
METRO TRANSPORTATION FUNDING TASK FORCE (TF2)

MEETING 4 SUMMARY

April 3, 2019 – 5:30-7:30 PM
Metro Council Chambers
600 NE Grand Ave.
Portland, OR 97232

ATTENDEES

Andre Bealer, *NAMC-Oregon*
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*
Karylinn Echols, *City of Gresham*
Elaine Friesen-Strang, *AARP*
Mayor Mark Gamba, *City of Milwaukie*
Sheila Greenlaw-Fink, *Community Housing Fund*
Kayse Jama, *Unite Oregon*
Mayor Tim Knapp, *City of Wilsonville*
Nolan Lienhart, *ZGF Architects*
Amanda Manjarrez, *Latino Network*
Marcus Mundy, *Coalition of Communities of Color*
Dave Nielsen, *Home Builders Association*
Vivian Satterfield, *VerdeNW*
Linda Simmons, *TriMet Board*
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

Michael Alexander, *PSU | Albina Vision*
Jim Bernard, *Clackamas County Board of Commissioners Chair*
Marie Dodds, *AAA*
Mayor Denny Doyle, *City of Beaverton*
Debra Dunn, *Synergy Resources Group*
Commissioner Chloe Eudaly, *City of Portland*

Senator Lew Frederick, *State of Oregon*
Mary Ellen Glynn, *Columbia Sportswear*
Stephen Gomez, *Project PDX | BBPDX*
Representative Susan McLain, *State of Oregon*
Councilor Eddy Morales, *City of Gresham*
Chi Nguyen, *APANO*
Dave Robertson, *PGE | Portland Business Association Board*

STAFF

Craig Beebe, *Metro*
Matt Binh, *Metro*
Margi Bradway, *Metro*
Grace Cho, *Metro*
Kim Ellis, *Metro*
Kate Fagerholm, *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 explained that at this meeting they would be discussing how to narrow down the list of 75 corridors in a way that drives positive change. Jeanne Lawson, facilitator with JLA Public Involvement, reviewed the agenda. The agenda was as follows:

1. Public Comment
2. Road to Referral
3. Regional Transportation Plan and Climate Training
4. Evaluation Values
5. Corridor Evaluation
6. Next Steps and Close

PUBLIC COMMENT

Kem Marks, the Director of Transportation Equity for the Rosewood Initiative submitted the following comment which was also provided in written form in the Committee's handouts:

We concur that transportation must be addressed as a regional system. At the same time, we need to do so in a manner that does not leave a large portion without needed improvements. Our priorities are north/south corridors in east Portland that will support safer streets and provide much needed access to transit on those corridors. We support 122nd, but also 162nd, and 181st. The Halsey segment east of I-205 is also important to our community. Neither 162nd nor 181st have frequent bus service at this time. The same is true for Halsey. However, the #74 and #81 bus lines are major connectors to east/west service. They also connect centers and provide service to major employment in the Columbia corridor. The #77 bus line should be frequent service and connect to north/south routes to the Columbia corridor. It also goes to the Troutdale Reynolds Industrial Park. All corridors go through large and diverse equity communities. With all that, they are not going to be fully utilized without creating safe access to them.

I hope these comments are useful. I also hope the Task Force will re-evaluate this process, and make recommendations to Metro staff and the Council to address these concerns. Today you will begin the process of winnowing the corridor list to 20 or so. I have some concerns about this process.

- *Why is the Committee choose which corridors are in the measure now and looking at what projects will be done on each of the previously chosen corridors in September and October?*
- *How can you properly score something with the omission of a major data point and what will happen in a specific corridor?*
- *Will all of the data for the scoring of corridors be made public?*
- *Why would the electorate think this is a transparent process when a “community team” will be choosing which projects to be presented to this committee for approval? This raises other questions:*
 - *How will this “community team” be chosen?*
 - *Will those meetings be open to the public with ample public notice?*
 - *Will the public be able to comment on the proposed projects?*
 - *Will there be an understandable process for nominating projects to be considered?*
 - *Will there be an understandable methodology to choosing projects?*

Staff is going to score each corridor’s “potential” based on the values you have stated and the criteria they have developed from those values. You will then pick the corridors to be included in the measure, but how do we know that this potential is without knowing what projects are proposed to achieve that potential?

