



600 NE Grand Ave.
Portland, OR 97232-2736

Council work session agenda

Tuesday, January 14, 2020

2:00 PM

Metro Regional Center, Council Chamber

Revised 01/10

2:00 Call to Order and Roll Call

2:05 Safety Briefing

Work Session Topics:

2:10 Regional Investment Strategy: Transportation Investment Measure

[18-5330](#)

Presenter(s): Andy Shaw, Metro
Margi Bradway, Metro

Attachments: [Work Session Worksheet](#)
[Task Force Recommendations](#)
[December 18th Task Force Meeting Minutes](#)
[Powerpoint: Task Force Recommendations](#)
[Powerpoint: Task Force Recommendations Part Two](#)

3:10 Chief Operating Officer Communication

3:15 Councilor Communication

3:20 Adjourn

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកម្មប្រណឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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**Regional Investment Strategy: Transportation Investment
Measure**

Work Session Topics

Metro Council Work Session
Tuesday, January 14, 2020
Metro Regional Center, Council Chamber

REGIONAL INVESTMENT STRATEGY: TRANSPORTATION INVESTMENT MEASURE

Date: 1/3/2020

Departments: GAPD, Planning & Development

Work session dates: Jan. 7 & 14, 2020

Prepared by: Craig Beebe,
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Presenters: Andy Shaw
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Margi Bradway,
margi.bradway@oregonmetro.gov

Length: 60 min.

ISSUE STATEMENT

People in the greater Portland region are increasingly concerned about growing traffic and unsafe arterial roads across the region. The Metro Council has directed staff to work with community and partners on a potential 2020 transportation investment measure.

At these work sessions, the Council will discuss Tier 1 corridor investment recommendations from the Transportation Funding Task Force. On Jan. 7, the Task Force co-chairs will present recommendations to the Metro Council, with staff providing updated information about the potential outcomes these investments could advance. Following a public hearing on Jan. 13, staff will seek Council direction on what projects in Tier 1 corridors should continue to move forward at the Jan. 14 work session.

ACTION REQUESTED

Provide direction on potential project investments in Tier 1 corridors to continue developing for possible inclusion in a potential regional transportation measure.

IDENTIFIED POLICY OUTCOMES

The Metro Council has directed that a potential measure advance the Regional Transportation Plan, Strategic Plan to Advance Racial Equity, and Climate Smart Strategy; engage diverse partners and community members; and leverage regional and local investments in affordable housing and parks and nature.

The Metro Council approved specific policy outcomes for the potential transportation measure and appointed a Transportation Funding Task Force in early 2019.

In order to advance its desired policy outcomes, the Council has directed staff to develop a measure that focuses investments in key regional travel corridors and also includes regionwide investment programs to spread benefits throughout the region. Council direction on the measure structure is further described in the “Background” section below.

POLICY QUESTION

What potential projects in Tier 1 corridors advance Council’s desired measure outcomes and should move forward for further project development and continued consideration for inclusion in a potential measure?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Following a summer of in-depth engagement with community-based Local Investment Teams and project development with jurisdictional partners, Metro staff released a preliminary Tier 1 corridor projects and regionwide programs recommendation to the Transportation Funding Task Force on Oct. 18, 2019.

In creating these recommendations, Metro staff considered a number of factors, including:

- Metro Council outcomes for the Transportation Measure
- Task Force outcomes for the Transportation Measure
- Local Investment Team input
- Regional and local plans
- Analysis of transit opportunities on corridor
- Agency staff knowledge of readiness and opportunity
- Metro staff review of consistency with Regional Transportation Plan principles
- Expected scale of potential revenue
- Feasibility of delivering projects within the near future

The Task Force discussed staff's recommendations at meetings on Oct. 30 and Nov. 20. As the Task Force prepared to make its own Tier 1 recommendations, several Task Force members also proposed amendments to add, modify or remove staff-recommended investments in some corridors. The Task Force considered and voted on proposed Tier 1 corridor recommendations at its Dec. 18 meeting in Clackamas.

The Task Force's recommendations and additional feedback/input to Council will be described in a forthcoming memo from the Task Force co-chairs, which will be attached to this worksheet in early January.

In summary, the Task Force recommendations constitute roughly \$3.81 billion in measure investments in Tier 1 corridors, leveraging approximately \$2.22 billion in expected federal and local funds, for a total of approximately \$6.03 billion in recommended Tier 1 corridor investments. The Task Force voted unanimously on the vast majority of these recommendations, placing particular priority on increasing safety and transit investments.

Policy options for the Metro Council include directing staff to work with partners to continue developing all or some of the Tier 1 investments recommended by the Task Force. The Council may also wish to add investments which the Task Force has not included in its formal recommendations for Tier 1 corridors, or provide further clarity or direction to staff on outcomes that should be elevated through further measure development.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Greater Portland is growing quickly. It's fundamental to our future to have a variety of safe, affordable and reliable options for people to get where they need to go – whether they are driving, riding a bus or train, biking or walking.

Metro has been working since early 2018 to lay the foundation of a collaborative, comprehensive investment plan that makes getting around safer, faster and more affordable for everyone. The Metro Council has directed that this plan include investments throughout the region, supporting the many ways people travel. The council has directed that this work must place advancing racial equity and addressing climate change at its core. The council has also directed staff to engage a wide range of community members, partners and leaders to identify smart solutions supported by a broad coalition.

Greater Portland voters' decisive approval of the regional affordable housing bond in 2018 and regional Parks and Nature bond renewal in 2019 demonstrates their eagerness to address the critical issues we face across the region. The Metro Council is now working with jurisdictional partners, housing providers and the community to create needed affordable homes through the bond, and will soon begin a refinement process for implementing the new parks and nature bond. As greater Portland faces the future, a regional transportation measure in 2020 represents a significant opportunity to continue connecting these priorities to make meaningful, strategic investments that improve lives and increase opportunities throughout the region.

BACKGROUND

In December 2018, the Metro Council adopted a Regional Transportation Plan update, following years of engagement that included more than 19,000 engagements with residents, community and business leaders, and regional partners. Through the extensive engagement that shaped the plan, Metro heard clear desires for safe, smart, reliable and affordable transportation options for everyone and every type of trip. The 2018 Regional Transportation Plan is therefore built on key values of equity, climate, safety, and congestion relief.

At work sessions in January 2019, the Metro Council provided guidance on key outcomes, principles and the structure of a potential investment measure to help advance these values. The council also approved a charge for a diverse and regionally inclusive Regional Transportation Funding Task Force. Co-chaired by Commissioners Jessica Vega Pederson and Pam Treece, the Task Force has met 16 times. To date, the Task Force has reviewed Metro Council direction and policy applying to the regional investment measure, identified additional desired outcomes, provided input to Council on priority corridors and regionwide programs, discussed possible revenue mechanisms, and made recommendations on potential Tier 1 investments.

In June, informed by input from the Task Force and an online survey completed by approximately 3,500 area residents, the Metro Council directed staff to move 13 "Tier 1" corridors into further project identification, development and engagement. The council also

identified 16 “Tier 2” corridors that could also be considered for funding if there is revenue capacity. Over summer 2019, three Local Investment Teams toured the Tier 1 corridors and provided feedback to inform staff and Task Force project recommendations.

In September, informed by input from community forums in the spring and Task Force discussions in the summer, the Metro Council provided direction on nine regionwide programs to continue developing for potential inclusion in the measure; these programs would advance Council outcomes and meet community needs beyond the priority corridors identified in the measure. Staff are now developing these program concepts further through engagement with community and jurisdictional partners, with an expectation that they would include approximately \$50 million in total annual investment for 20 years. At the Metro Council’s direction, staff are also continuing to develop a community stability program that would support the development of community-based anti-displacement strategies in corridors funded through the measure. Staff plan to bring a refined program recommendation to the Metro Council in April.

The Metro Council will continue to direct staff in future iterative policy discussions, including direction on options for project investments, possible additional corridors to include in the measure, regionwide programs, revenue mechanisms, oversight and accountability, and implementation. The council could consider referral to voters in late spring.

- Is legislation required for Council action? **Legislation will be required for referral, but staff are not proposing legislation for direction on Tier 1 corridor investments.**



2020 TRANSPORTATION FUNDING MEASURE

Task Force Recommendations for Tier 1 Corridor Investments

In early 2019 the Task Force identified several key values and desired outcomes for the measure. These provided a key guide for the staff recommendation. These values include the following. More details can be found at oregonmetro.gov/transportation.

- Improve safety
- Prioritize investments that support communities of color
- Make it easier to get around
- Support resiliency
- Support clean air, clean water, and healthy ecosystems
- Support economic growth
- Increase access to opportunity for low-income Oregonians
- Leverage regional and local investments



Memo

Date: January 3, 2020
To: Metro Council
From: Commissioner Jessica Vega Pederson and Commissioner Pam Treece, Task Force Co-Chairs
Subject: Tier 1 Corridor Investment Recommendations

Early in 2019, the Metro Council assembled a diverse group of community leaders from throughout greater Portland. You asked us to provide you with advice and recommendations on a potential 2020 transportation funding measure that could make much-needed regional investments in helping people go places reliably and safely in a growing, increasingly congested region. In your charge, you directed us to apply “honest, solutions-focused dialogue” in representing the needs of our constituencies and communities.

It has been an honor for us to serve as the co-chairs of this Task Force. Through sixteen meetings to date, this unique group has articulated shared values, considered community needs, and explored potential priorities for investment. We have thought big, sought consensus as much as possible, and respected the remarkably few places where our views diverge.

Developing our recommendations

In June, with input from the Task Force, the Metro Council prioritized 13 of the region’s busiest and most dangerous travel routes as Tier 1 Corridors for the potential measure; an additional 16 corridors were identified as Tier 2.

Following a summer of engagement with community and jurisdictional partners, Metro staff submitted Tier 1 corridor investment recommendations to the Task Force in October. These recommendations were informed by Council and Task Force outcomes; input from Local Investment Teams and partner jurisdictions; and assessments of readiness, risk and benefits of potential investments. They proposed approximately \$3.11 billion in investments from the measure, leveraging an expected \$2.13 billion in expected federal and local funds.

On Nov. 6 and 20, the Task Force discussed the staff recommendations and amendments proposed by several Task Force members. At our Dec. 18 meeting in Clackamas, we took votes on several motions to formalize our own Tier 1 project recommendations to the Metro Council. We sought to achieve a 75% share of present members in order to advance formal Task Force recommendations. Additionally, as co-chairs we pledged to share the full discussion directly with you to inform your ongoing discussion and direction regarding the potential measure.

The attached packet summarize our Tier 1 project recommendations and key themes of discussion. In addition, staff will send to you the Dec. 18 meeting notes as soon as they are available.

Key themes of Task Force recommendations and discussions

There are several key points we would like to highlight in these recommendations and the Task Force discussions that shaped them.

Remarkable consensus on almost all recommended projects in the Tier 1 corridors. These recommendations increase the total proposed for Tier 1 corridor investments by approximately \$700 million beyond the Metro staff recommendations. Including potential leveraged funds of \$2.2 billion, this increases the total to approximately \$6 billion. Task Force members voting at the December 18 meeting were in unanimous consent about the overwhelming majority of these investments—approximately 99 percent of the total investment. This consensus is testament to both the scale of need and the considerable common ground the Task Force has found in our work together.

One proposed investment, the 82nd Avenue and Airport Way intersection project, reached the 75% support threshold to be an official Task Force recommendation, but did not achieve unanimous consensus. Finally, just one proposed investment—the new connector road from SE 172nd to SE 190th Avenue in the Clackamas-to-Columbia corridor—failed to reach the 75% support threshold to be an official Task Force recommendation, though a majority on Dec. 18 did support this investment.

Prioritizing safer streets and better transit for everyone. The Task Force agreed unanimously on recommending approximately \$650 million dollars in safety and transit investments beyond those included in the initial Tier 1 staff recommendation. These additional recommendations are a clear declaration of the Task Force’s priorities to make key arterials safer for people walking, bicycling, and getting to transit, and to make transit a more reliable, competitive and comfortable option for people throughout the region.

Thinking of a greater regional system. Hundreds of thousands of people in the greater Portland region travel across city and county lines on a daily basis—whether we’re commuting to work or school, running errands or going to appointments, our travel patterns stitch us together as one region with common interests and needs. So it’s no surprise that the Task Force recommendations reflect a truly regional funding measure, with investments across the metropolitan area will help create a more reliable, safer regional transportation system no matter where we live, work or travel—and no matter how we reach the places we need to go.

Contributing to the region’s racial equity, climate and safety goals. The Task Force wants to ensure a transportation investment measure helps advance the region’s ambitious goals for advancing racial equity, reducing carbon emissions, and reducing deaths and serious injuries from crashes. Staff have provided preliminary data on how the Task Force’s Tier 1 recommendations support these goals. Task Force members are eager for more information and contextualization of this data alongside other strategies and policies the region has undertaken in pursuit of its climate, racial equity and safety goals. The Task Force also wants to ensure the measure includes clear commitments and enough funding to implement effective, community-based anti-displacement strategies alongside transportation investments.

Maintaining and aligning with funding for regionwide programs. While these Task Force recommendations focus on Tier 1 corridor investments, Task Force members have voiced their desire to keep funding for the proposed regionwide programs at the scale previously discussed—at least \$50 million per year. These programs would make vital investments in safety, reliability, racial equity and community beyond the identified corridors, extending the proposed measure’s benefits even further across the region.

