
METRO TRANSPORTATION FUNDING TASK FORCE (TF2)

MEETING 2 SUMMARY

March 6, 2019 – 5:30-8:00 PM

Oregon Convention Center – Portland Ballroom

777 NE Martin Luther King Jr Blvd

Portland, OR 97232

ATTENDEES

Jim Bernard, *Clackamas County Board of Commissioners Chair*

Emerald Bogue, *Port of Portland*

Mayor Steve Callaway, *City of Hillsboro*

Leslie Carlson, *Street Trust Board*

Mayor Denny Doyle, *City of Beaverton*

Debra Dunn, *Synergy Resources Group*

Karylenn 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*

Mayor Tim Knapp, *City of Wilsonville*

Nolan Lienhart, *ZGF Architects*

Marcus Mundy, *Coalition of Communities of Color*

Chi Nguyen, *APANO*

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 Director of Diversity and Global Affairs | Albina Vision*

Marie Dodds, *AAA*

Senator Lew Frederick, *State of Oregon*

Kayse Jama, *Unite Oregon*

Amanda Manjarrez, *Latino Network*

Nate McCoy, *NAMC-Oregon*

Representative Susan McLain, *State of Oregon*

Dave Robertson, *PGE | Portland Business Association Board*
Vivian Satterfield, *VerdeNW*
Linda Simmons, *TriMet Board*
Bob VanBrocklin, *Oregon Transportation Commission Chair*

STAFF

Craig Beebe, *Metro*
Kate Fagerholm, *Metro*
Karynn Fish, *Metro*
Tyler Frisbee, *Metro*
Clifford Higgins, *Metro*
Andy Shaw, *Metro*
Jeanne Lawson, *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 expressed their appreciation for what they accomplished at the first meeting. The group was shown a brief video from Metro's Snapshot series title "Tana" about a resident's experience with the regional transportation system. The video can be viewed here: <https://vimeo.com/218867713>. Pam reviewed the agenda. The agenda was as follows:

1. Public Comment
2. Racial Equity Training
3. Timeline and Process
4. Council Direction and Taskforce Values
5. Corridor Presentation
6. Next Steps and Close

PUBLIC COMMENT

Pam reminded the group of their discussion on when public comment will take place during the meetings, noting that they had decided to hold it before the discussion depending on the content of each meeting to be more equitable and reduce the amount of time commenters must wait to present. One person submitted public comment at this meeting.

Doug Allen, Association of Oregon Rail and Transit Advocates

This Task Force should consider streaming and having videos of the meetings available online. One of the goals of this effort is to increase transit ridership, which means increasing service. Later in this meeting this group will be discussing corridors; however the concept of corridors is not an appropriate method for increasing ridership. People want to ride without the need to make transfers, and in order to do so, transit service must be increase, which will not be addressed using a corridor approach.

RACIAL EQUITY TRAINING

Jessica noted that equity is an important issue for the region as a whole and is also a part of Metro's key outcomes in all policy and efforts. Jessica continued by explaining her experience with and observations of inequities in East Portland in regards to services and infrastructure.

Using a PowerPoint Metro Councilor Sam Chase briefly introduced the portion of the meeting focused on racial equity. Sam began by giving acknowledgement to the native tribes in the region that he explained were the original inhabitants and have continued to survive a history of genocide, assimilation, and erasure. Tribes he acknowledged include:

- Northern Kalapuya
 - Tualatin
 - Atfalati
- Chinook
 - Clackamas
 - Multnomah
 - Cascades
 - Clowwewalla
- Northern Molalla

Additionally, Sam noted that there was also a deep history of relations, trade and shared resources with neighboring peoples, such as the Cowlitz, Klikitat, Yakama and Clatskanie as well as with other Chinookan bands along the Columbia. He continued that this history also includes the deeply ingrained value of stewardship of the land.

Sam explained that Metro has set forth a strategy for equity and inclusion, noting that while it's a process, Metro has learned a lot along the way about unconscious bias and institutionalized racism, and that this effort offers an opportunity to acknowledge and understand those issues further.