Let’s take a hypothetical. Williams and Vancouver both run through areas with equity communities, it has frequent bus routes, active transportation, but has some issues at the southern end. What’s not to love? Then in September and October, the projects identified by the community team turn out to be capping I-5 and some other bike/ped projects as part of it. The only problem is that Portland’s bike and pedestrian advisory committees, and Albina Vision have

all spoken out against the projects as they currently stand, declaring that they don't add safety not do they create better connectivity for Albina. I am not advocating against these corridors, however, I am using them as an example of a very possible scenario.

My point is that you will be saying no to corridors without being able to honestly say whether the projects ultimately chosen will achieve the goals purported for a corridor. It is very difficult to believe that by September or October Metro will be able to reject projects approved by the community teams due to the quick nature of this process and political considerations. I understand Kittelson is "advising" jurisdictions to pick projects that support the potential for a corridor. I hope people will forgive me if I am skeptical of this. It is more likely to become advice on how to sell a project instead of the stated intentions, much as we saw happen when the corridors were added at the last meeting.

I hope the Task Force will re-evaluate this process and make recommendations to Metro staff and the Council to address these concerns.

ROAD TO REFERRAL

Pam noted that the Task Force is not the first group to face these issues, and that this process is not occurring in a vacuum. She explained that for decades the region has built and funded the transportation system incrementally, and that the region's rapid growth has created the need to ask voters for more transportation investment. Pam introduced Christian Sinderman, NWP Consulting, and explained that he served as the lead campaign manager for the 2016 Sound Transit 3 measure, which raised \$57 billion for the Seattle region's transit system.

Christian expressed his admiration for the intentionality of this process and explained that he would be presenting some of the lessons learned from his experience working on the Sound Transit measure.

Below is a summary of his comments:

When communicating with the public it helps to focus on projects that people can visualize with priorities that match and values that they can connect with. When choosing projects, poll specific corridors, problem areas, and/or choke points with flexibility regarding the types of projects, such as pedestrian safety, signal improvements, and transit investments. People want projects that deliver change, not just projects that maintain the status quo.

Through research, the priorities and values that came up included reducing congestion, improving safety, addressing climate change, connecting communities and jobs, improving access, addressing equity, and providing affordable choices.

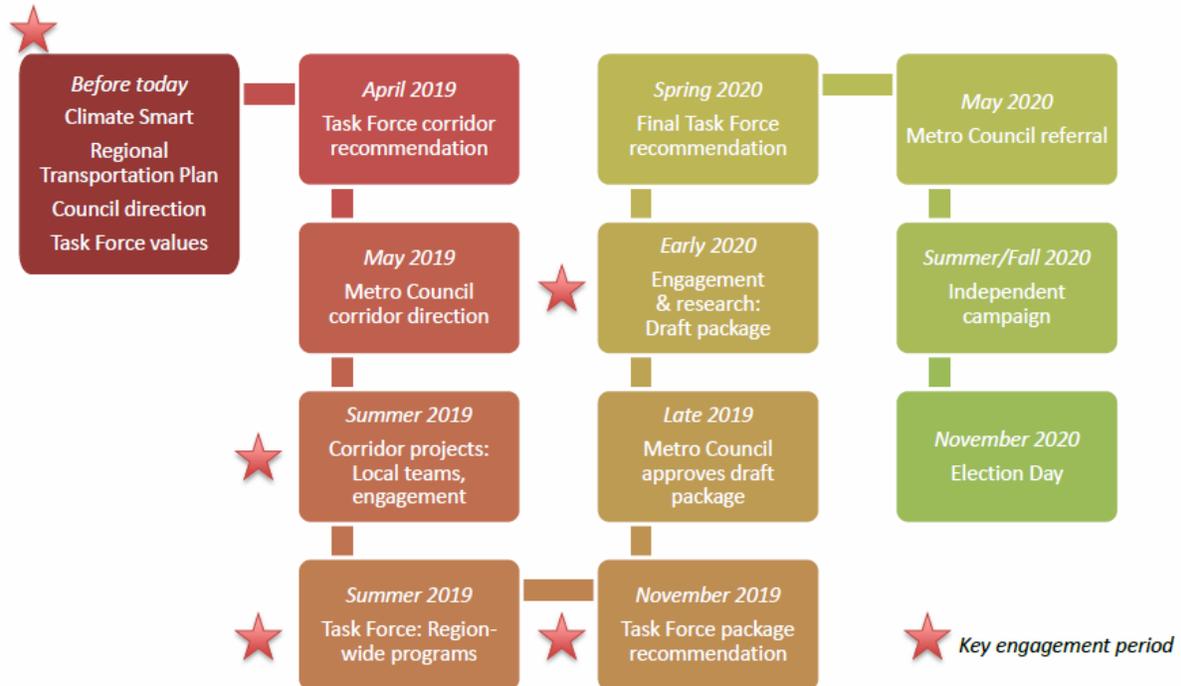
In regards to messaging, it's important not to oversell what you're trying to accomplish, for instance. Be honest in the messaging and explain that not everything can be accomplished; it will take time, and will be expensive. People want to be reassured that this will improve their lives and is worth the money. People also care about having a diverse coalition and want to know who is in support of the effort, and who is not.