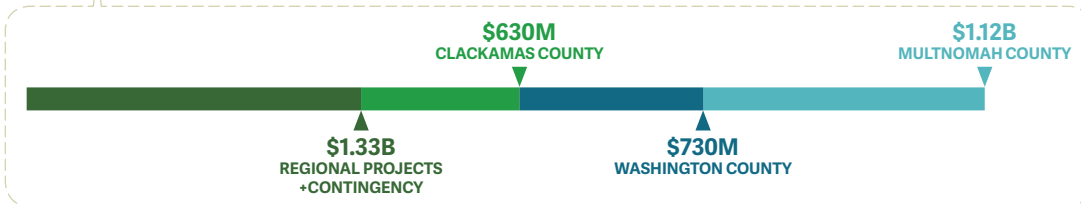
Conclusion

The Task Force has made these recommendations recognizing there is more work ahead to align Tier 1 investments with viable revenue mechanisms, potential Tier 2 corridor investments, and overall measure scale. The Task Force looks forward to supporting the Metro Council in this process of alignment. We are pleased to submit these recommendations and feedback on behalf of the Transportation Funding Task Force. We thank you for the opportunity to serve as co-chairs and look forward to continuing to support and advise the Metro Council in the months ahead.

Let’s get moving.

Corridor Scenario Investment Summary

PROPOSED CORRIDOR FUNDING + **POTENTIAL LEVERAGED FUNDS** = **TOTAL CORRIDOR INVESTMENT**
\$3.81B + **\$2.22B** = **\$6.03B**



CORRIDOR	PROPOSED REGIONAL MEASURE FUNDING	EXPECTED LEVERAGED FUNDS	IDENTIFIED CORRIDOR NEED
Southwest Corridor	\$975M	\$1.4B	\$2.4B
McLoughlin	\$280M	\$20M*	\$350M
Clackamas to Columbia/181st	\$50M / \$100M		\$280M
Sunrise/Hwy 212	\$180M		\$570M
Tualatin Valley Highway	\$520M	\$50M	\$630M
185th Ave	\$200M	\$20M*	\$250M
82nd Ave	\$35M / \$80M / \$395M	\$160M	\$840M
Burnside	\$150M / \$??M / \$120M	\$540M	\$890M
Central City	\$50M / \$170M	\$50M	\$390M
122nd Ave	\$90M		\$160M
162nd Ave	\$90M	\$10M	\$170M
Albina Vision	\$55M		\$75M
Powell	\$140M		\$230M

*TO BE CONFIRMED

REGIONAL PROJECTS | CLACKAMAS COUNTY | WASHINGTON COUNTY | MULTNOMAH COUNTY

DELIVERY AGENCIES

- ODOT** Oregon Department of Transportation
- M** Metro
- TM** TriMet
- PBOT** Portland Bureau of Transportation
- WC** Washington County
- CC** Clackamas County
- PP** Port of Portland
- G** City of Gresham
- MW** City of Milwaukie
- GL** City of Gladstone
- OC** Oregon City

Projects in black have been recommended by the Task Force.

Projects in gray are a future need.

9 **Portland Ave Streetscape Abernethy to Arlington (.5 miles)**
 Redesign Gladstone main street to improve walking, biking, and downtown revitalization.
\$5-8M

3 **Kellogg Creek Dam**
 Remove Kellogg dam, drain lake, replace bridge, add multi-use underpass to address major fish passage barrier and add pedestrian and bike facilities.
(\$10-30M)

MW **ODOT**

SW Corridor

Southwest Corridor Light Rail will address congestion in the I-5 corridor and expand the MAX system to growing communities in SW Portland, Tigard and Tualatin, serving more people with fast, affordable high-capacity transit. It will increase access to living wage jobs in Tigard and Tualatin and connect to educational opportunities at PCC Sylvania, OHSU and PSU.

The project includes bicycle and pedestrian network improvements, like protected bike lanes and better sidewalks on Barbur Boulevard. Bus service improvements will complement light rail, including a two-mile shared trackway near Downtown Portland where buses can drive on the tracks to avoid traffic delays. The project will improve safety in a corridor where **42** serious injuries and fatalities occurred between 2007-2017. **32%** of this corridor is in an equity focus area.

The project is paralleled by the **Southwest Corridor Equitable Development Strategy (SWEDS)**, a collaboration of public and private partners working to generate equitable economic opportunity, and preserve and expand affordable housing along the light rail route.



[SEE PROJECT MAP NEXT PAGE]

SW Corridor

SW Corridor MAX Portland to Tigard to Bridgeport Village (11 miles)

Construct light rail line to improve transit in key regional corridor, including stations and multimodal roadway features.

\$975M

[leverages \$1.4B federal/other funds]

TM

- Light rail route
- Station
- P Station with park and ride

Marquam Hill connector

Build a new connection between Barbur and Marquam Hill to improve access to medical services, jobs and educational opportunities.

Shared trackway for buses

Allow buses from Hillsdale, Multnomah Village and Beaverton to avoid traffic delays by driving on 2 miles of paved trackway.

Barbur bridges

Rebuild the 85-year-old Newbury and Vermont trestle bridges on Barbur to current seismic standards with sidewalks and bike facilities.

PCC-Sylvania access

Improve 53rd Avenue to allow people to safely walk and bike between light rail and the Portland Community College Sylvania Campus.

Walking and biking improvements

Build continuous high quality sidewalks, bike facilities and crossings on Barbur between I-405 and the Barbur Transit Center.

Tigard Triangle street improvements

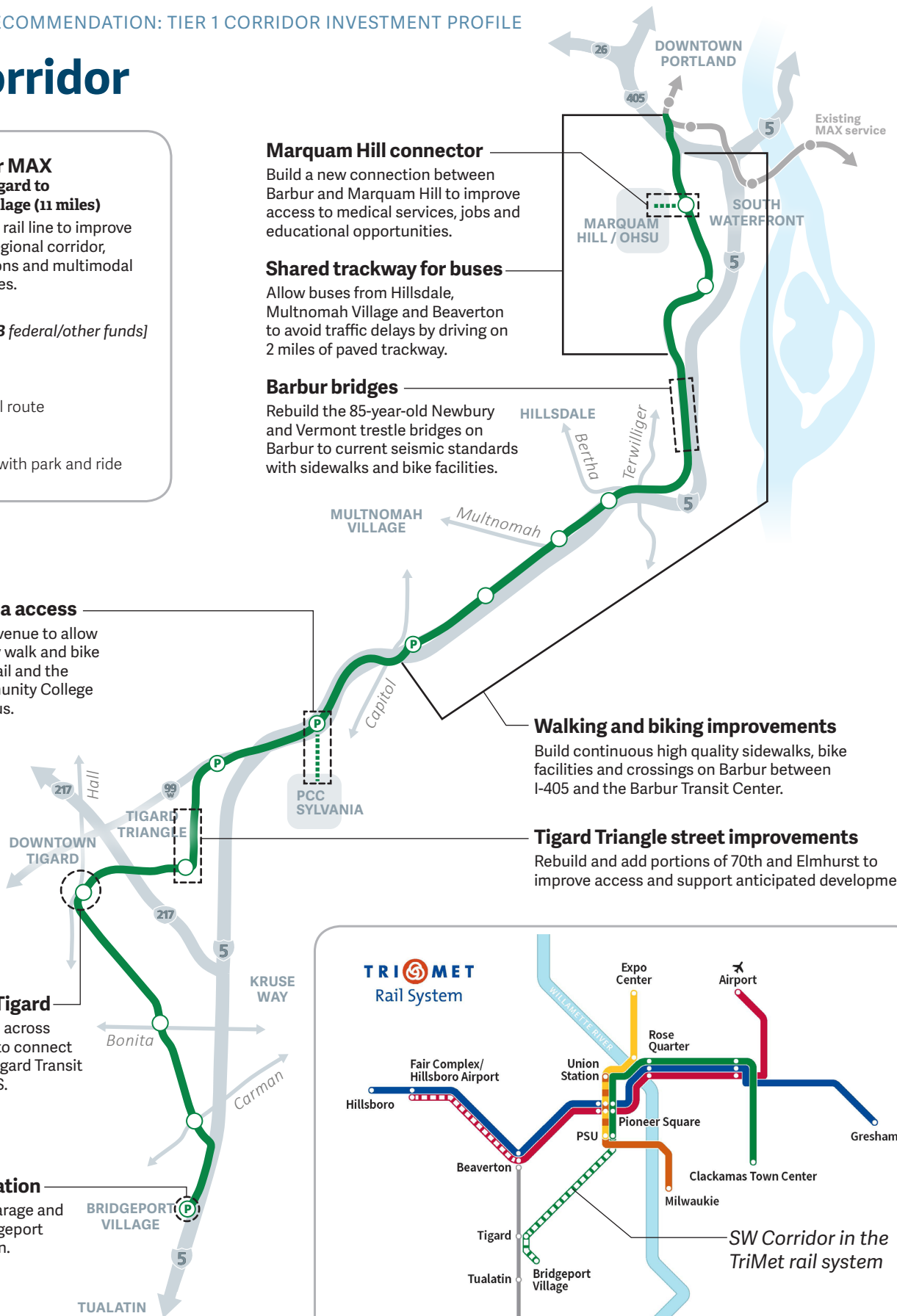
Rebuild and add portions of 70th and Elmhurst to improve access and support anticipated development.

Downtown Tigard

Improve access across Hall Boulevard to connect people to the Tigard Transit Center and WES.

Terminus station

Build parking garage and bus hub at Bridgeport terminus station.



McLoughlin Blvd

McLoughlin Boulevard connects communities in Clackamas and Multnomah counties to jobs, housing, and transit. The corridor serves as an alternative to I-205 and other routes between Portland and Clackamas County, and has been identified by TriMet as a key corridor to increase ridership. Locally, it is a main street for various communities, and provides local access and circulation. There were **133** serious injuries and fatalities on this corridor between 2007-2017. **59%** of this corridor is in an equity focus area.



[SEE PROJECTS MAP NEXT PAGE]

McLoughlin Blvd

8 Park Ave Park & Ride Expansion

Add two levels to existing park & ride facility at current Orange Line terminus.

\$16-19M



1 Enhanced Transit Milwaukie to Oregon City (6.5 miles)

Bus enhancements for Lines 33 and 99 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and rider experience.

\$110-132M



2 Safety Milwaukie to Oregon City (6.5 miles)

Add/improve sidewalks, crossings and lighting to reduce severe injury and fatal crashes.

\$50-75M



10 Corridor Planning Milwaukie to Oregon City (6.5 miles)

Design for longer term transportation improvements including transit.

\$5M



not on map

6 Reedway Bike Overcrossing

Create bike/ped bridge over McLoughlin to cross railroad barrier.

\$12-18M



3 Kellogg Creek Dam

Remove Kellogg dam, drain lake, replace bridge, add multi-use underpass to address major fish passage barrier and add pedestrian and bike facilities.

(\$10-30M)



9 Portland Ave Streetscape Abernethy to Arlington (.5 miles)

Redesign Gladstone main street to improve walking, biking, and downtown revitalization.

\$5-8M



5 Trolley Trail

Design and construction to extend Trolley Trail over Clackamas River to create a more direct trail connection between Gladstone and Oregon City.

\$10-14M



4 I-205 Ramp Improvements

Add dual left turn lanes to McLoughlin at both I-205 ramps to ease congestion, and add bike/ped facilities.