Using the PowerPoint, Cliff Higgins, Metro, continued the presentation on racial equity. Below is a summary of his comments:

Part of Metro's equity strategy includes understanding how the region has developed under racism. This history includes:

- *In 1848, despite the original state constitution having banned slavery, black people were explicitly excluded by law from living in the Oregon territory.*
- *In 1850 the Donation Land Claim Act was passed in response to white settlers demanding that the government do something about the indigenous people living in the territory which led to wars and forced removal of indigenous people.*
- *In 1862 Oregon placed an additional tax on black, Chinese, and Hawaiian people.*
- *In 1882 the Chinese exclusion act was passed with the support of the State's full congressional delegation.*
- *By the 1920s, Oregon had the nation's highest per capita membership in the Ku Klux Klan.*
- *During World War II Japanese residents experienced forced relocation and incarceration in internment camps.*
- *Up until 1951, Oregon placed an additional surcharge for car insurance on people of color.*

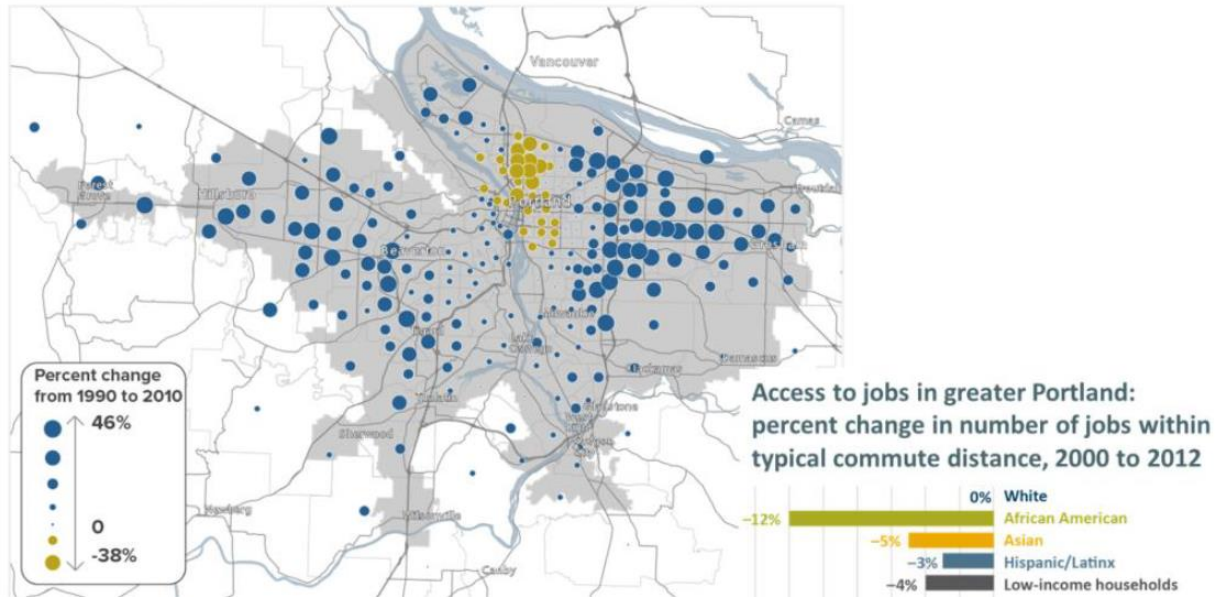
Redlining played a key part in Oregon's racist history. Through the 1940s, laws and government policies prevented people of color from buying or renting homes outside of designated neighborhoods. Through the 1960s and 1970s real estate agents would discourage non-white clients from buying homes in white neighborhoods, and banks would often refuse loans for those properties when requested by a person of color. Additionally, banks would declare investments for homes in African American neighborhoods or other communities of color too risky and refuse loans for those properties.

Understanding this history is important in how it relates to the transportation system, and it should be recognized that there were conscious policy decisions with the force of law to create an inequitable system. When I-5 opened in the 1960s, the freeway cut through many of Portland's established black neighborhoods, destroying at least 50 blocks of homes, and creating a barrier that still exists today. Major public investments like this create a sense that things are done "to us, not for us" in communities of color.

Homeownership is cited as a key tool in both personal and family wealth development and stabilization. Not only do people of color face issues of inequity in access to education and pay, the legacy of systemic racism in redlining and lending is reflected in current homeownership rates, which differ greatly by race. About 2/3rds of white households own vs. rent, while that rate is about 1/3rd or less for people of color.

As housing costs increase, people who rent are forced to move further from job centers and community resources, increasing their daily travel costs and time. While displacement can often be seen as simply a consequence of a growing population and improving economy, there is a history that has concentrated communities of color into specific areas where they built strong community ties.

Displacement and migration of communities of color, 1990-2010



Displacement can also create a cascading effect on the viability of community resources including places of worship, community centers and culturally-focused businesses, and members as users and customers lose convenient access.