In the end, choosing the “right” mix of projects will benefit the effort, and ensure the cost reflects the value of the proposition. With the Sound Transit measure it was going to cost hundreds of dollars a year to the average tax payer, but explaining the outcomes for their contribution helped mitigate concerns about cost. Additionally, the political environment around these transportation issues is fickle, and it helps to have a strong coalition with a united voice.

The group was given the opportunity to ask Christian questions. Below is a summary of the discussion.

- What did the community engagement process entail for the Sound Transit measure? What efforts were made to help people envision themselves in the ballot measure?
 - Christian responded: *The agency had the staffing capacity to hold many meetings across the region. For the Sound Transit measure, community engagement did not occur early in the process, which is why Metro’s effort is so good – it’s not just staff going out and talking to people. It should also be noted that for the Sound Transit measure, there was a history in the region of asking voters for approval which made the process a little smoother. The reason the package ended up being as big as it did was because in Phase 3 we learned from community feedback that the voters wanted the investment now, and so that urgency drove a larger investment.*
- The greater Portland region is experiencing a lot of the same issues as the Seattle region regarding equity, including gentrification, displacement, etc. How was the coalition assembled to build strength in regards to equity?
 - Christian responded: *The legislation in Olympia gave priority to non-profits to buy surplus properties at a discount. For this effort you are thinking in terms of corridors, not just roads or what is happening around them, which addresses equity and displacement in a way that’s real and promotes progressive tactics. It helps to consider the real life outcomes, for instance, childcare facilities located close to transit centers, people living closer to their places of work, etc. Assembling the coalition early is crucial to building trust and gaining support.*
- What did the Sound Transit measure pass by? Where did you get your approvals?
 - Christian responded: *The measure passed by 53%. Because we were dealing with a fixed-rail system we didn’t have the opportunity to bring service to the entire region. The areas with the least support were typically more conservative and weren’t receiving much benefit from the measure. In the Everett area, they wouldn’t be receiving service until 2035, however, they saw the value of connecting the areas, and therefore were willing to pay the tax despite likely not seeing the benefit from the service themselves. Additionally, the military base supported the measure likely because they would appreciate transit that connected them to Seattle, and because they are typically younger.*

Using a PowerPoint, Andy Shaw, Metro, reminded the group of the timeline for their work.



REGIONAL TRANSPORTATION PLAN AND CLIMATE TRAINING

Jessica introduced the next agenda item, explaining that the group would be using the Climate Smart Strategy, Regional Transportation Plan (RTP), Metro Council direction, and the Task Force values to inform their work. She noted that following the meeting, attendees would have the opportunity to review the display boards and connect with staff to gain more of an understanding.

Using a PowerPoint, Margi Bradway, Metro, began the presentation on the 2018 RTP and Climate Smart Strategy as it relates to the Task Force effort. Below is a summary of her comments:

The RTP is developed every four years and sets to the vision for the region's transportation for 2040. The RTP vision is: "In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy and affordable transportation system with travel options."