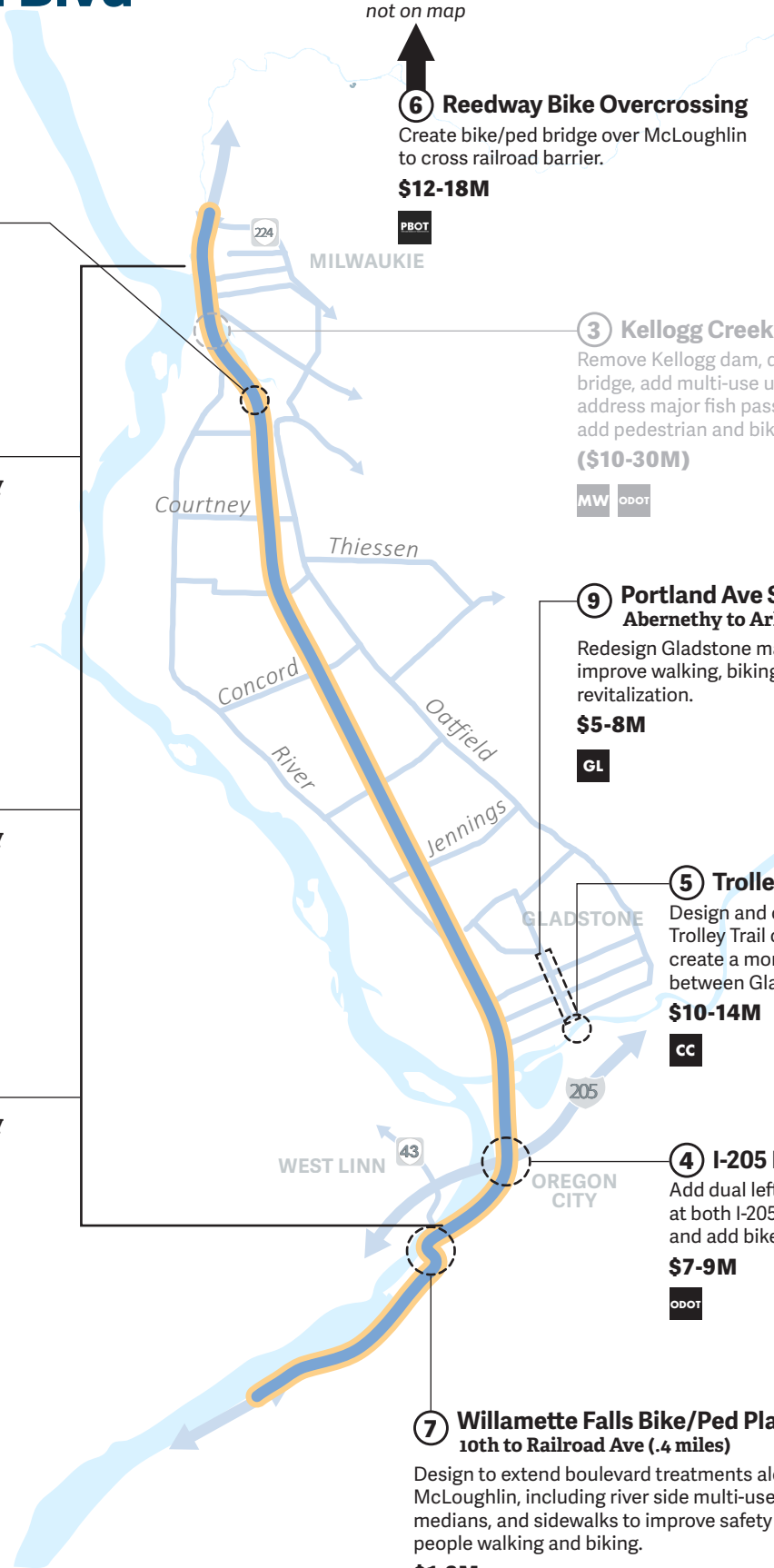
\$7-9M



7 Willamette Falls Bike/Ped Plan 10th to Railroad Ave (.4 miles)

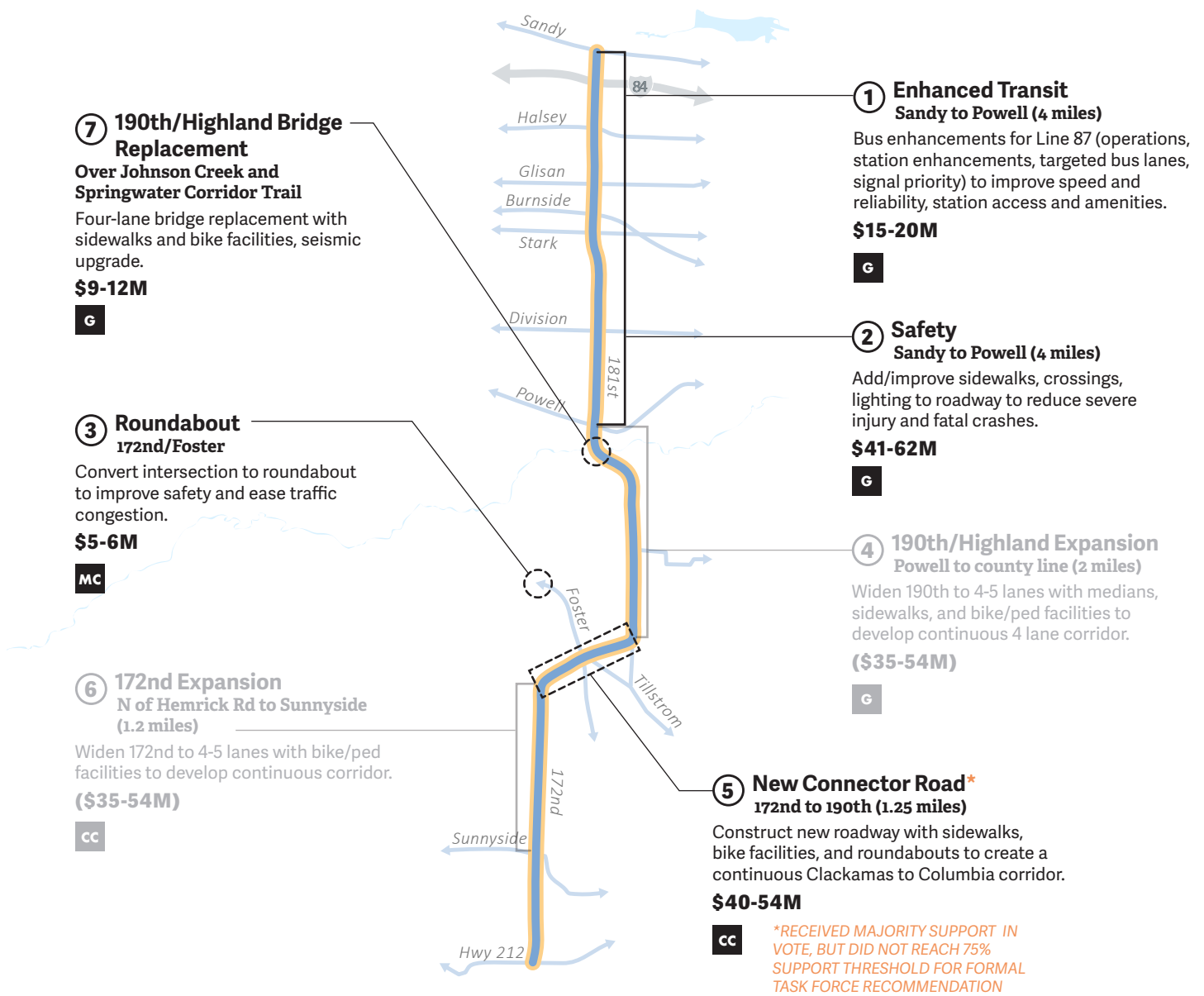
Design to extend boulevard treatments along McLoughlin, including river side multi-use path, medians, and sidewalks to improve safety for people walking and biking.

\$1-2M



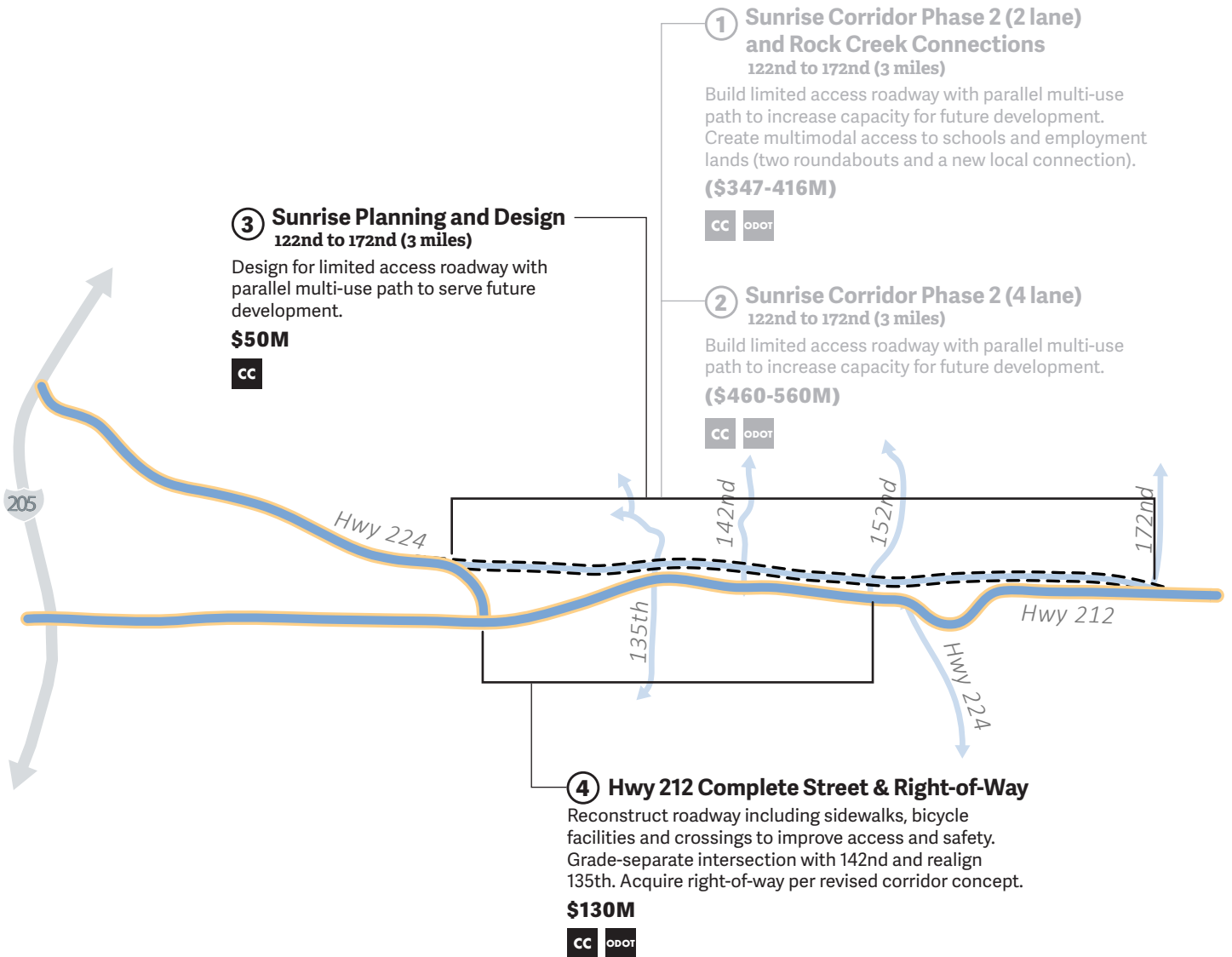
C2C/181st Ave

C2C (Clackamas to Columbia) /181st Avenue is a major North-South connection between rapidly developing Happy Valley and the Columbia Corridor through Western Gresham. It connects I-84 and US 26 (Powell) and is a North-South alternative to I-205. This corridor also connects employment with low-income areas, affordable housing, schools, parks and other neighborhood amenities. There were **68** serious injuries and fatalities on this corridor between 2007-2017. **37%** of this corridor is in an equity focus area.



Hwy 212/Sunrise Corridor

Highway 212 and the Sunrise Corridor connect future residential and employment areas to existing job centers near I-205. The potential future connection is intended to provide access to jobs and affordable housing in Clackamas County and serve as an alternative connection from the future Clackamas-to-Columbia corridor to I-205. The corridor supports freight movement to US 26, provides connections to recreation areas, and is an important bicycle connector. There were **48** serious injuries and fatalities on this corridor between 2007-2017. **32%** of this corridor is in an equity focus area.



TV Highway

Tualatin Valley (TV) Highway connects multiple community centers, including Forest Grove, Cornelius, Hillsboro, Aloha, Beaverton and Portland. The corridor serves many communities of color, limited English proficiency speakers and lower income communities, and supports one of the highest ridership bus lines in the region. The corridor also supports significant freight movement. It has multiple regional trail crossings and serves several Urban Growth Boundary expansion areas. There were **204** serious injuries and fatalities on this corridor between 2007-2017. **85%** of this corridor is in an equity focus area.



[SEE PROJECTS MAP NEXT PAGE]

TV Highway

1 Enhanced Transit
Forest Grove to Beaverton Transit Center (16 miles)

Bus enhancements for Line 57 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and amenities throughout the corridor.

\$83M [could leverage federal funds]

WC TM

7 Canyon/West Slope
117th to Camelot (2.9 miles)

Add/improve walking and biking facilities including crossings.

\$20-24M

WC ODOT

6 Council Creek Trail
Hillsboro to Forest Grove (5.5 miles)

Regional trail connecting Hillsboro, Cornelius and Forest Grove.

\$25-38M

WC

8 Hillsboro Transit Center

Convert transit center and adjacent streets to 2-way to allow buses to circulate more directly (traffic reconfiguration, signal replacements, platform modifications).

\$10-12M

WC H TM

2 3 4 5 Safety and Multimodal Improvements
Forest Grove to 117th in Beaverton

Comprehensive street upgrades to include: pedestrian facilities (sidewalks, lighting, transit improvements, railroad "quiet zone"), bicycle facilities, safety features (medians, crosswalks), stormwater facilities.

