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# METRO TRANSPORTATION FUNDING TASK FORCE (TF2)

## MEETING 3 SUMMARY

March 20, 2019 – 5:30-7:30 PM

Metro Council Chambers

600 NE Grand Ave.

Portland, OR 97232

## ATTENDEES

Michael Alexander, *PSU | Albina Vision*

Jim Bernard, *Clackamas County Board of Commissioners Chair*

Emerald Bogue, *Port of Portland*

Cooper Brown, *Oregon Transportation Commission*

Mayor Steve Callaway, *City of Hillsboro*

Leslie Carlson, *Street Trust Board*

Meredith Connolly, *Climate Solutions*

Marie Dodds, *AAA*

Mayor Denny Doyle, *City of Beaverton* Debra

Dunn, *Synergy Resources Group* Karylinn

Echols, *City of Gresham* Commissioner Chloe

Eudaly, *City of Portland* Elaine Friesen-

Strang, *AARP*

Mayor Mark Gamba, *City of Milwaukie*

Mary Ellen Glynn, *Columbia Sportswear*

Stephen Gomez, *Project PDX | BBPDX*

Sheila Greenlaw-Fink, *Community Housing Fund*

Kayse Jama, *Unite Oregon*

Mayor Tim Knapp, *City of Wilsonville*

Nolan Lienhart, *ZGF Architects*

Amanda Manjarrez, *Latino Network*

Nate McCoy, *NAMC-Oregon*

Councilor Eddy Morales, *City of Gresham*

Marcus Mundy, *Coalition of Communities of Color*

Chi Nguyen, *APANO*

Dave Nielsen, *Home Builders Association*

Dave Robertson, *PGE | Portland Business Association Board*

Vivian Satterfield, *VerdeNW*

Nate Stokes, *Union of Operation Engineers*

Co-Chair Commissioner Pam Treece, *Washington County*

Co-Chair Commissioner Jessica Vega Pederson, *Multnomah County*  
Kathryn Williams, *NW Natural*

## NOT IN ATTENDANCE

Senator Lew Frederick, *State of Oregon*  
Representative Susan McLain, *State of Oregon*

## STAFF

Craig Beebe, *Metro*  
Matt Binh, *Metro*  
Margi Bradway, *Metro*  
Kate Fagerholm, *Metro*  
Karynn Fish, *Metro*  
Tyler Frisbee, *Metro*  
Andy Shaw, *Metro*  
Allison Brown, *JLA Public Involvement*  
Hannah Mills, *JLA Public Involvement*

**Note:** At the first meeting, Task Force chairs suggested referring to the members by their first names due to the nature of this as a working group. The Task Force members agreed and therefore members will be identified by first names for the purposes of this summary document.

## WELCOME AND AGENDA

Co-Chairs Commissioner Jessica Vega Pederson, Multnomah County, and Commissioner Pam Treece, Washington County, welcomed the group and introduced the new members of the Task Force. Pam explained that the goal of the meeting would be to identify the places in the region to be considered for possible investment. Pam continued by noting that Metro staff had identified the corridors that need investments from a technical perspective, and that the group would be asked to bring their experience and judgement to the table to identify additional corridors for consideration. Allison Brown, JLA Public Involvement, reviewed the agenda. The agenda was as follows:

1. Public Comment
2. Values Evaluation
3. Corridors List Discussion
4. Next Steps and Close

## PUBLIC COMMENT

Mayor Russ Axelrod, West Linn, provided the following comment:

*West Lin appreciates this effort, and recognizes and supports the inclusion of the Highway 43 corridor. There is a significant gap between the Willamette River and I-5 and Highway 43 is critical*



