avenue which also pre-empt the adjacent Baseline Road intersection. Train lead to considerable transit, pedestrian, and vehicular delays in the corridor and at the adjacent intersection. Grade separation elevating light rail over 185th Avenue is proposed. Absent grade separation, enforced train headway management will delay trains and increase regional light rail travel time.

Project Readiness: Needs analysis complete. Conceptual design and rough-order-of-magnitude costs anticipated by Summer 2019.

Values: Safety, Communities of Color, Makes it Easier to Get Around, Supports Clean Air, Clean Water, and Healthy Ecosystems, Supports Economic Growth.

Corridor #10 (Tualatin Sherwood Road): Recognized throughout all parts of Washington County as a high priority improvement needed to address one of the County's most congested roadways. The project would widen to 5-lane and add bike and pedestrian facilities. This corridor provides regional access to south County industrial employment, as well as a key alternate route to I-5 south and I-205 for western Washington County motorists avoiding travel on Highway 217.

Project Readiness: Competed and ready for construction bid.

Values: Safety, Makes it Easier to Get Around, Supports Clean Air, Clean Water, and Healthy Ecosystems, Supports Economic Growth.

Corridor #15 (US-26 to Helvetia/Brookwood): The corridor connects the employment center of the Portland Central Business District (2015 91,000 jobs, 2035 132,000 jobs) and the Sunset Corridor employment district (2015 60,500 jobs, 2035 94,500 jobs) and experiences 13.75 hours of congested traffic flow on weekdays, and up to 5 hours on weekend days. Corridors extended hours of congestion negatively impacts freight-to-market travel times. Light Rail Red Line and Blue Line service are projected to be at capacity by 2035. The Blue Line is currently at capacity during peak hours and Sunset Transit Center has been at capacity since it opened in 1998. The project proposes an Express Bus service extending from Forest Grove to the Portland Transit Mall, through the Sunset Corridor employment district with Park-and-Rides in Forest Grove, Hillsboro Stadium, and the Cornell-Bethany Interchange. Metro modeling staff project 3-hour morning and 3-hour afternoon commuter express bus service carrying between 10,000 to 12,000 riders daily by 2040, nearly 40% of the ridership of the Red Line and Blue Line combined.

Project Readiness: Transit ridership modeling advanced. Park and Ride designs and budgets require development.

Values: Safety, Communities of Color, Makes it Easier to Get Around, Supports Clean Air, Clean Water, and Healthy Ecosystems, Supports Economic Growth

Corridor #19 (Highway 217 Next Phase): Adding a third lane in each direction as an auxiliary lane, plus consolidating specific on-and-offramps will improve the safety of ramp merges and weaves while maintaining through lane flow of existing 2-lane bi-directional freeway. The corridor experiences 7 hours of congestion on weekdays as well as multiple hours on weekend days. Project is recognized throughout Washington County as a key mobility bottleneck and high priority for investment.

Project Readiness: ODOT reports will be ready for funding measure.

Values: Safety, Communities of Color, Makes it Easier to Get Around, Supports Clean Air, Clean Water, and Healthy Ecosystems, Supports Economic Growth.