
METRO TRANSPORTATION FUNDING TASK FORCE (TF2)

MEETING 7 SUMMARY

May 29, 2019 – 5:30-8:00 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*

Leslie Carlson, *Street Trust Board*

Meredith Connolly, *Climate Solutions*

Mayor Denny Doyle, *City of Beaverton*

Councilor Karylenn Echols, *City of Gresham*

Senator Lew Frederick, *State of Oregon*

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*

Nate McCoy, *NAMC-Oregon*

Marcus Mundy, *Coalition of Communities of Color*

Chi Nguyen, *APANO*

Dave Nielsen, *Home Builders Association*

Vivian Satterfield, *VerdeNW*

Nate Stokes, *Union of Operation Engineers*

Co-Chair Commissioner Pam Treece, *Washington County*

Co-Chair Commissioner Jessica Vega Pederson, *Multnomah County*

Dave Robertson, *PGE | Portland Business Association Board*

NOT IN ATTENDANCE

Mayor Steve Callaway, *City of Hillsboro*

Marie Dodds, *AAA*

Debra Dunn, *Synergy Resources Group*

Commissioner Chloe Eudaly, *City of Portland*
Elaine Friesen-Strang, *AARP*
Amanda Manjarrez, *Latino Network*
Representative Susan McLain, *State of Oregon*
Councilor Eddy Morales, *City of Gresham*
Linda Simmons, *TriMet Board*
Kathryn Williams, *NW Natural*

STAFF

Craig Beebe, *Metro*
Matt Binh, *Metro*
Margi Bradway, *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 Pam Treece, Washington County, and Commissioner Jessica Vega Pederson, Multnomah County, welcomed and thanked the group for their work thus far and explained that the goal of the meeting would be to make a recommendation for tiering the corridors to Metro Council. The co-chairs encouraged the Task Force to not get lost in the magnitude of the issue and Jessica reminded them of the values they've identified. Additionally, it was noted that Commissioner Chloe Eudaly could not make the meeting, but that her feedback on the corridors is included in a letter in their meeting packet. Highlights noted from the letter include:

- The prioritization of climate benefits through use of transit and evaluation factors
- The City of Portland's willingness to examine 162nd Ave and 122nd Ave as corridor priorities based on safety concerns
- The prioritization of non-freeway investments in the Rose Quarter

The Task Force was introduced to Inna Levin, hired by Metro as a technical assistant to the non-jurisdictional Task Force members. Inna briefly explained her background and familiarity with the measure, and expressed her enthusiasm and support for this work.

Allison Brown, facilitator with JLA Public Involvement, reviewed the agenda for the meeting. The agenda was as follows:

1. Public Comment
2. “Walk Down Memory Lane” Presentation
3. “What’s Next?” Presentation
4. Meeting Goals
5. Corridor Tiering Discussion
6. Next Steps and Close

PUBLIC COMMENT

A total of 13 people provided verbal testimony.

Jim Sjulín, 40 Mile Loop Land Trust, provided the following summarized comment.

I am here as an advocate for multimodal trails as a component of the transportation system. An Oregonian article from 1978 stated that the bike network would be financed with tax dollars under federal guidelines. There should be no debate about climate change or the justification of spending transportation funds on zero-emission modes of transportation. I would like to see the funds used to provide safe bike and pedestrian facilities or surrogate alignments, and to mitigate the issues bikes and pedestrians face when trying to cross corridors. Additionally, Metro should send a message to ODOT to address past mistakes.

Laura Edmonds, North Clackamas Chamber of Commerce, provided the following summarized comment.

The Task Force should prioritize the Hwy 212 and 181st Ave corridors because they can connect to underserved communities in the region, increase quality of life, allow people to live closer to their places of work, provide opportunities for business expansion, reduce commute length, and offer transit where service doesn’t currently exist.

John Charles, Cascade Policy Institute, provided the following summarized comment which was also provided in written form to the Task Force which included a table illustrating the 2035 anticipated daily vehicle miles travelled (VMT) and energy consumption.