\$289-350M

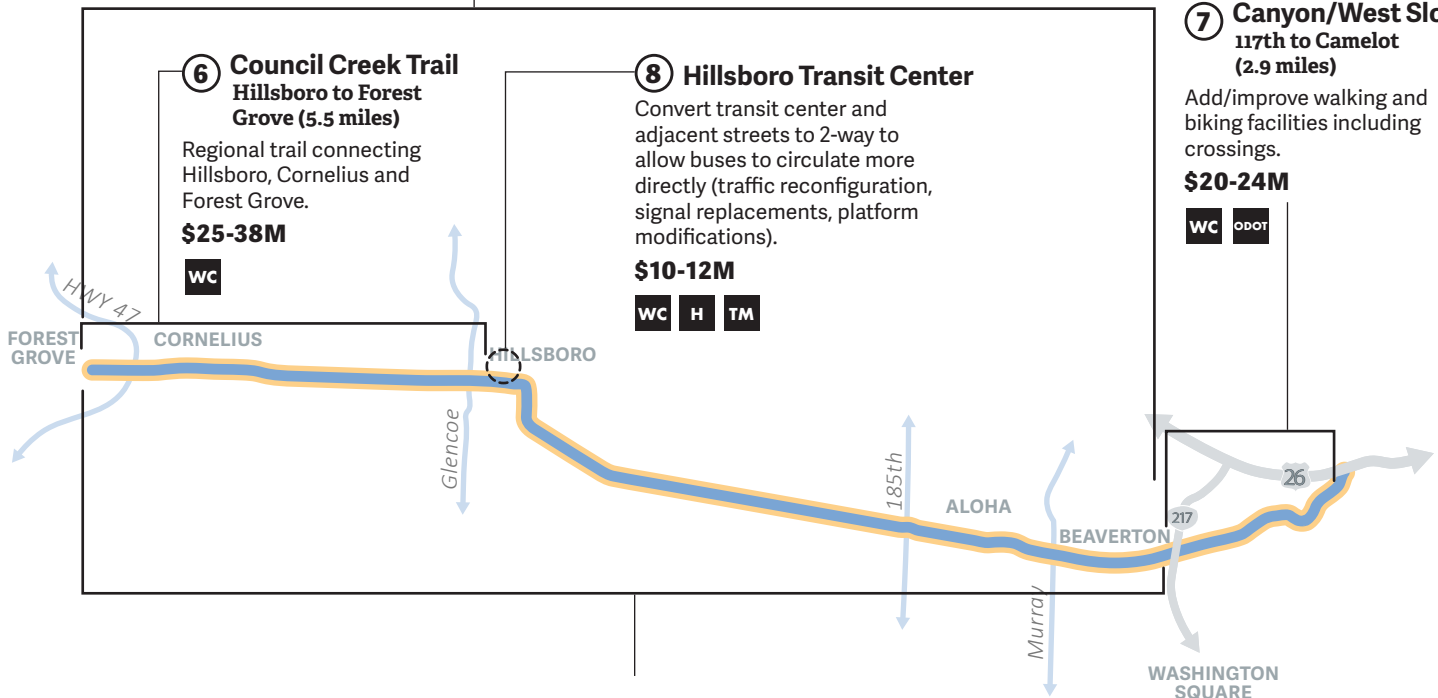
WC ODOT TM

9 Corridor Planning
Forest Grove to Portland Union Station (26 miles)

Planning work for longer-term corridor investments including transit enhancements to improve speed and reliability, station access and amenities. Alternatives analysis for transportation, transit, land use, railroad interface.

\$12-14M

M WC TM



185th Ave

SW 185th Avenue carries up to 65,000 vehicles and over 3,900 people on transit a day. It serves a concentration of communities of color, lower-income communities and provides access to education centers and medical clinics. It has high transit ridership potential, a high safety need, and a concentration (90% of corridor) of equity focus areas. There were 45 serious injuries and fatalities on this corridor between 2007-2017.



1 Enhanced Transit
Rock Creek Blvd to Farmington
(entire corridor, 5 miles)

Bus enhancements for Line 52 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and rider experience throughout corridor.

\$50-60M



2 MAX Overcrossing
185th/Baseline

Build bridge for MAX Blue Line over 185th to reduce traffic, and bus and train delays.

\$70-87M



4 Intersection Improvements
Alexander to Blanton (.25 miles)

Fix intersections to improve safety and efficiency for all users (intersection alignment at Blanton, crossing signal at Alexander).

\$10-14M



3 Mid-block Crossings
Cascade to West Union
(4 miles)

Add actuated pedestrian crossings at four locations to improve access for people walking.

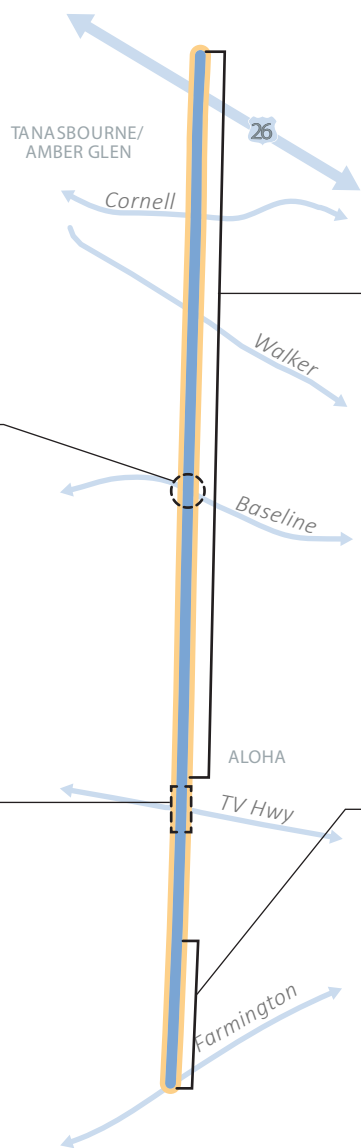
\$8-11M



5 "Complete Street"
Kinnaman to Farmington
(.7 miles)

Widen to 3 lanes, add curbs, sidewalks, crossings, lighting, bike facilities, stormwater facilities.

\$24-32M



82nd Ave

82nd Avenue connects Clackamas Town Center, the Jade District, Montavilla and Roseway neighborhoods, and the Portland International Airport. It is an alternative route to I-205 and serves one of the most diverse populations in the region. 82nd Avenue also has the highest bus line ridership in the region and provides access to the Blue, Red, and Green MAX lines. It serves as a main street for various communities, provides local access and circulation, and is a Civic Corridor within the City of Portland. There were **196** serious injuries and fatalities on this corridor between 2007-2017. **74%** of this corridor is in an equity focus area.



4 Alderwood-Killingsworth Path Planning

(1 mile)
Design multi-use path to address complete lack of safe walking/biking facility.

\$.5-.6M



3 Safety (Portland) Killingsworth to Clatsop (7 miles)

Add/improve sidewalks, crossings, lighting to reduce severe injury and fatal crashes.

\$140-168M



7 State of Good Repair Killingsworth to Clatsop (7 miles)

Address maintenance issues (rebuild street and signals, address ADA needs) to facilitate jurisdictional transfer from ODOT to PBOT.

\$30M [additional investments needed]



6 Safety (Clackamas) Clatsop to Sunnybrook (2 miles)

Add/improve sidewalks, crossings, lighting to reduce severe injury and fatal crashes.

\$50-83M



2 Airport Way Intersection with 82nd Ave

Partial grade separation to reduce auto congestion and accommodate airport growth.

\$35M [leverages Port of Portland funds]



5 MAX Station Access Planning 82nd Ave Station

Design to improve station access to the west side of 82nd to reduce the need for dangerous pedestrian crossings.

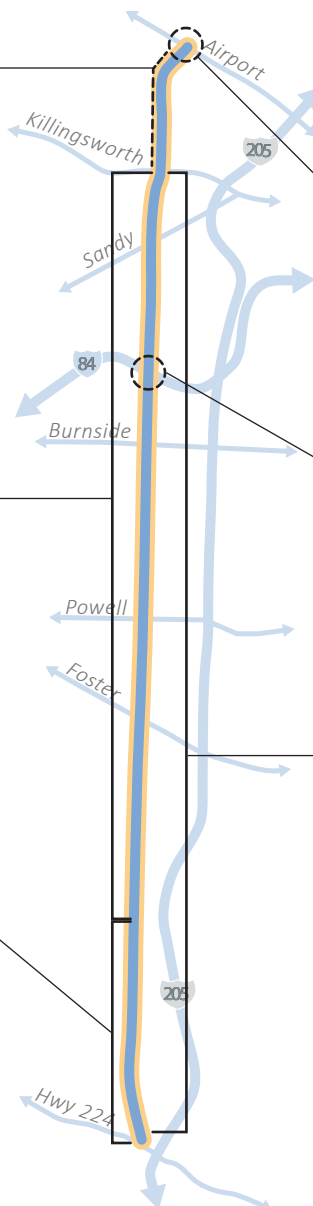
\$1-1.5M



1 Enhanced Transit/ Bus Rapid Transit Killingsworth to Clackamas Transit Center (9 miles)

Bus enhancements for Line 72 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and amenities.

\$200M [could leverage fed. funds]



Burnside

Burnside Street connects Washington County (where it's known as Barnes Rd) and East Multnomah County through downtown Portland. It is a designated "emergency lifeline" route and aids emergency vehicles during disaster recovery efforts. It is a critical Willamette River crossing for all users and a Main Street for numerous commercial centers. It also provides connections to MAX and Gresham Transit facilities. There were **141** serious injuries and fatalities on this corridor between 2007-2017. **71%** of this corridor is in an equity focus area.



6 W 95th Ave Trail
Morrison to Sunset
Transit Center

Multimodal trail along W 95th.
(\$10-13M)

WC

7 "Complete Streets"
89th to Portland city
limit

Widen to 3-5 lanes and build to urban standard (curbs, sidewalks, lighting, bike and stormwater facilities).
(\$32-54M)

WC

2 Earthquake Ready Burnside Bridge
W 3rd to MLK

Replacement or seismic upgrade of Burnside Bridge to improve safety and lifeline route.
\$150M [leverages state/county/federal funds]

MC

3 Safety (Portland)
E 12th to Gresham city
limit (8 miles)

Add sidewalks, crossings, lighting to reduce severe injury and fatal crashes.
\$10-15M

PBOT

4 Safety (Gresham)
Gresham city limit to
Powell (5 miles)

Add sidewalks, crossings, lighting to reduce severe injury and fatal crashes.
\$10-15M

G

5 Transit Center Planning
Sunset and Gresham
Transit Centers

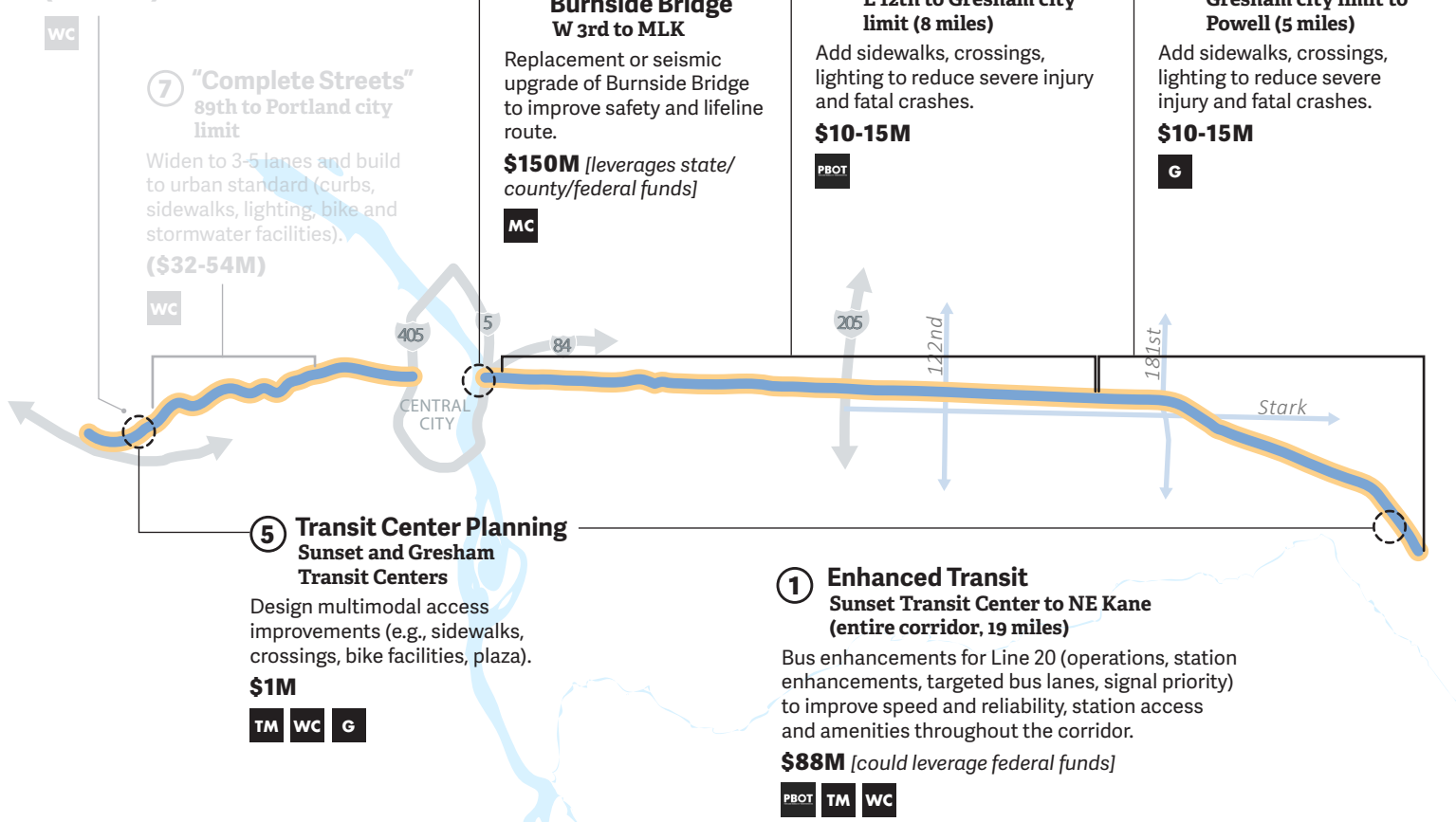
Design multimodal access improvements (e.g., sidewalks, crossings, bike facilities, plaza).
\$1M

TM WC G

1 Enhanced Transit
Sunset Transit Center to NE Kane
(entire corridor, 19 miles)

Bus enhancements for Line 20 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and amenities throughout the corridor.
\$88M [could leverage federal funds]

PBOT TM WC



Central City

The **Central City** is the center of the Metro region and a key engine of the state's economy. It has the largest concentration of jobs and affordable housing in the state and is expected to receive over 30% of the city's projected future growth. The corridor also has a multimodal transportation network with a wide variety of demands on the streets- walking, biking, MAX, streetcar, buses, scooters, freight delivery vehicles, cars and more. All MAX lines and 75% of the region's frequent bus lines serve and pass through the Central City. There were **101** serious injuries and fatalities on this corridor between 2007-2017. **97%** of this corridor is in an equity focus area.