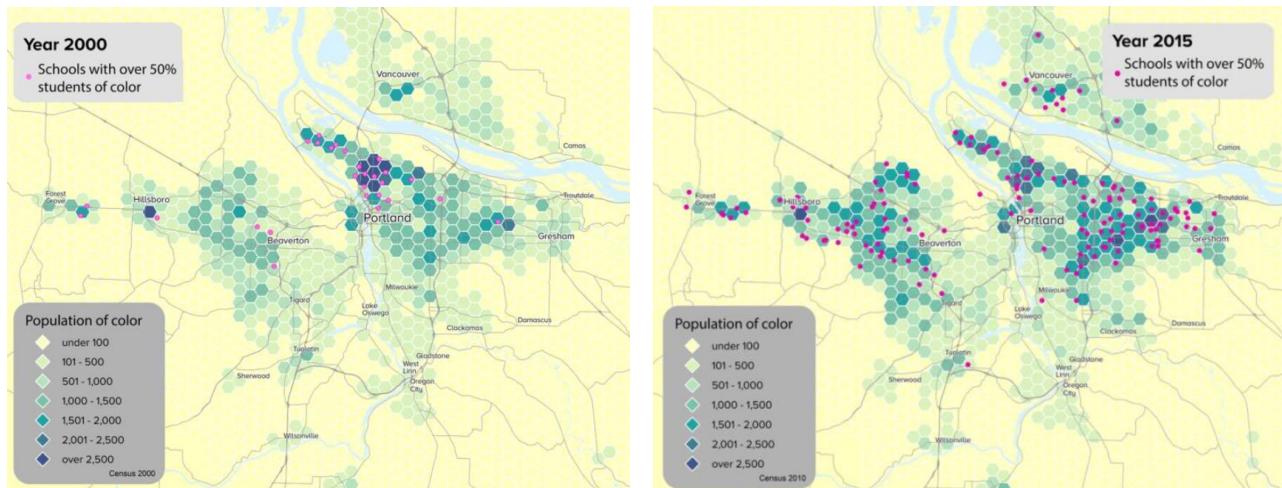
Communities of color experience higher rates of:

- *Increased burdens of housing costs*
- *Reliance on transit, biking, and walking*
- *Racial bias and inequity in investigation and enforcement of traffic laws and fares*
- *Traffic fatalities and severe injuries*

Additionally, studies have shown that drivers in the greater Portland region are significantly less likely to stop and allow black pedestrians to safely cross the street.

Greater Portland is becoming more racially and ethnically diverse, but the history of institutionalized racism has resulted in communities of color not having access to the same opportunities as their white neighbors. Improving access to these opportunities is critical to greater Portland's future prosperity and is a core part of Metro's mission. As the region's demographics change, we need to plan for our future by addressing long-standing institutional barriers that inhibit success for everyone.

The group was shown two slides illustrating the increase of students of color between 2000 and 2015, and Cliff noted that populations of color have grown everywhere in the region *except* in north and northeast Portland, where communities of color were largely concentrated due to the legacy of redlining and displacement.



Cliff continued his presentation:

This has real impacts on these communities related to access to jobs, education, housing, places of worship, and parks and nature. By focusing our attention on improving racial equity, we are creating policies that serve communities across the region, and will only continue to do as greater Portland becomes a more diverse place.

Leaders in communities of color have been active and resilient, and through engagement these communities have consistently expressed transportation priorities related to public health, accessibility, affordability, safety, and community stabilization, and there is a persistent overlay with the role transit impacts these priorities.

Knowing that transportation safety was a key concern for communities of color, decision-makers identified where high injury roadways and intersections (those that caused death or life changing injuries, and compared them to where there are more low income and people of color, and non-English speakers. This led to placing a higher priority on new and existing safety projects and components for transportation for these areas.

A focus on racial equity is a strategy to understand and remove barriers for all historically marginalized communities. People of color share similar barriers with other historically marginalized groups such as low income people, people with disabilities, LGBTQ communities, women, older adults, and young people. However, people of color tend to experience those barriers more deeply due to the pervasive and systemic nature of racism. By addressing the barriers experienced by people of color, we will also effectively identify solutions and remove barriers for other disadvantaged groups. In addition, places that address racial inequities have shown economic benefits across the board, so this racial equity focus will help all people in the 24 cities of the greater Portland region experience better outcomes.