At the last meeting there was discussion about structuring the bond to reduce greenhouse gas emissions caused by transportation. However, it’s important to consider the greenhouse gas emissions caused by construction, specifically in regards to the construction of the SW Corridor light rail. It would take 61.09 years to overcome the emissions caused by SW Corridor construction. I oppose funding for light rail and support funding for bike and pedestrian infrastructure.

Les Poole, resident of Clackamas County, provided the following summarized comment.

Clackamas County is growing and it’s creating a jobs imbalance. People who do not work in Clackamas County are experiencing too much traffic. There needs to be access to industrial lands and Hwy 212 is a choke point. We need to keep the jobs in Clackamas County. No one like diesel,

but it's needed to provide fresh food. The Sunrise Project should be funded. We have a distribution-based economy, and it's hard to argue that adding a wing to I-205 wouldn't help.

Bradley Bondy, resident of Clackamas County, provided the following summarized comment.

At the last meeting there was support of prioritizing the Hwy 212 corridor. I appreciate the reasoning, but believe that would be the wrong strategy. It would be more effective to focus on 82nd Ave and McLoughlin Blvd in order to reduce driving and deliver more affordable housing to the region.

Grace Campbell, Sunrise PDX, provided the following summarized comment which was also provided in written form to the Task Force.

The climate crisis is unfolding faster than expected. We are in the middle of a major extinction event. By the time this measure is on the ballot we will have ten years to solve the crisis. Do not distance yourself from this deadline. Investing in any fossil fuel infrastructure in 2019 is climate denial. It will be a failure if the Task Force chooses to invest in anything less than a Green New Deal for Oregon. We need to make walking, biking, and taking public transit effortless and attractive.

Orlando Lopez Bautista, OPAL, provided the following summarized comment.

I want to emphasize the need for investing in buses through the transportation plan. Do not expand single occupancy vehicle infrastructure. We need these investments in transit. We used to have one of the most efficient transit systems, but have fallen behind in investments. The rise in congestion has impacted buses and decreased ridership. Faster buses will make taking transit more appealing. Prioritize dedicated bus lanes. Division St needs these buses investments. As more people of color and low income people are pushed out, they are being denied work because of the lack of access to reliable transit.

Melina Yuen, a 7th grader at Harriet Tubman Middle School, provided the following summarized comment.

Harriet Tubman Middle Schoolers are impacted by the pollution from I-5 more so than adults. Kids are being diagnosed with Asthma due to this pollution. Kids should not have to testify in front of a committee, they should be enjoying their childhood. I will be only 24 years old by the time my climate fate is sealed. Ensure the funding package does not fund freeway expansion.

Adah Crandall, a student at Harriet Tubman Middle School, provided the following summarized comment.

Do not fund expansion of I-5. The issues Harriet Tubman Middle School experiences from I-5 will only worsen with construction. Additional lanes will not help congestion and only increase pollution. There have been three incidents of kids being hit by cars outside of Harriet Tubman Middle School since 2018. Our generation is dealing with all the issues of climate change, and we

don't want the task of cleaning up after your mistakes. We will live to watch the climate crisis. Harriet Tubman Middle School has a lot of ideas about how to become more sustainable.

Kem Marks, Rosewood Initiative, provided the following summarized comment.

The 181st Ave corridor will cost \$39 million while 162nd will only cost \$19 million. Why is 181st on the list? It wouldn't be if the decision was based on equity, safety, mobility, and climate. Why isn't 162nd Ave on the list? It is the polar opposite of 181st Ave. The southern section of 181st is high wealth with high property values and investment in it would not support the idea of equity and would promote urban sprawl.

Aaron Brown, No More Freeways Coalition, provided the following summarized comment which was accompanied by a document from the No More Freeways Coalition that was submitted to the Task Force.

Construction of I-5 resulted in the destruction of 335 homes. These homes represent wealth that people of color deserved, but were never awarded. Our problems can't be solved using the same solutions. We need to build dense, walkable communities with affordable housing and freeway expansion does not promote this. The Albina Vision should be used as a guide. Commissioner Vega Pederson has said that the bringing kids makes things happen, and that's what we're seeing today. Commit to building dense communities and ensuring a future for the next generations.