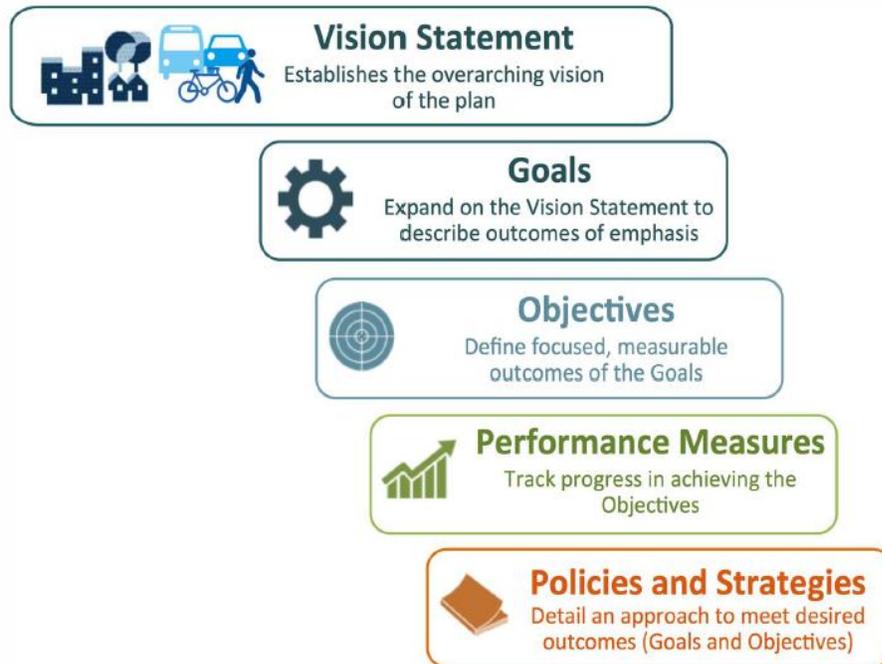
The RTP uses a 20-year planning horizon and focuses on meeting the different state and federal requirements. State requirements include "linking land use and transportation goals," and the federal requirements include performance measures, congestion management, air quality, civil rights/equity, and protection of public health and the environment. It is required by law to meet the federal requirements, but Metro strives to go above and beyond.

RTP's supporting strategies include freight, transit, safety, technology, active transportation (bike/pedestrian), transportation system and management, regional travel options, and climate smart. All documents are available online at <http://oregonmetro.gov/rtp>

Approximately 19,000 people have been involved in community, regional, and online forums, and there was a robust effort to engage diverse partners throughout the process.

Feedback from the public and stakeholders identified equity, climate, safety, and congestion as the 2018 RTP investment priorities.

The RTP uses a performance-based framework for moving from vision to action.



The RTP analyzed whether investments aligned with RTP goals using system-level evaluation (all projects), transportation equity analysis (all projects), and project-level evaluation (piloted and deferred to the next plan update). Key evaluation factors include:

- *Safety*
- *Congestion relief*
- *Equity and access to opportunity*
- *Freight mobility and industrial access*
- *Air quality and climate change*
- *Public health and the environment*
- *System completion and access to travel options*
- *Transit ridership and productivity*
- *Mode share and multimodal travel*

The RTP did a deep dive into several equity areas including representation of people of color, people with low English proficiency, and low income communities. A group of 30 people met ten times to develop the equity map.

A workgroup met several times to identify high-crash corridors. A total of 60% of crashes occur on only 6% of the transportation network. The map was overlaid with the equity map illustrating that these corridors are connected to areas with concentrations of people of color, people with low English proficiency, and low income communities.

A workgroup of 22 people met 18 times to update the transit strategy, and looked at all the opportunities in the region. The most important thing they considered is opportunities for enhanced transit corridors/concepts, which were those that:

- *Improve transit reliability/speed/capacity*
- *Identify, design, and build a set of Enhanced Transit projects*
- *Develop a pipeline of Enhanced Transit projects*

The freight strategy was mapped considering the intermodal facilities using input from experts and business members across the region.