1 Central City in Motion
Across Central City

Treatments to improve walking, biking and transit to make it easier and safer to take transit, walk and bike in the Central City.

\$80-96M

PBOT TM

4 Ross Island Bridgehead
Harrison to Barbur/Naito (1 mile)

Reconstruct streets at west end of Ross Island Bridge to improve access and reduce neighborhood barriers.

\$50-75M

PBOT

3 MAX Tunnel Planning
Goose Hollow to Lloyd Center (3 miles)

Plan and design downtown tunnel to improve speed and reliability of MAX service, and address the region's most significant transit bottleneck.

\$50M

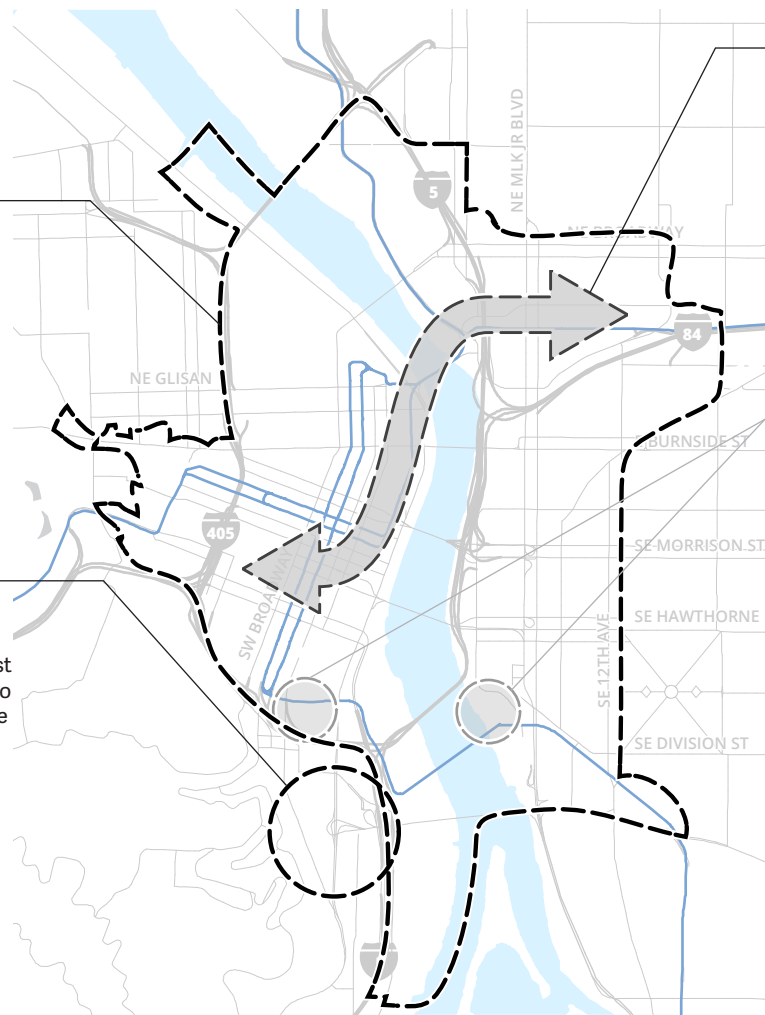
M TM

2 Green Loop Key Connections
SE and SW quadrants

Create bike/ped connections across key barriers for future Green Loop.

(\$10-40M)

PBOT



122nd Avenue

122nd Avenue connects Foster Road to Marine Drive. The corridor serves TriMet Line 73 and connects to various East-West transit lines, including the MAX Blue line. It is identified as a Civic Corridor by the City of Portland from NE Sandy to Foster, and provides access to trails, including the Marine Drive trail, I-84 trail, and Springwater Corridor. There were **75** serious injuries and fatalities on this corridor between 2007-2017. **88%** of this corridor is in an equity focus area.

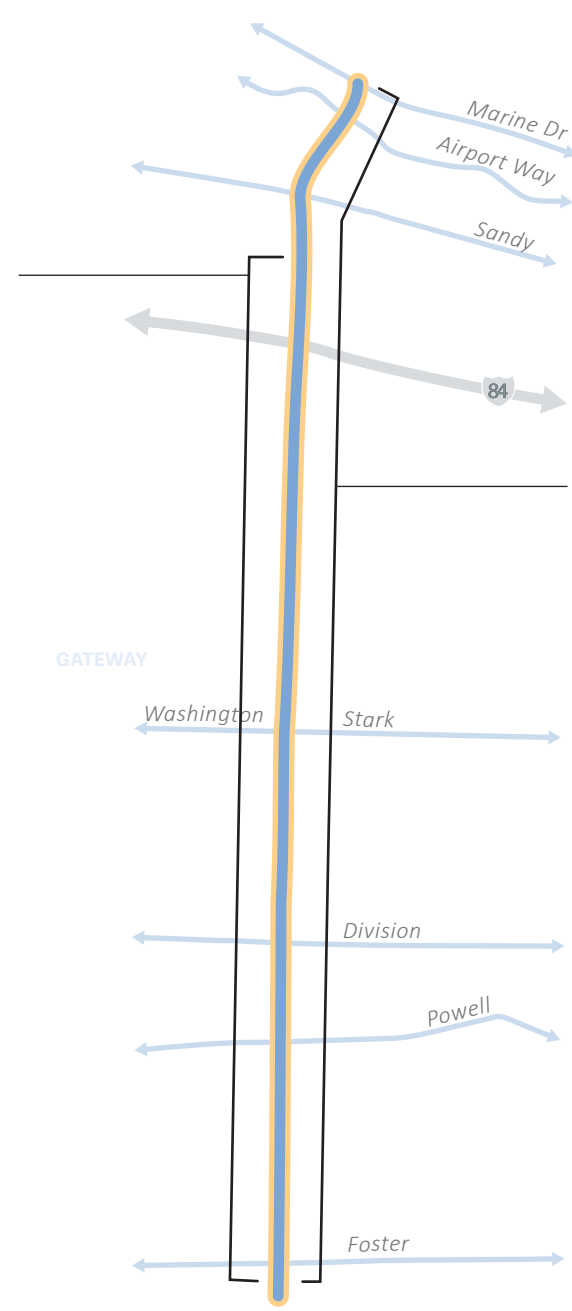


1 Enhanced Transit
Skidmore to Foster (5.5 miles)
 Bus enhancements for Line 73 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and rider experience.

\$15-18M

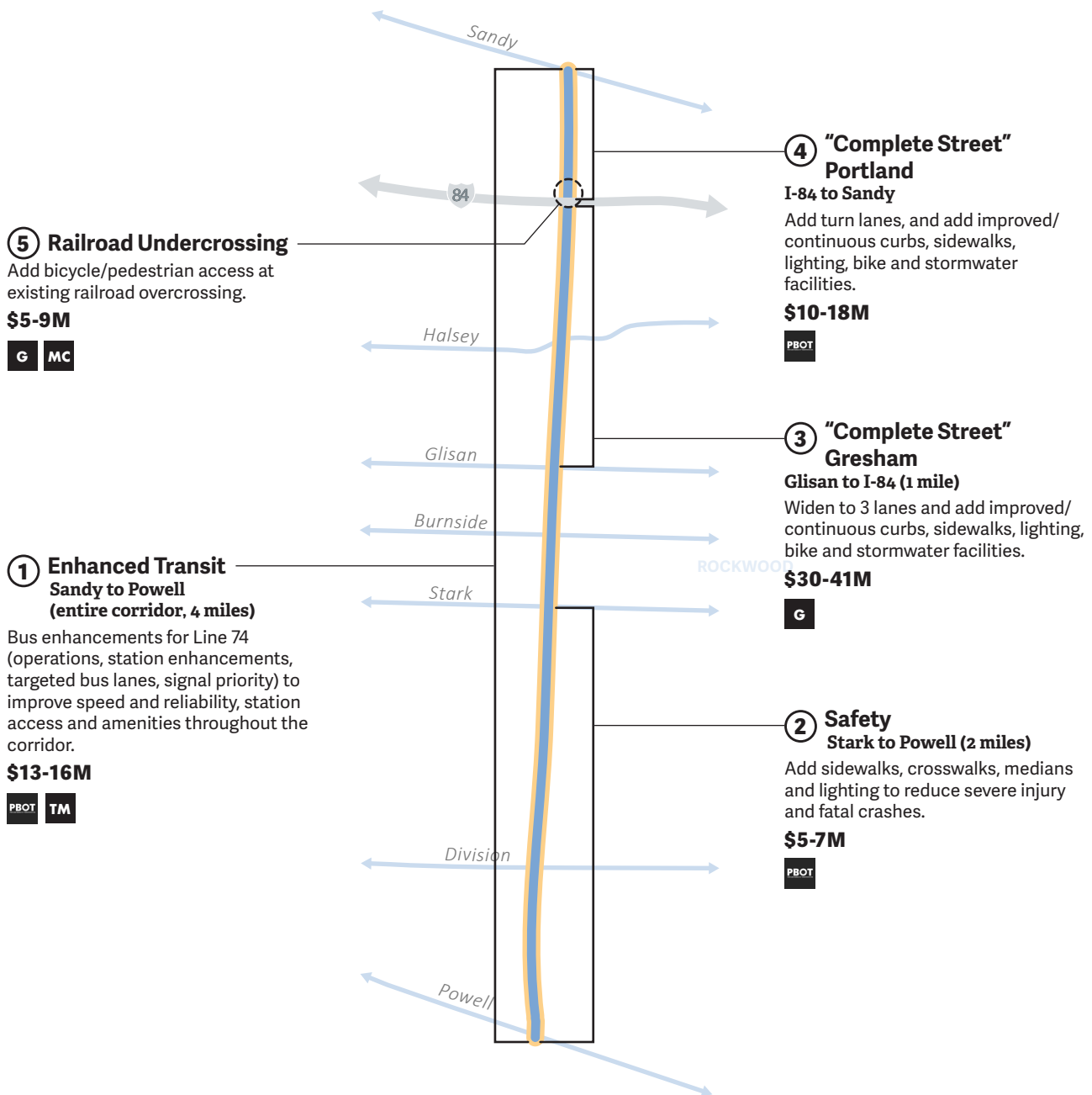
2 Safety
Marine Dr to Foster Rd
 Add proven safety countermeasures (sidewalks, crossings, lighting) to roadway to reduce severe injury and fatal crashes. May include **I-84 trail connection** (add two-way buffered or curb-protected bikeway to extend I-84 trail toward I-205 path), and **Sandy intersection reconfiguration** (convert highway-style ramps at 122nd/Sandy into an urban intersection with signals and crosswalks to improve access and safety).

\$50-68M



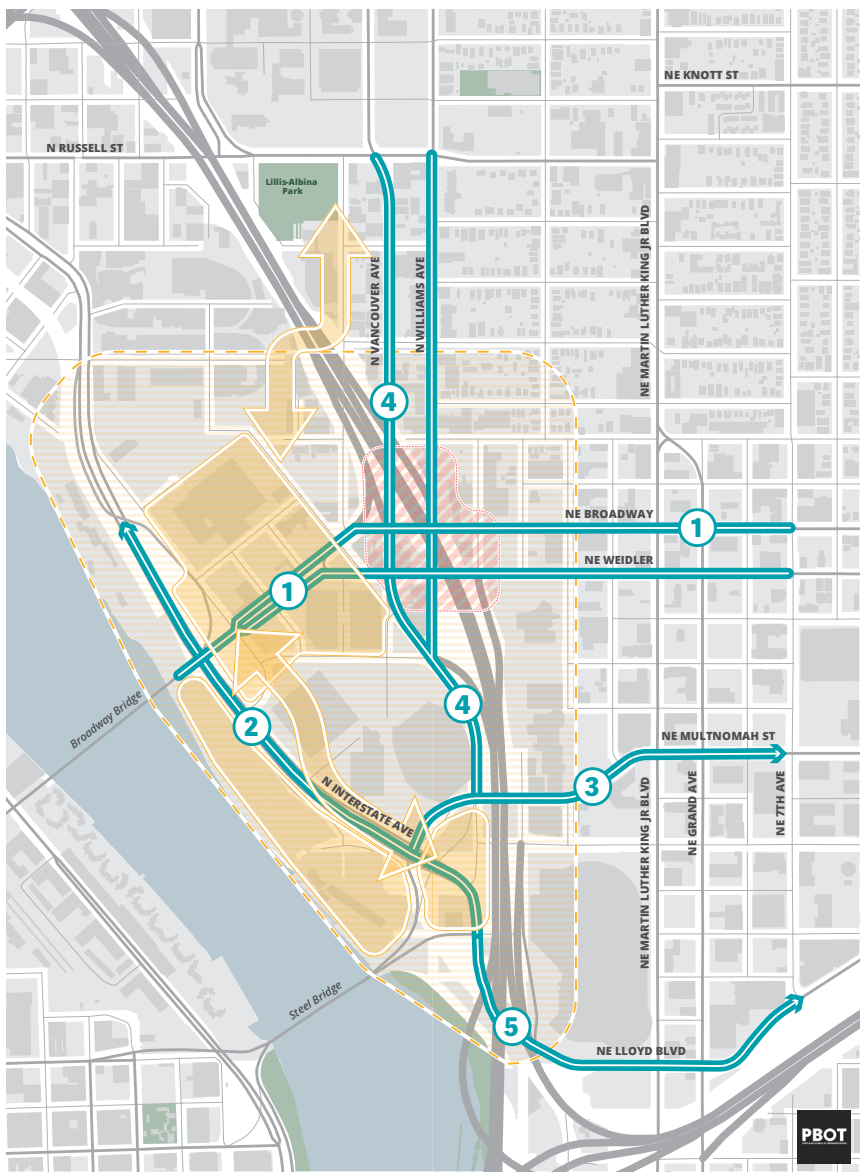
162nd Ave

162nd Avenue connects NE Sandy Blvd and SE Powell Blvd on the border between Portland and Gresham. This corridor serves historically marginalized communities in the Rockwood neighborhood and provides access to schools, residential neighborhoods and commercial areas. It serves as a North-South bus connection to various East-West transit lines and provides access to Powell Butte trails and I-84 trail. There were **34** serious injuries and fatalities on this corridor between 2007-2017. **92%** of this corridor is in an equity focus area.