Jamie Stansy, Clackamas County Business Alliance, provided the following summarized comment.

Understanding that jobs, freight, transit, and multimodal infrastructure are a priority, we believe that the Hwy 212 and 181st Ave will help the region. They are located on the urban edge and have opportunities for mixed use, high density infrastructure with affordable housing. The area needs access to jobs to ensure growth. Keep Hwy 212 and 181st Ave on the list.

Sam Diaz, 1,000 Friends of Oregon and Community Alliance of Tenants, provided the following summarized comment accompanied by written testimony from Pamela Phan, Policy and Organizing Director for the Community Alliance of Tenants, that was submitted to the Task Force.

No matter what is chosen, protect housing and tenants and require local jurisdictions to do the same.

“WALK DOWN MEMORY LANE” PRESENTATION

Andy Shaw, Metro, gave a presentation reviewing what the Task Force has discussed thus far. The presentation included recaps on:

- The phases of work
- Past discussions of:
 - Council direction and Task Force Values

- Advancing racial equity
- Meeting climate goals
- Building a successful measure
- Evaluating corridors
- Readiness and opportunity
- Potential prioritization
- Metro Council direction on outcomes
- Task Force outcomes
- Key takeaways regarding racial equity, how to build a successful measure, and readiness and opportunity
- The Regional Transportation Plan investment priorities

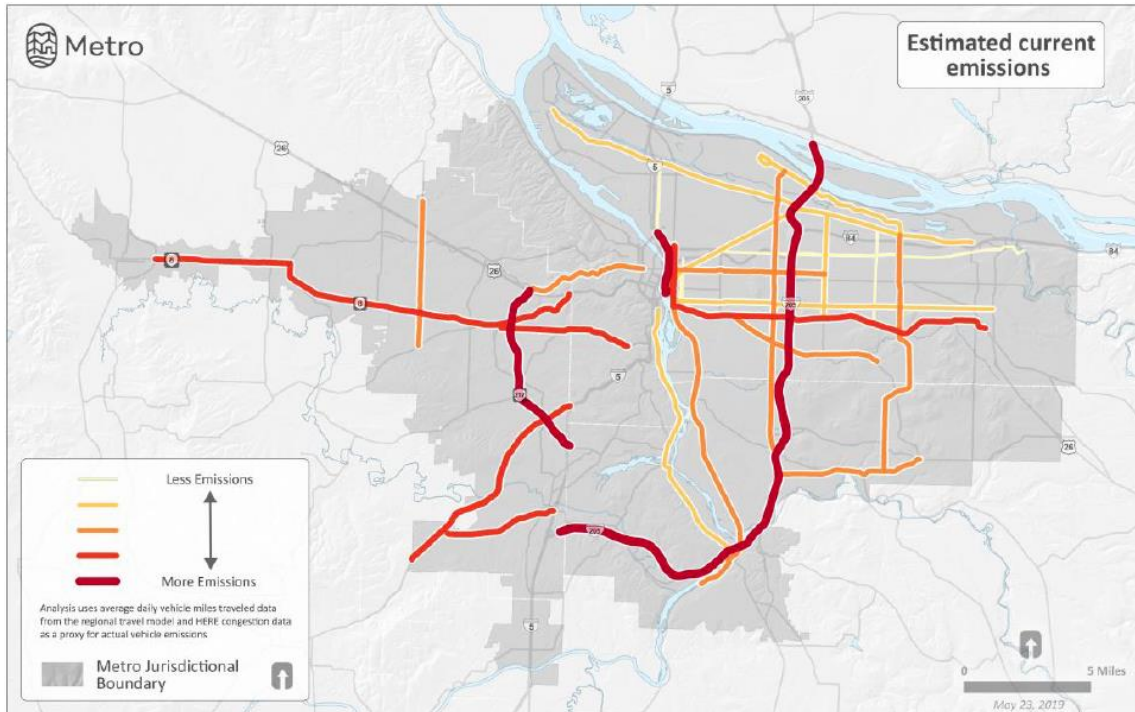
Margi Bradway, Metro, expressed her appreciation for the public testimony related to climate and gave a presentation on Metro's work to provide more detail on how the corridors could address climate concerns. Below is a summary of Margi's presentation.