- Safety needs to be a high priority that is explicit in the values with references to injuries, fatalities, etc. Additionally, it's important to consider who are the most vulnerable users in the transportation system, and to ensure they are supported in this effort.
- Link accessibility and affordability with a focus on ensuring places are connected to affordable and reliable transportation options.
- A member asked that an equity focus be established in the values for low income communities, noting that many vulnerable communities are not communities of color.
  - Tyler responded: *Metro Council has directed the equity focus on communities of color with considerations for low income communities. Additionally, there should not be the assumption that investment will always be in areas with the most people of color, but rather looking at the concentrations of people of color within each county.*
- Seek opportunities to leverage systems and networks – make investments that leverage the investments being made in housing to address multiple issues.
- When considering communities of color, it's important to recognize that it's not just public structures and systems, but also how to address and avoid displacement. Transportation projects have the potential to negatively impact communities of color, and it should be a goal to keep those communities together. Engage those communities through this process to support and strengthen their connection to space. Use stronger language with commitments to anti-displacement strategies.
- There cannot be transportation justice without including the disabled community.
- Congestion has a disproportionate impact on transit users.
- Ensure this effort supports existing economic centers, in addition to growing economic hubs.
- It can be reliable that it will take a rider two hours by transit to get to their destination, but that won't encourage people to use transit. Include speed and route availability in the transportation options value.
- It's important to consider transit facilities including bus shelters, seating, and lights. This is also important when considering equity.
- Youth rely on alternative transportation modes, but there is no mention of youth in the values or criteria.
- Include vehicle miles traveled (VMT) and greenhouse gases (GHG) in the climate value.

Metro staff committed to incorporating the group's comments into the document and sending the revised version prior to the next meeting.

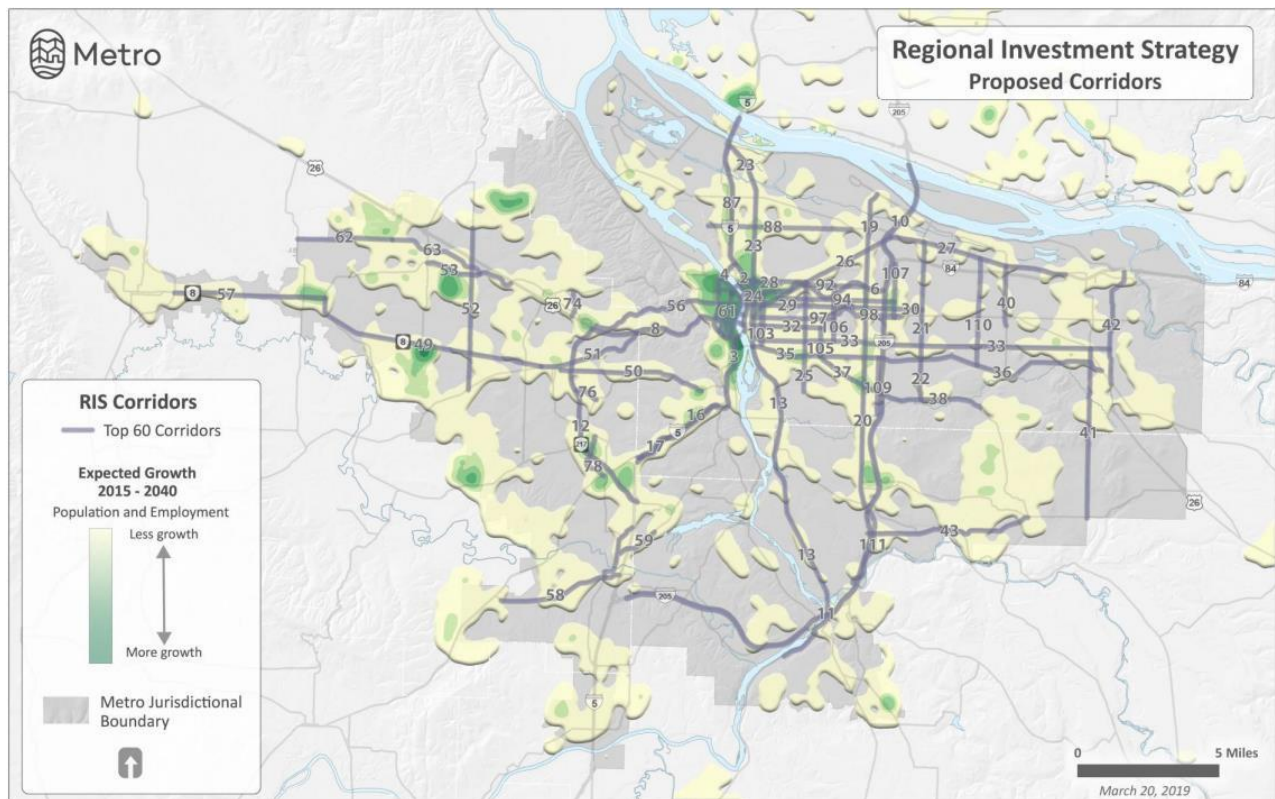
Using a PowerPoint, Matt Binh, Metro, continued the presentation on values highlighting a few key words or phrases that arose during the group's discussion including mobility, safety, climate, equity, access to jobs, and affordability. Tyler noted that resiliency was absent from this list, but would be included in the future. Matt reviewed the key values in regards to scoring metrics. Below are his comments on each key value:

- **Mobility** – *using real historical data including travel time on roadways in the region to determine congestion and reliability measures.*

- **Safety** – using the Metro strategies for addressing high crash corridors for all modes on the 60 corridors.
- **Climate** – considering transportation options including bike facilities, sidewalks, etc. and the quality of those options. Additionally using transit reliability data from TriMet.
- **Equity** – this is proposed to use the Regional Transportation Plan’s equity focus areas of people of color, low income, and low-English proficiency, recognizing that just because a project is in the vicinity of one the equity focus areas doesn’t mean there’s a significant benefit.
- **Access to jobs** – using Metro’s evaluation work to look at existing employment areas in the census tracts, and potentially looking at the past ten years of job growth.
- **Affordability** – considering housing and transportation cost burdens through mapping those burdens.

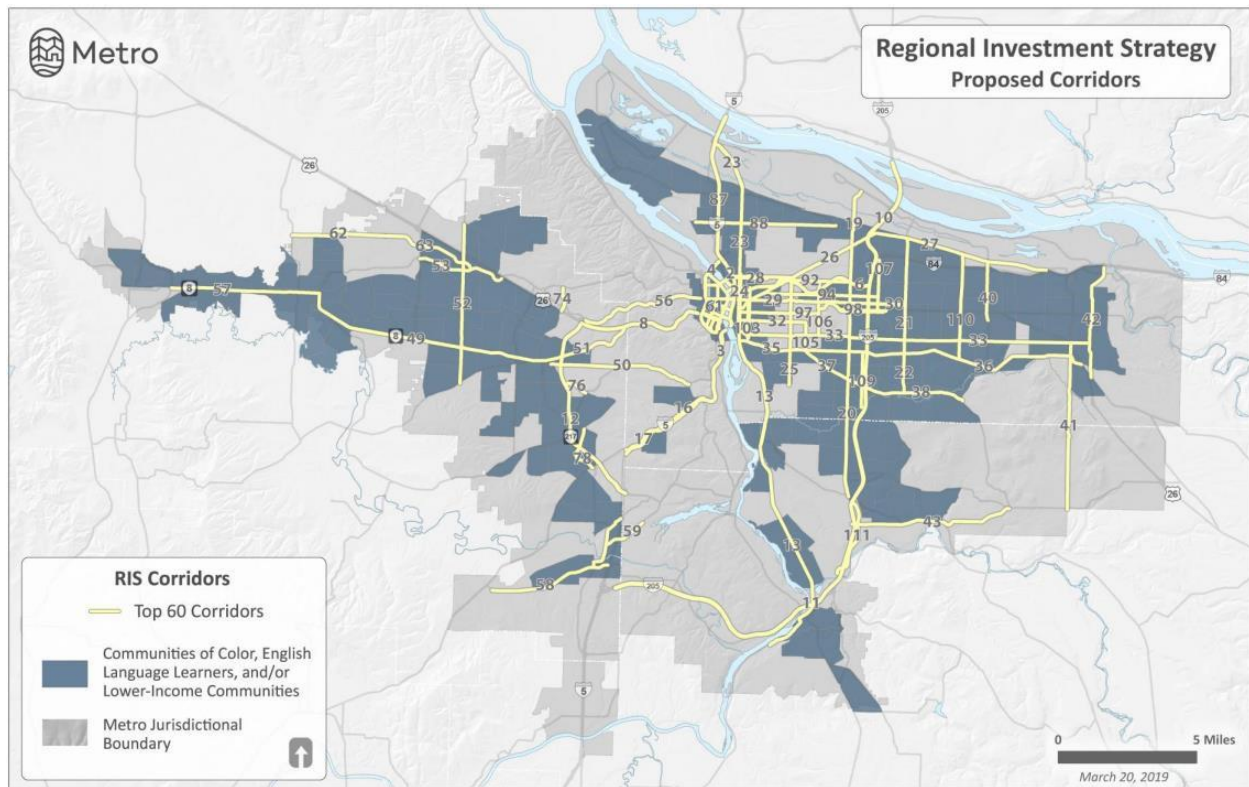
## CORRIDORS LIST DISCUSSION

Using a PowerPoint, Andy Shaw, Metro, introduced the discussion on the potential corridors. The group was shown a map of the proposed corridors in relation to the expected growth of population and employment.



The group was shown maps illustrating congestion duration, transit reliability, high injury corridors, the active transportation network, and the freight network. Andy explained that Metro took the data that informed those maps and identified the places where those issues overlap with vulnerable communities to determine the 60 proposed corridors.