Albina Vision

The **Albina Vision** concept offers a bold image of a new neighborhood in the historic Lower Albina area of N/NE Portland. The concept includes a reconfigured street grid, large open spaces, and direct access to the Willamette River for all people, especially children. Achieving this long-term vision will require thorough study, extensive public engagement, coordination with existing land-owners, and major public investments. Plans and strategies would synthesize the Portland City Council-adopted Central City 2035 Plan with the Albina Vision concept to establish a groundwork for future investment and expand upon Metro-funded work around public engagement and early design concepts. These projects are intended to provide short-term improvements to the neighborhood as a larger restorative vision is developed. There were **38** serious injuries and fatalities on this corridor between 2007-2017. **100%** of this corridor is in an equity focus area.



- 1 Broadway/Weidler Streetscape**
Broadway Bridge to NE 7th (.6 miles)
 Develop an Albina “main street” with street lighting, public art, and enhanced transit stations to improve access and safety for all.
\$8-10M
- 2 Interstate/N. Portland Greenway**
Steel Bridge to NE Tillamook (.8 miles)
 Enhanced crossings and a multi-use path to connect the Rose Quarter Transit Center to employment and housing areas further north.
\$13-16M
- 3 Multnomah Blvd Streetscape**
NE Interstate to 7th Ave (.5 miles)
 Green street features, lighting and upgraded transit stations to provide safe connections between Lower Albina, Convention Center and Lloyd neighborhoods.
\$5-6M
- 4 Vancouver/Williams**
NE Russell to Multnomah (.8 miles)
 Street lighting, better transit stops, and improvements to existing bikeway.
\$7-8M
- 5 Lloyd Blvd**
Steel Bridge to NE 7th Ave (.5 miles)
 Multi-use path to strengthen multimodal connection between Albina, Lloyd and SE Portland.
\$3-4M
- 6 Albina Urban Design Strategy**
Areawide
 Develop plans and strategies to guide Albina Vision implementation. Key elements include: urban design strategy, Rose Quarter TC, bridgehead and river connections, multimodal connections.
\$12M

Powell Blvd

Powell Boulevard links Portland's west side to East Multnomah County for all modes, including freight, and connects historically underserved communities. TriMet identifies Powell as a key corridor to increase ridership. This corridor serves as main street for numerous commercial centers. There were **159** serious injuries and fatalities on this corridor between 2007-2017. **84%** of this corridor is in an equity focus area.



METRO TRANSPORTATION FUNDING TASK FORCE (TF2)

MEETING 16 SUMMARY

December 18, 2019 – 5:30-8:30 PM

Clackamas County Community College (Harmony Campus)

7738 SE Harmony Road

Milwaukie, OR 97222

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*

Commissioner Chloe Eudaly, *City of Portland*

Senator Lew Frederick, *State of Oregon*

Elaine Friesen-Strang, *AARP*

Mayor Mark Gamba, *City of Milwaukie*

Stephen Gomez, *Project PDX | BBPDX*

Sheila Greenlaw-Fink, *Community Housing Fund*

Mayor Tim Knapp, *City of Wilsonville*

Nolan Lienhart, *ZGF Architects*

Nate McCoy, *NAMC-Oregon*

Representative Susan McLain, *State of Oregon*

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*

Co-Chair Commissioner Pam Treece, *Washington County*

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

Kathryn Williams, *NW Natural*

NOT IN ATTENDANCE

Mayor Steve Callaway, *City of Hillsboro*

Marie Dodds, *AAA*

Debra Dunn, *Synergy Resources Group*
Mary Ellen Glynn, *Columbia Sportswear*
Kayse Jama, *Unite Oregon*
Councilor Eddy Morales, *City of Gresham*
Linda Simmons, *TriMet Board*
Nate Stokes, *Union of Operation Engineers*

STAFF PRESENTING/PARTICIPATING

Craig Beebe, *Metro*
Margi Bradway, *Metro*
Anneliese Koehler, *Metro*
Andy Shaw, *Metro*
Jamie Stasny, *Clackamas County*
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 the group and explained that this meeting would be focused on making significant recommendations to the Metro Council. The Task Force was reminded of their goal to create a measure that would make major investments to advance climate and equity goals, and that their recommendations from this meeting should express their values and priorities as clearly as possible to Metro Council.

The agenda was as follows:

1. Public Comment
2. Presentation: The Big Picture
3. Proposed Amendments Votes
4. Additional Feedback to Council
5. Next Steps and Close

PUBLIC COMMENT

A total of 13 people provided verbal testimony.

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

I am happy with the efforts of the Task Force, but I am concerned with ODOT's ownership over SE 82nd Ave and McLoughlin Blvd. My concern is that they will botch the job due to their unwillingness to separate modes. This is the chance to make transformational change through protected bus and bike lanes.

Les Poole, resident of Gladstone, provided the following summarized comment.

I have been involved in the process for a while and am an advocate for connectivity. We need to be able to move products and that requires connectivity between cities that rail cannot provide. Clackamas County needs the Sunrise Corridor improvements. We are not dealing with the existing congestion on the ground.

Ronald A. Buel, Portland Forward, provided the following summarized comment.

Why are our transit trips so low? TriMet says they aren't asking for any money, but if we are going to grow transit, we need to increase trips through mode share. You have to provide the service in order to carry people. The Sunrise Corridor seems to focus solely on highway improvements.

Fred Sawyer, McLoughlin Area Plan Implementation Team, provided the following summarized comment.

We need to create a network of sidewalks in Milwaukie. The I-205/Hwy 99 E ramp project is not described properly in this and is critical to the McLoughlin Corridor. By supporting the first proposed amendment, you are supporting these improvements.

Colin Herring, Sunrise PDX, provided the following summarized comment.

The Getting There Together Coalition supports increased transit service to combat climate change. We need to make sure we're getting the most out of this multimodal investment. Don't invest more in highways and freeways. Fund transit corridors.

Mayor Stan Pulliam, City of Sandy, provided the following summarized comment.

I am representing a group of rural Clackamas County mayors. We are not a part of the UGB, but we are impacted by it. Over 60% of our residents commute outside our boundaries every day. We want to work with you to plan for the growth of the region. We represent some of the fastest growing communities in Oregon. Our housing problem is intertwined with the issues that exist within the UGB.

Bandana Shrestha, AARP and LIT member, provided the following summarized comment.

It's important you remember that values and key outcomes that you set at the beginning of this process. We need investments that promote safety and equity for those that are transit reliant. Expand mobility options. The aging population is in need of affordable ways to get around. We need investments that work for people of all ages.

Richa Poudyal, Getting There Together Coalition, provided the following summarized comment.

We urge you to support measures that align with your values. Be strong in your commitment to create a climate forward transportation measure.

Joe Cortright, resident of Portland, provided the following summarized comment.

We are heading in the wrong direction when it comes to climate change. GHG emissions have increased significantly and we need a 65% reduction in VMT to meet our goal. The RTP only sets a goal of 10% and assumes we'll only achieve a 5% reduction. Unless you insist this measure does something to address this, we are doomed.

Jess Thomson, Oregon Walks, provided the following summarized comment.

Oregon Walks fully supports the Getting There Together Coalition's recommendations. We believe the projects recommended give the most for the people who are transit reliant and use active transportation modes. Adhere to the values you set at the beginning of this process for climate, equity, anti-displacement, and the betterment of the community.

Mayor Russ Axelrod, City of West Linn, provided the following summarized comment.

I support the overall goals of the program, but remain concerned that we're not doing enough to address climate impacts in order to meet the regional goals. The Hwy 43 project will fill an important gap for safety, enhance transit, reduce climate impact, and is shovel-ready. We also need to be considering bike infrastructure projects in Clackamas County.

Council President Brett Sherman, City of Happy Valley, provided the following summarized comment.

Happy Valley City Council supports including the Sunrise Corridor in the Tier 1 recommendations. This will make a significant impact on the system where other investments are only incremental improvements. The Sunrise Corridor links the critical transportation and affordable housing needs. We need to get ahead of the growth curve.

Vlad Yurlov, student at PSU, provided the following summarized comment.

I recommend cutting the SW Corridor from the Tier 1 recommendations. We need more investment on the east side. Commuters cannot always depend on light rail because it doesn't meet their needs. We need to support people and communities of color. The people depending on roads are hurting.

PRESENTATION: THE BIG PICTURE

Using a PowerPoint, Margi Bradway, Metro, gave a presentation on the potential outcomes of the Tier 1 projects. The presentation highlighted the following:

- Estimates of what could be built based on Metro staff's recommendation for Tier 1 corridors and proposed Task Force safety and transit additions
- Climate Smart strategies
- Preliminary findings for the Tier 1 corridors for reducing GHG emission and planning for further reductions
- Tier 1 corridor investments to advance racial equity

Note: The PowerPoint is available to the public online.

Margi opened the floor for questions and comments from the Task Force. Below is a summary of the discussion.

- What is the scale in regards to GHG emissions?
 - Margi responded: *We don't have a major controlled model, but we will come back with more ways of looking at GHG emissions.*
- It would be helpful to have more analyses of these numbers. This package alone isn't enough. A lot of what we need to accomplish falls outside the scope of this measure. This is one step in a series of steps that we will need to take in order to achieve our climate goals.
- In regards to the estimates for safety, how close is that getting us to our Vision Zero goals?
 - Margi responded: *There are a number of factors that need to be considered such as DUIs. This doesn't take those into account.*
- What is our current transit mode share? What about bike share?
 - Margi responded: *Transit mode share is around 8-12%, bike share is even lower.*

PROPOSED AMENDMENTS VOTES

The co-chairs reminded the Task Force of the agreed upon 75% threshold for making a formal recommendation when they cannot meet consensus, but that Metro Council would be informed of the discussions that led to each vote.

Allison Brown, facilitator with JLA Public Involvement, reviewed the process for voting, noting that with the 26 Task Force members in attendance, a formal recommendation will require a 20-vote majority.

SINGLE PACKAGE

Allison introduced the Tier 1 project recommendation for investment in the Tier 1 corridors, along with all proposed amendments that add or increase funding for transit, safety, and active transportation projects. Before the vote, the Task Force was given the opportunity to discuss the recommendation. A Task Force member provided the following summarized comment:

The projects that focus on the busiest and most dangerous streets meet our goals. I am impressed by the work Metro has done on the SW Corridor and I believe that a measure that includes these corridors and projects will get voter support.

All 26 Task Force members in attendance unanimously voted to approve the Single Package recommendation to Metro Council.

SUNRISE CORRIDOR/HIGHWAY 212

Allison introduced the revised investment proposal for the Sunrise Corridor, noting that Clackamas County envisions three areas of investment in the corridor. The investment areas were broken down into: the Regional Connector Project, the Safety and Local Connections Project, and the Rock Creek Employment Area Connections Project. Allison explained that the Task Force would be given the opportunity to discuss and vote on whether to recommend full funding for the Clackamas County proposal, partial funding, or no funding.

Jamie Stasny, Clackamas County, noted that the \$50 million required for Sunrise regional connector planning was not included in the \$130 million for the Highway 212 Safety and Local Connections Project, but was included in the \$477 million for the full package. Additionally, Jamie explained that the Safety and Local Connections Project would need to be done before the Rock Creek Employment Area Connection Project, but that it could be done simultaneously with the Regional Connector Project.

Jamie was available to answer questions throughout the discussion on the Sunrise Corridor.

The Task Force did not meet the 75% threshold for making a formal recommendation to Metro Council to include the full proposed \$477 million investment in the Highway 212/Sunrise Corridor. A total of 12 of the members voted to recommend, and 14 members voted against recommending.