Metro Council's direction on protecting clean air included overall:

- *Decrease in VMT*
- *Decrease in greenhouse gas emissions that meets the regional Climate Smart Strategy targets to the extent achievable by the scale of the overall investment*
- *Increase in transit reliability and speed*
- *Reduction in diesel particulate matter in the air*

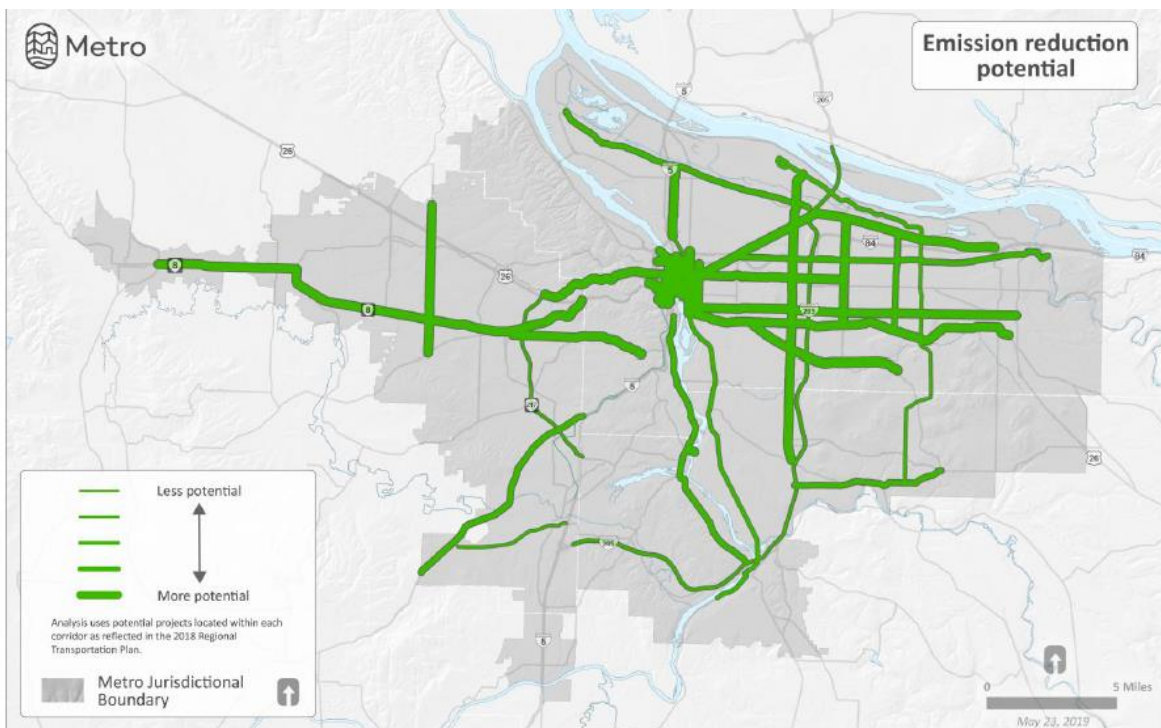
The first step to gathering climate data entailed examining the five investments that have the most impact: vehicles and fuels, pricing, land use and community design, travel information and incentives, and transit. The only investment that changes from corridor to corridor is transit. Because of this, transit was the only strategy included in Metro's analysis because the rest are best evaluated at a regional scale, and they have already been evaluated and accounted for in the Climate Smart Strategy analysis and modeling.

Metro estimated the current carbon and air pollution conditions on each corridor considering the average miles traveled per mile and the duration of congestion per day. This is illustrated on the map.



Metro then looked at the potential to reduce emissions. Transit had the highest potential to reduce emissions followed by bike and pedestrian network completion, and system management and operations. Road capacity had the lowest potential to reduce emissions.

The group was shown a map illustrating the potential for corridors to reduce emissions.