Allison asked the group to consider whether the proposed list is correct, keeping in mind that at the next meeting the group will begin prioritization of the corridors. The group provided the following information and suggested corridors:

- Expand **Corridor 53 (Cornell west of Saltzman)** to the county line. This corridor is on the active transportation network and projects have been identified to improve transit reliability and safety. Additionally this corridor serves vulnerable communities.
- **Corridor 40 (NE/SE 181<sup>st</sup>)** would address gaps in the Clackamas Town Center corridor for Clackamas County. Corridor 40 would support freight needs for companies in Clackamas County, relieve congestion, support economic growth, and prioritize investment in communities of color with improvements to access to jobs in the region.
  - A group member seconded this suggestion adding: *Corridor 40 is located in a racially diverse area. Additionally we've annexed Pleasant Valley and there will be 4,000 new homes south of the corridor. Clackamas County is growing and this would affect all of our communities. Consider extending Corridor 40 north because it is a major thoroughfare to Mount Hood and central Oregon. Happy Valley supports this corridor.*
- It's important to consider the future congestion levels to ensure investments are made to support the corridors that will be needed.
- **WES** has the capacity to be expanded along the whole southern I-5 corridor. Including the WES rail line would serve low income communities.
- **Stafford Road** has a lot of accidents and plays a key part of transportation from NE to southwest. Consider adding Stafford Road to the list of corridors.