Each jurisdiction was asked to submit a list of projects which were prioritized for each region. This provides the Task Force with a jumping off point. There are \$42 billion dollars in projects included in the constrained list. The RTP financially constrained projects are mapped in an interactive format and available at www.oregonmetro.gov/2018projects.

The RTP update embraced and confirmed Metro Council's commitment to addressing climate concerns. For the Portland metro region, there are four areas for high potential carbon reduction – vehicles and fuels (investment), pricing (policy), community design (policy with investment), and transit (investment). For moderate potential carbon the areas include active transportation (investment), travel information and incentives (investment), and system management and operations (investment). Investments in street and highway capacity have proven to have low potential carbon reduction.

This measure offers a good opportunity to meet the climate goals through investment.

EVALUATION VALUES

Jessica directed the group to the handout with the updated Key Investment Measure Outcomes and the group was given the opportunity to ask questions. Below is a summary of group members' comments and discussion:

- It would be helpful to have a sophisticated equity map with the performance measures that aren't showing up in other areas.
- What does the bullet on "advances transportation justice" mean?
 - Pam responded: *That was brought up as a concept at the last meeting in an effort to address issues related to disability access. Metro staff and the co-chairs had a discussion that resulted in the belief that transportation justice should relate to fairness for all vulnerable communities.*

- The committee member responded: *It might be helpful to provide more clarity in that bullet point.*
- The section on “Investments that Support Communities of Color and Historically Marginalized Communities” needs more specificity in regards to accountability.
- There needs to be more emphasis on supporting economic growth areas in the outcomes.
- It’s important to have a focus on system networks and interconnectivity in regards to commerce. Consider including the term “connectivity” in the outcomes.

Metro staff will incorporate Task Force members’ comments into another revision of the document for consideration.

CORRIDOR EVALUATION

Using a PowerPoint, Tyler Frisbee, Metro, gave a presentation on the process for prioritizing the corridors. Below is a summary of her comments:

The process for evaluating corridors begins with using the Metro Council direction and then applying the Task Force values – thinking about the potential of the corridors, and then in the fall, looking at the projects and whether they address the issues that made the corridor a priority. The Task Force members are asked to bring their experience and judgement as a part of the decision-making process when considering corridors.

At this point in the process the Task Force will be considering data, but Metro staff will also be bringing back the results of the community engagement effort to help guide decision-making.

The corridor evaluation criteria will be considering:

- *Safety (high crash data)*
 - *Providing current crash data, specifically regarding crashes that resulted in death or permanent injury. The feedback indicated a value placed on lives or property damage.*
- *Equity (serves equity focus areas)*
 - *Looking at the percentage of a corridor that falls within an equity focus area – an area with greater than average concentrations of people of color, people with limited English proficiency, people with low incomes, or areas with several of these characteristics.*
- *Affordability (serves high housing-transportation cost burden areas)*
 - *Focusing on connection and anti-displacement and seeking opportunities to coordinate with housing and parks and nature. This uses the average housing and transportation cost data and whether it is exceeded in the census block along the corridor – specifically considering where the majority of households spend more than 50% on housing and transportation.*
- *Reduce congestion (duration of current congestion)*

- *Considering the current congestion and duration outside of normal rush hours. This is more of a struggle for businesses moving freight.*
- *Options (walking, biking gaps; transit service and potential)*
 - *Considering gaps in walking and biking networks and the level of transit service.*
- *Jobs access (connection to current and future job centers)*
 - *Considering future growth – the number of jobs that will exist along the corridor by 2040 (including current jobs).*

Tyler suggested that Task Force members connect the values they've articulated to the criteria in the following ways:

- *Affordability – affordability and options*
- *Racial equity – options, safety, equity, affordability, and jobs access*
- *Climate – options and equity.*
- *Economy – jobs, congestion, and options.*
-

Tyler noted two other values that must be applied in a different way:

- *Regional distribution of corridors/projects – Task Force members need to apply their own understanding here.*
- *Accessibility – project-level criteria to be applied this fall.*

Each corridor is evaluated based on the need to meet each outcome. A copy of the evaluation was shared with Task Force members and later posted to the Task Force website.