Cliff encouraged the Task Force to think about the impacts of the current system and what transportation means in terms of racial equity.

Jeanne Lawson, facilitator with JLA Public Involvement, asked the group to report back some of the key themes they gathered from the presentation. Below is a summary of the group’s comments:

- Access – what is good access? What do these communities need access to?
- Location – air quality issues, preservation of sense of place, congestion, etc.
- Safety – traffic fatalities, complete sidewalks, etc.
- Strategic investments in transportation that avoid displacement and are coordinated with land use and housing including measures to keep people in their communities such as real estate transfer fees
- Balance of jobs and housing
- Displacement is tied to investment, for example in north and northeast Portland
- People of color are more likely to be low income
- The cost of needing to own a car has disproportionate impacts on people of color

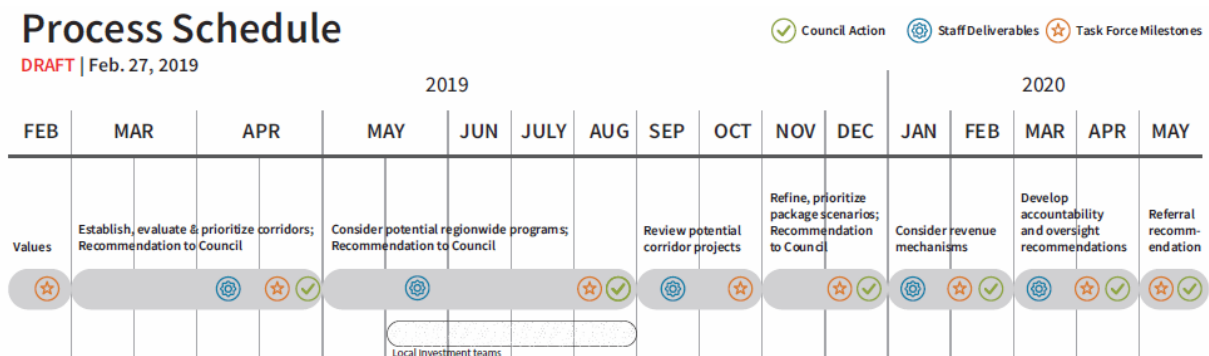
The co-chairs wrapped up the discussion on racial equity by expressing their appreciation for the group recognizing the biggest challenges such as displacement.

TIMELINE AND PROCESS

Using a PowerPoint, Tyler Frisbee, Metro, showed that group a slide illustrating the decision-making structure, explaining that in 15 months the Task Force will be working together to build a funding package. She noted that Metro will be simultaneously holding a community and partner engagement effort to help guide the Task Force and Metro Council in decision-making.

Tyler encouraged the group to look at this effort from a regional perspective, and explained that Metro Council wants this measure to invest in corridors in order to increase regional benefits. She continued that there are two ways to invest – short-term and long-term investments. Tyler explained that short-term investments are those made in existing projects on the corridors, and long-term investments are those made in planning and capital improvements on corridors with issues that have not been addressed. Additionally, Tyler explained that there can be investments in region-wide programs that create funding for planning and preparing for the future.

The group was shown a slide illustrating the process schedule.



Tyler reviewed the timeline and process, and her key comments are summarized below:

Metro identified 60 corridors in the region that need investment to address existing congestion and safety issues. Additionally, Metro identified where growth is expected to happen between now and 2040. The Task Force will be asked to identify any additional corridors and then prioritize the corridors into three tiers.

This decision needs to be made by May to allow the community and partners time to develop potential projects for consideration by the Task Force in the fall. If there's agreement from the taskforce on a recommendation to Metro Council, and the polls are at 50% or above, the measure will move to ballot.

Jeanne asked the group if they had any questions about the Task Force process schedule. Questions and answers are summarized below:

- When will Metro begin involving the community?
 - Tyler responded: *Community engagement will be occurring at many different points throughout the process. The benefit of spending over three years developing the Regional Transportation Plan is that there is clear direction from the public on what they want to see from the transportation system. Metro has worked to use the feedback from that to develop the corridor investment approach, including what projects to consider.*
- When will the public polling take place?
 - Tyler responded: *Metro has conducted some early polling to gauge public opinion, and there will be more public opinion polling in the fall. Additionally, there will be polling on the investment scenario recommended by the Task Force, and a final polling on the measure in May.*

COUNCIL DIRECTION AND TASK FORCE VALUES

Jessica introduced the values discussion, explaining that the values the Task Force feels are important will be coordinated with the priorities included in Metro Council's direction for this effort.