- **Highway 99** is heavily used, a high-crash corridor, and on the active transportation network. Nearby cities are growing and there is a high concentration of people belonging to vulnerable communities. Highway 99 would provide system redundancy with I-5 and recent investments have improved bike and pedestrian facilities, though more improvements are needed. Improvements are ready for construction and it is in line with the values of safety, transit accessibility, and access to job and housing, and can be leveraged with the SW corridor investments.
- **Corridor 92 (NE Halsey west of 82<sup>nd</sup>)** serves some of the most diverse and disadvantaged communities in east Portland. Corridor 92 is a high crash corridor that provides accessibility. An extension to Corridor 92 is needed to leverage partnerships for vitality and safety. Additionally Corridor 92 provides access to the Columbia River scenic area and has transit routes.
  - A member seconded this suggestion and added: *There is a dead zone in this area that would be served by an extension of this corridor. Approximately 70% of people leave east Portland each day for work, school, etc., and this would serve communities of color. Additionally the infrastructure is inadequate.*
  - Gresham supports this extension.
- **Corridor 27 (Sandy east of Killingsworth)** should be extended to 238<sup>th</sup> to fill the needs of the industries and businesses in the area. This extension would provide access to transit connections, jobs, and housing.
  - Gresham supports this extension.
- **Corridor 85 (Columbia Boulevard)** connects with the Albina Vision and serves the Lloyd District and Rosewood. Corridor 85 would support economic development, safety, and accessibility.
  - A member seconded this suggestion and added: *Corridor 85 would support future transportation pathways and help connect displaced communities. Those cultural pathways are needed and improvements to Corridor 85 would support this work.*
  - Three additional members echoed the importance of Corridor 85 and the Albina Vision.
- **Corridor 47 (Highway 43/Macadam north of the Sellwood Bridge)** is a rural highway and is unsuitable for urban traffic.
- **Highway 213 to Beaver Creek Road** is high capacity and links growing communities. Currently there are unreliable travel times and safety issues. The corridor is 90% ready for construction, and in need of funding to build. Additionally the corridor supports economic growth.
  - A member seconded this suggestion and added: *Highway 213 has the potential to be a major corridor for economically disadvantage people moving into the area.*
- **Corridor 45 (82<sup>nd</sup> Avenue/Highway 224 – McLoughlin to I-205)** provides a connection between employment areas, supports clean air, and is currently a barrier for bikes and pedestrians. Currently, the only choice is to travel by car.
- A **transit bridge between Oakgrove and Lake Oswego** over the Willamette River would fill a significant gap in the current bike and public transit system. People using transit have to travel into downtown to get between the two taking up to 1hr and 45min. Corridor 47 is not ideal for bike travel, and in order to avoid Hwy 43 bikes have to traverse Cemetery Hill.

- **Airport Way** is a regional connector and 82<sup>nd</sup> Avenue currently has five peaks of high traffic. The current signal can no longer support the demand of the intersection. The airport is an economic center with approximately 16,000 people working there and plans for accommodating future growth will mean an additional 1,200 construction jobs.
- **Corridor 50 (Beaverton Hillsdale Highway)** should include the section from Highway 217 west to 185<sup>th</sup>. This section of Farmington Road is not up to standards, but currently serves a high number of vehicles. This section poses a safety risk and serves residential neighborhoods that have grown in population by 12% since 2010. The County has already completed the planning and needs funding.
- Extend **Corridor 9 (US-26 west of OR-217)** to west Brookwood/Helvetia. There is currently a gap and people need to access up to 60,000 jobs in the central city. The corridor is ready for transit improvements. Since 1998 the Sunset Transit Center is full, and increased transit would provide job access and opportunities. The area from Forest Grove to Cornelius Pass is the most diverse but has limited transit routes. Intel is also planning on expanding their campus which will provide additional construction jobs. Additionally, this would make it eligible for the Westside Trail Overcrossing.

Group members also asked a number of questions throughout the conversation. Questions are summarized below:

- Will readiness for construction be considered when prioritizing these corridors?
- How will authority and jurisdiction in regards to state-owned highways play into prioritization?
- How are the criteria weighted for this list?
  - Metro staff responded: *Safety, congestion, and reliability received the most weight.*
- Can supplemental layers be added for health in regards to air quality?
  - Tyler responded: *There are additional layers that can be added. In terms of numbering, once the corridors are broken into tiers, a different set of numbers will be applied.*

## NEXT STEPS AND CLOSE

Jessica explained that the feedback from this meeting will be moved forward for full evaluation and that the next meetings will be focused on prioritizing the list into 20 top corridors. Allison thanked the group for their participation noting that the next meeting will take place on April 3<sup>rd</sup>. The meeting was adjourned.