Fuller circle = more potential to advance this outcome

Corridor	Safety	Congestion	Equity	Options	Jobs Access	Affordability
555 th Ave.	○	◐	◐	◐	◐	●

 = needs more investment

 = needs less investment

The group was asked to review the online interactive maps and then complete an online survey by Monday, April 15. The survey will be asking what 15 corridors each member would put in a 15-corridor regional investment measure, as well as what five corridors each member would put in a 5-corridor regional investment measure. Tyler encouraged the members to try and consider all three counties in

their responses, but to otherwise use their personal experience and judgement. She explained that Metro staff will compile the feedback from the survey to help frame and guide the discussion at the next meeting.

The floor was open for group discussion. Below is a summary of questions and responses:

- How will decisions be made?
 - Metro staff responded: *The corridor investments are not the only investments that will be made. Metro Council directed that the Task Force prioritize investments with a focus on regional connectors. Additionally, the Council has said they're willing to make investments in interstates; however, they do not want the same investment made in interstates or state highways.*
 - *The Task Force will be considering region-wide programs this summer, and then return to specific projects in the corridors in the fall.*
- It's difficult to evaluate and compare and contrast the corridors without having a deeper understanding of what they are and what issues exists.
 - Jeanne noted that members are asked to participate in the survey using the knowledge they already have based on the potential of a corridor delivering on the outcomes.
 - Tyler added: *Metro will be working with the local jurisdictions to identify what corridors have work that is ready to be done. Information about project readiness will be shared with the Task Force at upcoming meetings.*
- It's important that the corridors are accurate, specifically in regards to needs. Some of these corridors seem less like a "ribbon" and more like a "button" – that is, it's more a specific place in a corridor that needs investment, not the whole thing. How do we reconcile this?
 - Andy responded: *This is in an effort to get to a tiered list of corridors so we can signal to our partners what the investments will be over time. Right now we are just identifying areas, and then we will begin identifying "buttons" (or projects)*
- Is it possible to have a map that overlays the potential projects or "buttons" with the potential corridors?
 - Margi responded: *The Task Force will be looking at projects during the project identification process, but a project-readiness layer will be available on the corridor map.*
 - *Note: Staff added an Regional Transportation Plan project map overlay on the interactive corridor map to assist the Task Force in completing the survey.*
- This group had a robust conversation on values, however, the criteria seem to be the same as they were before, omitting the issues that were raised during those discussions. Would it be possible to have a section for rating the projects based on those metrics?
 - Andy responded: *Metro staff tried to bring in that data, but some of those metrics could not yet be applied to the corridors. The hope is that members will bring those considerations to the next meeting during prioritization.*
 - *There will be a comment box in the survey where members can provide that additional information or feedback.*

- Many of members have the primary job of serving their constituents. How will that role play into this exercise?
 - Andy responded: *Metro recognizes that people will be participating in this effort based on their experience, constituents, and location, but members are also being asked to have a broader consideration. Members are encouraged to think about how this could be pitched to the broader region.*
 - Jeanne added: *Consider this the same way you would if you were on a city council. As a council member you are charged with making the best decision for your city as a whole while representing and bringing forth the priorities and issues that impact the district and constituents you represent.*
- Whether the members come at this parochially or from a regional perspective, the input will be based on what they know. The hope is that this will be considered based on the greater good, but members will know more about the projects and corridors within their area.
 - Jeanne responded: *The ultimate goal is to prioritize based on the benefit to the region, but members will know some corridors better than others and that's important. During prioritization, members will be asked to explain to each other why they feel a corridor should be included, and then a decision will be made as a group.*

The co-chairs noted that the group seemed concerned about their ability to effectively participate in the survey, but reminded the group that their participation in the Task Force was because of their varied knowledge, experience, and perspective. The co-chairs explained that members didn't need to be experts on all the corridors, and that they would make decisions collectively.

NEXT STEPS AND CLOSE

Tyler explained that the group would receive the link to the survey the next day, and that Metro staff would be available for support and to answer questions. She noted that the next meeting would be taking the input from the survey to frame the conversation. The co-chairs thanked the group for their participation and closed the meeting.