Andy Shaw, Metro, walked through Metro Council's priorities with the group:

- A **growing economy and a growing population** mean increased traffic congestion, making it harder for people and goods to move around our region. The regional investment measure should prioritize investments that help manage congestion.
- Our imperative to **reduce greenhouse gas emissions and prepare for a climate-change future** is increasing. The regional investment measure should make it easier, faster, more reliable, and more affordable for everyone to get around by transit.
- **Regionally-raised revenue will be invested in regional corridors**, including State Highways that serve as arterials, and city and county arterial streets. Regional investment can help these corridors better serve their communities and regional transportation goals. Safety and mobility improvements for all users in these corridors is a key requirement for regional investment.

- **Interstate System:** These corridors move people and goods through the state. The Metro Council expects the state to continue its responsibility for investment in this statewide system. If necessary, regional investment will be considered on components of the interstate system within our region in order to advance strategic regional priorities by supporting planning and design and off-system improvements that help better connect the interstate system with the regional system.
- **State Highways:** Key projects that help limited-access state highways and expressways better integrate with the regional system may be considered for the regional investment measure.
- The regional investment measure will leverage regional and local investments in **affordable housing, open space, wildlife habitat, and air and water quality.**
- The transportation measure will invest in increasing **transit access and improving safety**, with priority for parts of the region that have historically been underserved. Engagement processes from the affordable housing measure and the Regional Transportation Plan have emphasized that the most important investments for improving outcomes for people of color are improving safety, increasing transit access, and stabilizing the community to minimize the risk of gentrification in places where people of color live, work, and play.
- The regional investment measure will help the region continue using **emerging technologies** to support transit and better manage and optimize the system.

Jeanne explained that the priorities were issued by Metro Council to provide some general parameters for what is important when structuring the evaluation framework. The group was asked to review the values they identified at the last meeting and compare them with the Metro Council directives and outcomes looking for gaps or changes they see necessary. The Task Force was broken into small groups and each was assigned a different Metro Council outcome. Below are the comments from the small groups regarding each of the Metro Council outcomes:

- **Improves Safety**
 - Coordinate investments with Safe Routes to School
 - Address speed issues to promote safety
 - Balance and prioritize safe and efficient movement of goods and people
 - Consider safety within the context of corridors
 - Create corridor strategies that involve alternative modes traveling on the same corridor (bikes, skateboards, pedestrians, scooters, etc.)
 - Prioritize dangerous corridors when conducting analyses
 - Develop guidance for choosing between corridors
- **Makes it Easier to Get Around**
 - Move freight through to support economic growth
 - Increase transportation options
 - Emphasize serving underserved and vulnerable communities (communities of color, low income, aging, disabled, and youth populations)
 - Increase affordability
- **Helps People Get Where They Need to Go**

- Prioritize getting people to their destinations safely, efficiently, and economically
- Increase reliability
- Provide more options and alternatives
- Expand transportation to provide access to recreation and cultural resources for all ages
- Integrate housing and transportation policy and funding
- **Supports Resiliency**
 - Increase the resiliency of the regional transportation system post-disaster
- **Protects Clean Air**
 - Change the outcome title to “Address Climate Change and Reduce Pollution”
 - Reduce transportation greenhouse gas emissions – 40% of greenhouse gases in Oregon are transportation related and they are increasing
 - Reduce diesel emissions
 - Create a system that promotes the health of residents
 - Develop deadlines for accomplishing climate goals
 - Give people options that have fewer impacts to climate (MAX, bus, etc.)
 - Develop a less disjointed and more cohesive system with a universal design that reduces congestion and vehicle idling
 - Partner with the Metropolitan Mayors’ Carpool Consortium
- **Supports Economic Growth**
 - Accommodate the 24 hour workforce and workers with non-traditional hours
 - Distribute job centers across the region to reduce commutes
 - Connect with housing and anti-displacement plans
 - Connect wage levels and housing stock costs (workforce housing)
 - Provide access to employment lands
 - Analyze the types of jobs people are driving to and explore ways to get those companies to locate employment opportunities in the greater metro area

The small groups were also given the opportunity to submit values outside the Metro Council outcomes. Other input included:

- Health – create a system that promotes the health of residents
- Coordination – coordinate local government planning and investment

Members were asked to review the handout illustrating the values they had identified at the last meeting and circle the values they felt were the highest priority. Below is a table with their votes.