Margi explained that some of the corridors that had the highest potential for emissions reduction include 82nd Ave, Tualatin Valley Hwy, Burnside, and 185th, while corridors with the lowest potential include I-205 and Hwy 217.

Tyler Frisbee, Metro, continued the presentation on the Task Force's progress so far, noting:

- The initial 60 corridors selected by Metro Council
- The addition of 15 more corridors by the Task Force
- Metro's corridor evaluation
- Task Force corridor evaluation, prioritization activity, and key takeaways, including:
 - Corridors should improve the regional system
 - Invest in underserved areas
 - Action on climate change
 - Equitable, community-focused options
 - Projects should support better transit
- The potential Tier 1 corridors based on staff assessment which included:
 - 82nd Ave
 - Tualatin Valley Hwy
 - 181st Ave
 - McLoughlin Blvd
 - Hwy 212
 - Burnside
 - Downtown Portland
 - I-5 Downtown
 - SW Corridor
 - SW 185th Ave

The Task Force was given the opportunity to ask questions, summarized below.

- In terms of project readiness, what is the state of the projects on those corridors? Is there flexibility to ensure the projects achieve the outcomes for the corridors?
 - Metro staff responded: *Most of the corridors have projects that are able to be shifted, or there are enough projects that could shift to achieve the outcomes.*
- What are the underlying assumptions that provide the emission reduction potential?
 - Metro staff responded: *We used PLUS – opportunity for enhanced transit corridors, allocating space for transit, carrying large volumes of people, creating dedicated space for transit. The model shows how to get the most from investment.*

“WHAT’S NEXT” PRESENTATION

Tyler gave a brief presentation on the process following the meeting noting:

- Following this meeting's potential corridor tiering recommendation, Metro Council will then direct Metro staff on how to proceed with the Local Investment Teams (LIT)
- The LITs will work with the Task Force values and the jurisdictions to evaluate potential projects in each corridor and provide a community perspective that will go back to the Task Force in the fall

- Over the summer, the Task Force will focus on region-wide programs and make a recommendation to Metro Council in early fall
- In late 2019, Metro Council will provide final direction on the investment package
- In winter/spring of 2019/2020 the focus will be on revenue mechanisms, accountability, oversight, and other implementation factors before the measure is recommended to the ballot

Questions and Discussion:

- With the LITs, there is concern that other jurisdictions in Multnomah County are being lumped in with Portland and won't have the same representation. Metro agreed to talk with partners about how to address this concern.

MEETING GOALS

The co-chairs reviewed the objective of the meeting. Below is a summary of their comments.

There are two options for this meeting. One is to present Metro Council with a recommendation of 9 to 11 top tier corridors, approximately 20 second tier corridors, and the rest of the corridors falling in the third tier. The second option is to provide the LITs with the recommendation about which values should be prioritized when evaluating corridors. If the Task Force chooses the second option, it will be helpful to identify corridors that we support including in Tier 1.

CORRIDOR TIERING DISCUSSION

Andy explained that the Task Force would be reviewing groups of the potential Tier 1 corridors and responding with their support or opposition. Any presented 10 initial proposed Tier 1 corridors including:

- 82nd Ave
- Tualatin Valley Hwy
- McLoughlin Blvd
- SW Corridor
- SW 185th Ave
- Burnside
- Downtown Portland
- 181st Ave
- Hwy 212
- I-5 Downtown

The Task Force reviewed the groups of corridors, but ultimately decided not to vote based on each group, instead focusing on all the potential Tier 1 corridors during discussion.

Below is a summary of the discussion.

- Would bond funding for SW Corridor include funding for viaducts as well as transit?
 - Margi responded: *The funding would be for transit. There is a need for viaduct and Ross Island Bridge funding, but those are not included in the bond.*
- There is a need for champions to argue in favor of things like protection of farmlands.