A Task Force member suggested including investments in the Highway 212 Safety and Local Connections Project, but felt the right-of-way investments should be removed due to concerns about acquisition of property for a park-and-ride location. Jamie clarified that the \$72 million would be used to reconstruct the section of Hwy 212 that's close to the river and then for adding a roundabout, the park-and-ride would just be an addition. Below is a summary of the discussion:

- If right-of-way isn't funded now, there's a risk it will be more costly in the future. It's important that planning for right-of-way is considered.
- Investing in safety and connectivity will greatly benefit the area.
- There is a lot of support from the community for making these investments, and doing piecemeal investments will not provide what the community needs.
- There has not been enough outreach to the low income residents. This was only the first opportunity; there will be more opportunities to make these investments in the future once we have a better understanding of what the community wants.
- This is one corridor that feels like it doesn't meet the values of the Task Force. It scored low in terms of climate and equity. We set forth the goal of anti-displacement, and it's concerning that we haven't developed ways to address that on this corridor before moving forward. It's especially difficult because we didn't spend time looking into how this ties into land use and making sure people are not being displaced.

- The mobile home parks along the corridor are seen as affordable housing in the area, and this project provides better access to those homes.
- Is there anything stopping the property owners from evicting the residents of the mobile home parks and selling the properties? Mobile home park residents are typically very low income. If they lose the land beneath their homes they may not have the means to move their home.
 - Jamie responded: *We are looking into ways to protect the people living in those residences.*
- How much would the park-and-ride cost?
 - Jamie responded: *I don't think we've broken the costs down to the level yet.*

The Task Force did not meet the 75% threshold for making a formal recommendation to Metro Council to include funding for the Safety and Local Connections Project without funding for the right-of-way investments. A total of 12 members voted to recommend, and 14 voted against recommending.

A Task Force member suggested recommending full funding for the Safety and Local Connections Project, as well as an additional \$50 million for planning and design for the next phase of the Sunrise corridor regional connector road. Below is a summary of the discussion.

- The regional connector road planning included in this project is a two-lane road with two dedicated bus lanes. This is not a four-lane road. This gives us the opportunity to create the kind of road we need in the future.
- While equity is a value, it doesn't seem like anti-displacement is spelled out as a value. It requires concrete steps and policies before the shovel hits the ground.
- It's important that we apply the equity lens equally across all corridors. If we don't provide funding for this corridor, we are hamstringing Clackamas County significantly. We need to represent communities across the entire region.

All 26 Task Force members in attendance unanimously voted to approve recommending \$130 million in funding for the Highway 212 Safety and Local Connections Project with an additional \$50 million for planning and design for the Sunrise regional connector road to Metro Council.

82ND AVENUE/AIRPORT WAY

Allison explained that several members of the Task Force recommended removing the 82nd Ave/Airport Way intersection project from the recommendations to Metro Council. Allison invited the members that proposed removing the project to provide their reasoning. The members' reasoning is summarized below.

- This project is car-centric. Our goal is to shift to alternative modes of transportation, but if we make it cheaper and easier to use a car, people will do so. This project doesn't improve transit or bike/pedestrian infrastructure, nor does it make it safer. All this will do is make it smoother for cars to travel.
- This project doesn't meet our stated outcomes for climate, safety, and equity, and it feels like an odd fit for what this package is trying to accomplish.

Emerald Bogue, Port of Portland, provided the following as context for why funding is needed for this corridor.

The Portland Airport is an origin/destination airport. People don't stop here in order to fly somewhere else; they stop here in order to come here. This project will help support ecommerce as well as the 10,000 people who work at the airport. The Port of Portland supports bike and transit investments as it relates to employees, and we support the double tracking of the MAX Red line. The intersection in question has a lot of issues. The Port has looked at alternatives, but this is the solution that was determined.

Allison opened the floor for the Task Force to ask questions and discuss. Emerald was available to answer questions and provide clarity when needed. Below is a summary of the discussion.

- If this is included in the package, will there be other funding?
 - Emerald responded: *This is paid for by the Port of Portland Cost Center – parking, Lyft, and Uber fees. However, the Cost Center also provides funding for many other things including holding up the functions of other airports.*

In the first vote, the Task Force did not meet the 75% threshold for making a formal recommendation to remove the 82nd Ave/Airport Way project, with 10 votes to support removing from the recommendation and 16 votes to keep in the recommendation.

A Task Force member suggested including 82nd Ave/Airport Way provided that the Port of Portland leads the planning and design work funded by the measure for the proposed Alderwood/Killingsworth path.

***The Task Force met the 75% threshold for making a formal recommendation Metro Council to include funding for the 82nd Ave/Airport Way Corridor under the condition the Port of Portland leads planning and design work for the proposed Alderwood/Killingsworth path. A total of 20 members voted to include this in their Task Force recommendation, and five members voted to oppose.**

**Note: This vote took place following the vote on the C2C Connector Road and after one member left the meeting; therefore 25 members participated in the vote thus requiring a 19-vote majority to meet the 75% threshold for a formal recommendation.*

CLACKAMAS-TO-COLUMBIA 172ND/190TH AVE. CONNECTOR ROAD

Allison introduced the C2C Connector Road project, explaining that Metro staff recommended including \$40-54 million for a new road between SE 172nd and 190th Avenue near the Clackamas/Multnomah county line, which would include sidewalks, bike facilities, and roundabouts. Allison explained that several Task Force members raised objections to including the new road in the Task Force's recommendations. The Task Force was asked to vote on whether to include the funding for the C2C Connector Road in their recommendations to Metro Council.

The Task Force did not meet the 75% threshold for making a formal recommendation to include the C2C Connector Road, with 15 members voting to approve and 11 voting to oppose.

ADDITIONAL FEEDBACK TO COUNCIL

The co-chairs explained that the Task Force would be reviewing and providing quick “temperature checks” on a number of technical comments or proposed amendments to remove or modify projects which were made by single members of the Task Force. Task Force members were asked to raise a red, yellow, or green card to indicate their “temperature” on each amendment – red for oppose, yellow for uncertainty, and green for support.

The Task Force completed these temperature checks on two items – proposed amendments in the Clackamas-to-Columbia Corridor to remove the roundabout at 172nd Ave and Foster Road and to limit the 190th/Highland Bridge replacement to the current number of auto lanes. For these two items, a majority of members raised yellow or red cards, indicating they were uncertain or opposed to these proposed amendments.

Following the first two temperature-checks, the Task Force agreed that they did not feel comfortable expressing votes on the proposed amendments without further context.

At the co-chairs’ suggestion, the Task Force moved forward by holding an unstructured discussion to provide feedback on different points to the Metro Council. Below is a summary of the discussion.

- One concern that’s been mentioned before is the impact of ODOT on the Burnside corridor. How would the Memorandum of Agreement (MOU) impact that corridor?
 - Margi responded: *We are proposing over \$1 million in investments in roadways, and some people may be concerned that it will absolve ODOT of their responsibility. We want to make sure the MOU holds up fair criteria.*
- It would be helpful to see more GHG modeling.
- There are concerns about expediency because there are lives on the line and it’s not clear that ODOT will accomplish things fast enough.
- The park-and-ride on McLoughlin fills up too quickly. The Park Avenue garage expansion should remain in the recommendation
- Clackamas County has \$10 million lined up for the Sunrise Corridor.
- ODOT is taking 82nd Ave seriously.
- Will there be staging of projects to ensure the ones that are accomplished first aren’t the ones that don’t include equity investments?
 - Metro staff responded: *Yes, we will frame them for you.*
- For the proposed amendment to not list Burnside as a “regional” investment in summaries, does that mean reduced funding?
 - Andy Shaw, Metro, responded: *It would not be a meaningful change. The investment summaries are simply intended to show how investments in the measure impact are distributed.*

- For the proposed amendment for full modeling of the impacts of corridors/projects on GHG emissions and VMT, there are regionwide programs that are smaller in dollar value, but have big impacts. We should ensure that funding for these is maintained.
- The Burnside Bridge is a seismic lifeline, as is Hwy 212 for Clackamas County.
- The Burnside Bridge has value that stretches across the counties and it is an important regional project.
- Access to the OHSU Aerial Tram is essential to OHSU's involvement in this project.
- Hillsdale hasn't been addressed, and we need to connect people in more ways than just providing park-and-rides.
- We need to be making transformational changes that actually make an impact on addressing climate change.

NEXT STEPS AND CLOSE

The co-chairs thanked the group for the work they've done and explained that the Metro Council will be receiving the recommendations at their January 7th work session. Additionally the group was informed that Metro Council will be holding a public hearing at Metro Regional Center on Monday, January 13. Metro Council will give staff direction on which Tier 1 investments to continue pursuing at a work session on Tuesday, January 14. The next Task Force meeting will take place January 15 at Metro Regional Center, and will continue the discussion on the revenue mechanism.

The meeting was adjourned.

Materials following this page were distributed at the meeting.

Task Force Recommendations: Tier 1 Corridor Investments



Metro

Metro Council
Work Session
Jan. 14, 2020



Today's agenda

Purpose of today's direction & what happens next

Additional Task Force feedback

Council discussion & direction



Community voices

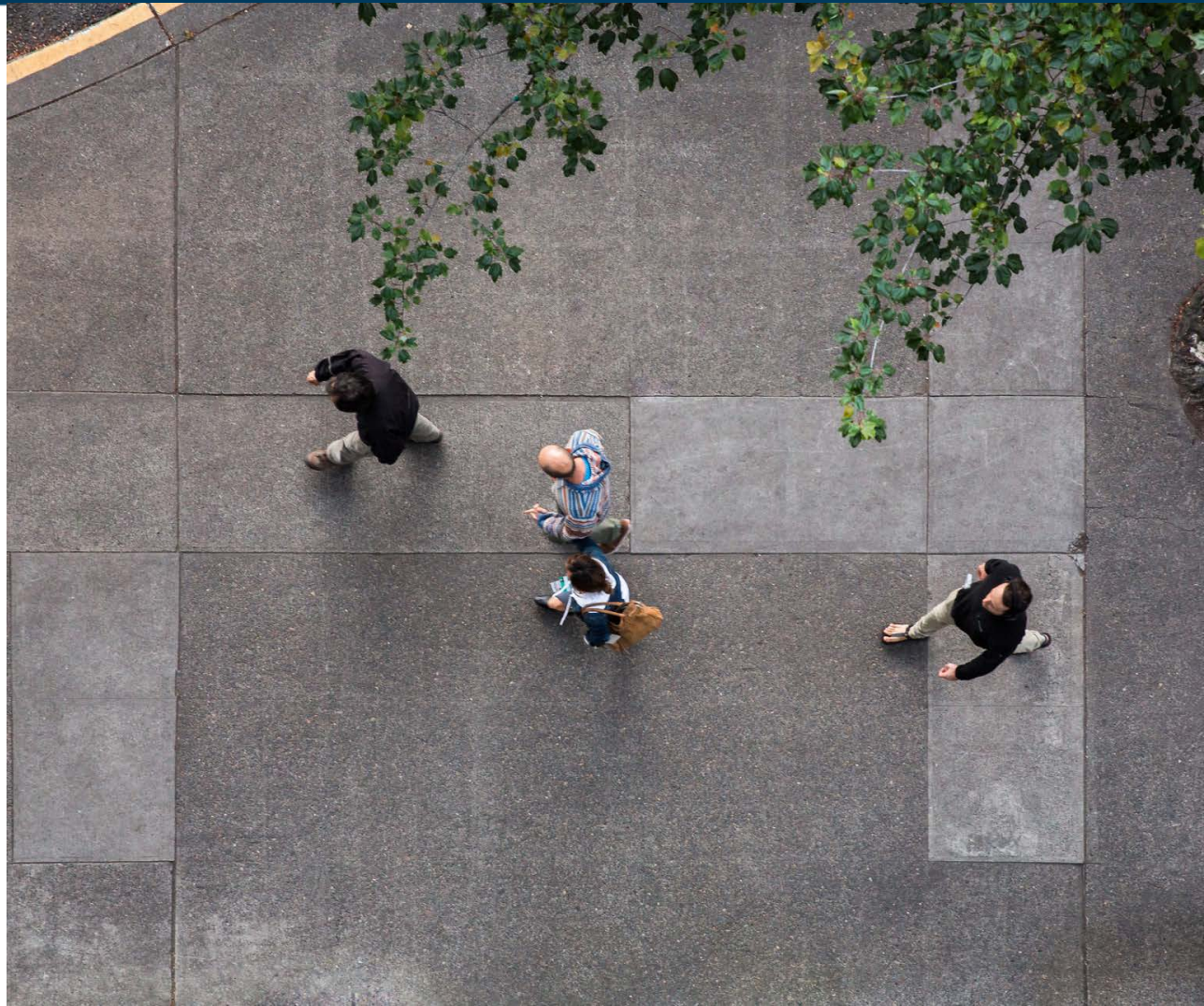


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Your direction today

Not a final
project list

What happens
next: Staff continue
with partners to
continue project
development, risk
& cost assessment



Additional Task Force feedback

More information about outcomes:
Racial equity, Climate, Vehicle miles traveled
Maintain funding for regionwide programs
Pursue regional balance



Investing across the region

	Staff Tier 1 Recommendation	Task Force Tier 1 Recommendation	
Regional projects	\$1.33 billion	\$1.33 billion	
Clackamas County	\$390 million	\$630 million	25%
Multnomah County	\$830 million	\$1.12 billion	45%
Washington County	\$560 million	\$730 million	30%
Total recommended measure investment	\$3.11 billion	\$3.81 billion	

Figures do not include leveraged investments

Task Force Tier 1 Corridor Recommendations: Highlights

Unanimous consensus: Recommend almost entire staff recommendation with add'l safety/transit investments:

- Enhanced transit investments in all funded corridors
- Increase safety funding: 82nd, TV Highway, McLoughlin, Powell
- Reedway Bike/Ped Overcrossing
- Portland Ave Streetscape, Gladstone
- Trolley Trail Bridge
- Canyon Rd safety improvements
- Council Creek Trail
- Increase funding for 82nd Ave. MAX station access project planning

Unanimous consensus:

Recommend \$130m for Highway 212 Complete Street,
\$50m for Sunrise Corridor Planning/Design

Task Force Tier 1 Corridor Recommendations: Highlights

Formal Recommendation (75%):

Airport Way & 82nd Ave. intersection project
(provided Port leads planning & design for
Killingsworth-Alderwood path)

No formal recommendation for/against
(majority support):

Clackamas-to-Columbia corridor:

New connector road, 172nd to 190th Ave.