Value	Number of votes
Equity and Inclusion	16
Climate and Health	15
Safety	12
Jobs and Economy	11
Accessibility	8
Coordination with Housing	8

Value	Number of votes
Infrastructure and Multimodality	6
Resiliency	6
Regional Perspective	1

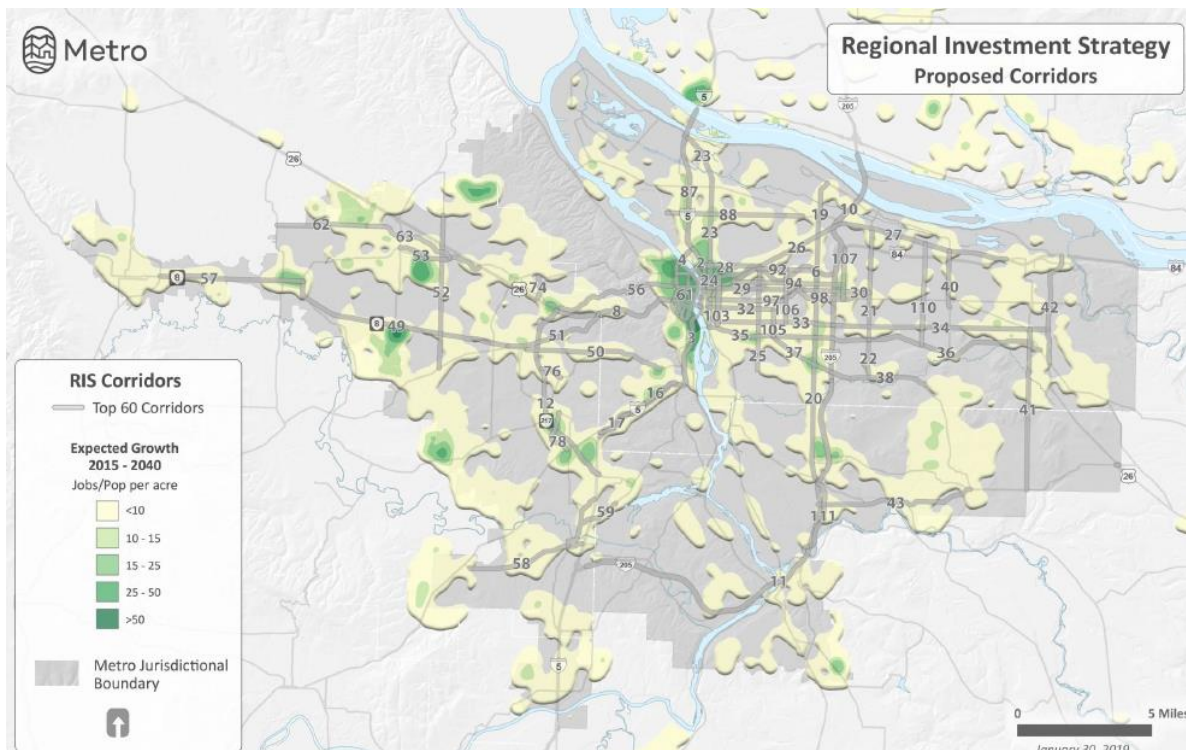
CORRIDOR PRESENTATION

Tyler gave a brief presentation explaining corridors in the context of this process. Below is a summary of her comments:

Corridors are the routes where people’s trips converge between their different destinations, normally because they offer the fastest and/or most direct option. Corridors can support a variety of different kinds of travel including cars, bikes, pedestrians, and public transit, and they are not always roadways. As the region continues to grow, corridors are becoming busier resulting in delays, safety issues, and impacts to community livability and the economy. Impacts to a single corridor can have cascading effects that impact the regional corridor network. People rely on corridors to arrive on time, travel safely, provide access to opportunities, and foster pride in their community.

The Task Force will be responsible for prioritizing corridors based on benefit to the region, community investment needs, existing solutions, and preparing for growth. Metro identified 60 corridors throughout the region.

The group was shown a map illustrating the top 60 corridors.



Tyler explained that at the next meeting the Task Force would have the opportunity to propose additional corridors not included in the top 60, and suggested that when pitching a corridor, members demonstrate how investments in the corridor meet the Task Force values and Metro Council directives.

NEXT STEPS AND CLOSE

Tyler explained that the next three meeting will be focused on prioritizing the corridors. The co-chairs thanked the group for their participation noting that the next meeting will be on March 20th. The meeting was adjourned.