- Displacement is a key concern for areas like 82nd Ave and with the addition of light rail on the SW Corridor. This needs to be at the forefront of the conversation, especially considering the historical and relevant context of displacement.
- What is the Downtown Portland corridor?
 - Margi responded: *The Downtown Portland Corridor was evaluated from a readiness perspective considering the Central City Plan, Multimodal Plan, Steele Bridge Study, and the potential for a subway under downtown. We can't afford the subway, but there is a need for funding to move that study forward.*
- It's difficult to look at the corridors without having the additional information and discussion about programs and cost. It would be helpful to know if there are other corridors that have the same commitment from jurisdictions.
- The Task Force has pushed back because of the lack of climate data. Climate needs to be a top priority. It doesn't seem like there are enough data points to compare the corridors based on climate.
- This is an exercise in scarcity and the proposed Tier 1 corridors reflect that.
- Understanding that Tier 2 only gets funded if jurisdictions put in the resources, ideally we would be able to put more time into identifying the corridors for Tier 1 and Tier 2 before making a recommendation.
 - Andy responded: *At the last meeting the Task Force was able to review an assessment of the corridors and how they met the values. Metro suggested that these ten corridors be moved to the top. There is only so much time and resources for work with the jurisdictional partners and LITs.*
- NE MLK, SW Division St, and NE 11th and 12th Aves did not make the list, but were scored highly. Were voices that would be impacted by those corridor investments not heard from?
- It's important to remember that climate has been a part of the Task Force discussion since the beginning of the process. Everything affects climate and housing and the goal is to get people to their homes and places of work.
- Without being able to consider the projects it's difficult to tier the corridors. It would be helpful to have the opportunity to review some of the projects and then provide instructions to the LITs for considering the projects on the different corridors.
- Could the LITs look at both Tier 1 and 2?
 - Pam responded: *It would be too much to ask the LITs to look at more than 12 or 13 corridors.*
- Tier 1 includes corridors with projects that involve freeways and expansions, which the Task Force has expressed opposition to. Hwy 212 could involve anything from adding lanes to improving transit or pedestrian crossings.
- It's important to recognize the importance of balancing regional distribution of corridors and projects.
- Pushing to include the highest number of corridors as possible in Tier 1 means the LITs will analyze more of the projects associated and provide that information back to the Task Force.

Then the Task Force will be able to review the information from the LITs and remove corridors that don't meet the values at a later date.

Task Force Votes & Amendments

- The group informally approved advancing 82nd Ave, Tualatin Valley Highway, and the SW Corridor to Tier 1.
- A member motioned to recommend that the Tier 1 corridors include 82nd Ave, Tualatin Valley Highway, McLoughlin Blvd, SW Corridor, SW 185th Ave, Burnside St, Downtown Portland, 181st Ave, Hwy 212, and the Albina Vision stretch of I-5.
- The motion was amended with unanimous approval to include 122nd Ave, 162nd Ave, and Powell Blvd. as Tier 1 corridors, bringing the total to 13.
- The motion to include all 13 corridors in Tier 1 received a majority vote, but did not reach the Task Force threshold of 75% support required for a formal recommendation to the Metro Council. Voting results were as follows:
 - 12 member in favor
 - 4 members expressed reservation
 - 6 members opposed
- A member motioned to put Hwy 212 and 181st Ave in Tier 2, and keep the remainder of the corridors in Tier 1. The motion failed (one in support and 15 opposed) after discussion wherein Task Force members showed interest in giving all 13 corridors an opportunity to demonstrate that they meet the Task Force values through projects.

The Task Force did not come to consensus or reach a formal recommendation of Tier 1 corridors, instead choosing to submit the list of 13 possible Tier 1 corridors with the issues discussed at this meeting. Issues that were highlighted include climate concerns, equity and displacement, whether projects meet the values, and jurisdictional commitment.

Jessica noted that while the Task Force didn't come to consensus or reach a formal recommendation, their work and the discussion will be used to help Metro Council make a decision.

NEXT STEPS AND CLOSE

The co-chairs thanked the group for the work they've done and explained that they would be working with Metro staff on a memo that captures what was discussed at the meeting. Metro Council will review the memo and provide a direction at a work session on June 4, 2019. Jessica explained that going forward the Task Force would be meeting once a month, the next meeting taking place on June 19, at which the Task Force will begin discussing region-wide projects. The meeting was adjourned.