Guiding discussion today

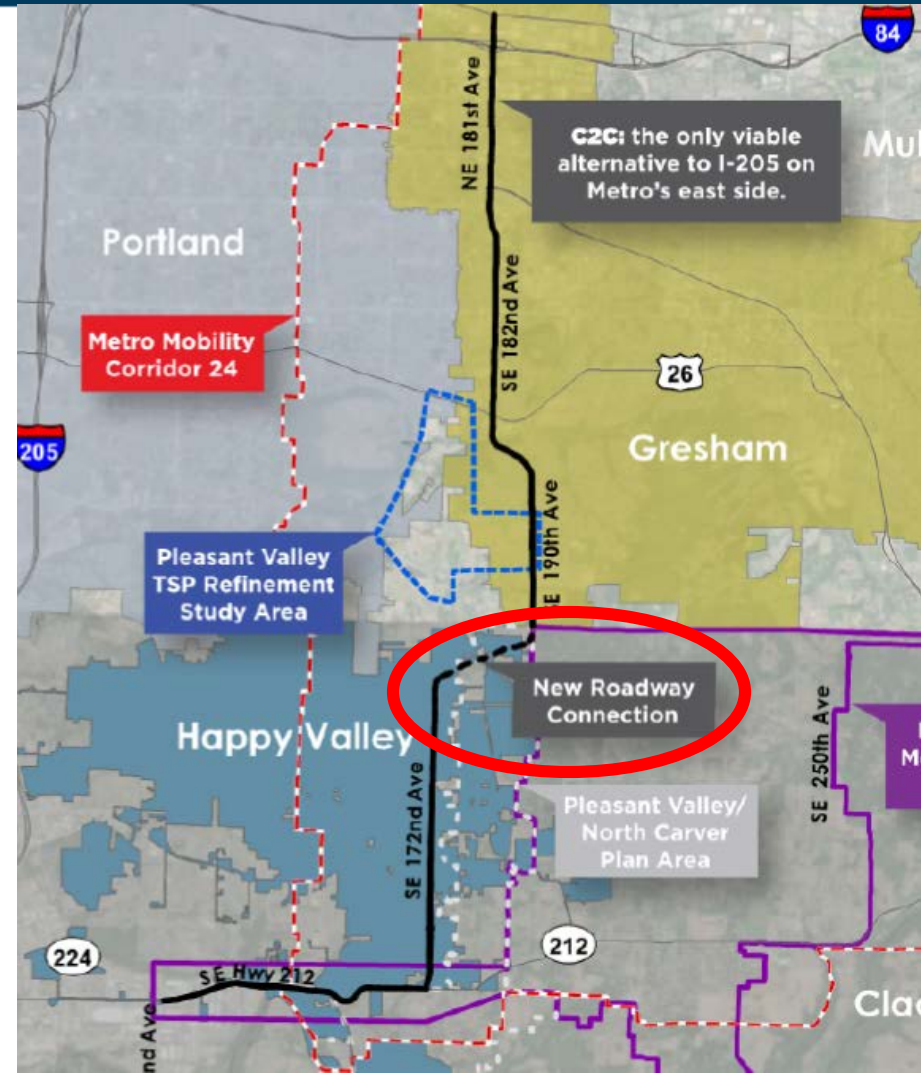
- Are there specific Task Force-recommended investments where Council would like to focus discussion?
- Project-specific direction:
C2C Connector
- Following discussion of these, we will seek Council's direction on the package as a whole.

Direction: C2C Connector Road, SE 172nd-190th Ave.

Staff Recommended investment: \$40-54 million for new roadway, sidewalks, bikeways, roundabouts

Majority of Task Force members supported but less than 75% for formal recommendation

What is Council's direction?



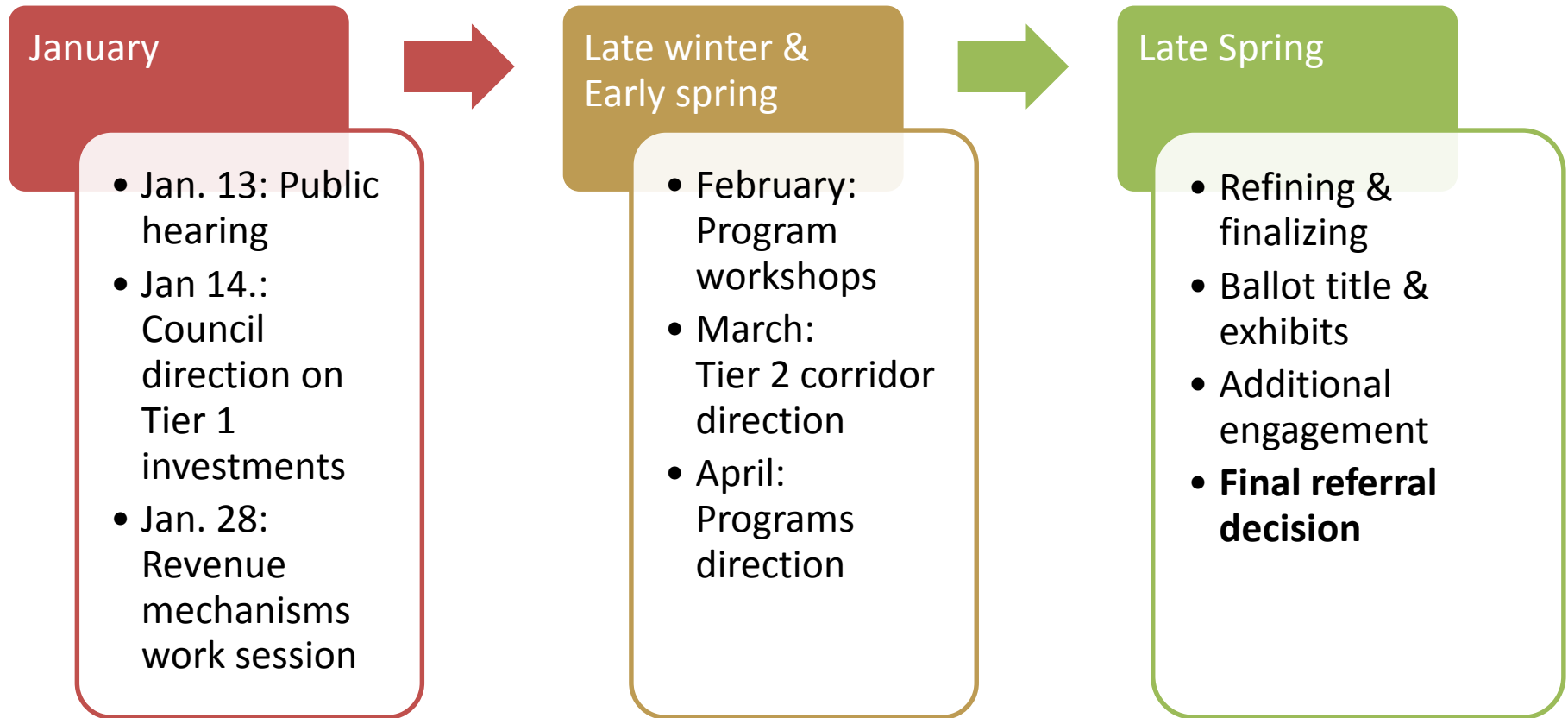
Council direction

Direction on Tier 1
Corridor
investments
recommended by
the Task Force?

Additional
considerations for
staff?

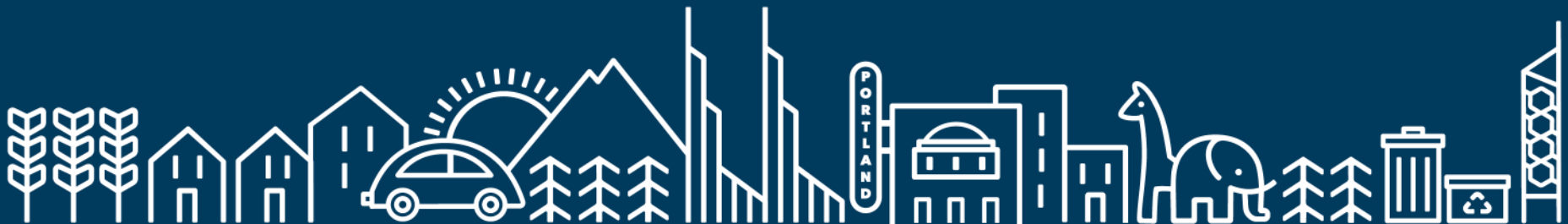


Looking ahead: Key Council milestones



#getmoving2020

getmoving2020.org



Detail: Sunrise/212 Task Force recommendation



Regional connector project:
122nd Ave to 172nd Ave
Improving regional connections

Task Force recommendation:
\$50 million for design for a two-lane limited access roadway with parallel multi-use path to serve future development.

Highway 212 Complete Street
Increasing safe local access and mode options

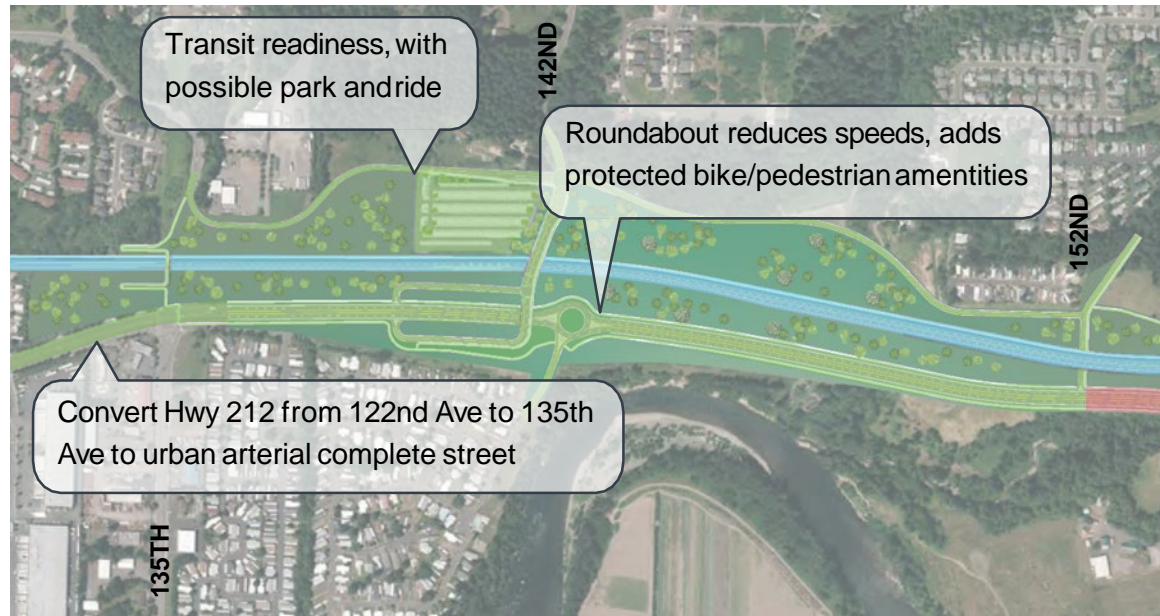
Task Force recommendation:
\$130 million to reconstruct roadway including sidewalks, bicycle facilities and crossings to improve access and safety. Grade-separate intersection with 142nd and realign 135th. Acquire right-of-way per revised corridor concept.

Rock Creek employment area connections

Closing service gaps and planning for growth

Not included in Task Force recommendations

Detail: Hwy 212 Complete Street



Safety and local connections project

Increasing safe local access and mode options

- Design: \$9 million
- Construction: \$49 million
- Right of way: \$72 million

Total: \$130 million

Detail: Proposed regional connector



Regional connector project: 122nd Ave to 172nd Ave

Improving regional connections (shown in blue)

- **Task Force recommendation: \$50 million** for planning and design for a two-lane limited access roadway with parallel multi-use path to serve future development.

Details: 82nd/Airport Way

\$35 million investment for improved intersection, leveraging Port of Portland dollars

Task Force: 75% recommendation, Port agreement on Alderwood-Killingsworth trail



Looking north on 82nd, airport traffic would travel under eastbound traffic.



4
Eastbound U-turn would return drivers to the terminal (merges). Westbound Airport Way would stop for pedestrians and bikes.

Task Force recommendations: Overall scope

Corridors

Task Force Recommendations
Tier 1 Measure investments

\$3.81B

Leveraged FTA & Local
Investments

\$2.22B

Total Tier 1
Corridor Investments

\$6.03B

Programs

\$50 million/year for 20 years

\$1B

Total Investments \$7.03B

Total revenue stream needed

\$350-\$450 million annually for 20 years

DRAFT – 1/7/2020 – Subject to change following further Council direction