

## Transportation Town Hall West Linn Adult Center (11-12-19)

### Panelists:

Lynn Peterson and Christine Lewis (Metro), Brenda Martin (TriMet), Representative Prusak (Tualatin and West Linn), Representative Meek (Oregon City), Paul Savas (Clackamas County), and Rian Windsheimer (ODOT).

About 35 people from the community attended.

### Notes:

- Main purpose was to (1) communicate advocacy efforts to fund construction of the I-205 widening and Abernathy Bridge reconstruction at the state legislature last year, and (2) get the key transportation people in the room to discuss the varied ongoing efforts.
- *Prusak*: explained her daily advocacy efforts for I-205 funding – transportation congestion and investment is a top priority and concern she hears from residents
- *Meek*: explained his advocacy efforts for I-205 funding and work on opening the locks
- *Savas*: Clackamas County cities are divided by rivers and highways – need for more transportation investment to provide options in the southern and eastern part of the county – no transit connections between Clackamas Town Center and Wilsonville
- *Windsheimer*: \$57M for Abernathy bridge design has been secured by ODOT and work is underway – still need \$450M of capital construction for I-205 widening and Abernathy Bridge reconstruction
- *Lewis*: lives along Willamette Way/Hgwy 43 – working on Regional Flexible Fund Allocation (RFFA) decisions – need east-west connections along the Willamette and regional transit circulator to connect suburban areas (expand from Portland-centric connections)
- *Martin*: discussed HB2017 funded improvements in Clackamas County – highlighted that TriMet service enhancement plans are important – updated on electrification of busses
- *Peterson*: major transportation investments have been centered on light rail corridors and there needs to be investment in other places where people have been left behind – discussed Tier I



Clackamas County corridors – heard there is a desire to move Hgwy 43 and Lake Oswego to Oak Grove bridge project from Tier II to Tier I – T2020 looking to include an anti-displacement policy to go along with investments – housing affordability problems, which forced people out of the region, are a main factor why Green House Gas (GHG) emissions rose 23% in Portland region from 2015 to 2017 – T2020 funding sources will be determined in spring; looking at income, vehicle registration, property (not much interest), and payroll (most interest)

- Clackamas County, partly funded by a Metro grant, is studying a Lake Oswego to Oak Grove pedestrian-bike bridge – community members have raised concerns in Lake Oswego and their City Council recently voted against further study of the project

Public comment (responses are noted):

- Open up the locks, ferry travel is the answer to transportation problems
  - Support from Savas, Meek, and Prusak for development/opening the locks, caution given by Peterson that ferry was studied with Orange Line MAX extension and was determined not feasible because of high infrastructure costs and impact to communities along the river (construction in parks)
- Taxation for transportation is social engineering
- Transportation funding needs to go to road capacity
  - Savas, Meek, and Prusak highlighted support for I-205/Abernathy funding
  - Savas highlighted T2020 Sunrise corridor would add vehicle capacity
  - Meek explained that I-205/Abernathy funding was a late drop from HB2017 – reason why he voted against the bill
- Thank you for coming to West Linn
- Supports Southwest Corridor MAX extension and any improvements to bus line 96
- Will Clackamas County or Metro proceed with Lake Oswego to Oak Grove pedestrian-bike bridge after Lake Oswego voted against it?
  - Peterson said that study will be completed; TBD on funding for construction
- Support transit connections to community colleges
- Support funding for Stafford triangle infrastructure before development happens
- Support more transit options in West Linn, but hard with topography
- Multiple comments about confusion and concern around tolling
  - Windsheimer clarified what sections of the highway are being studied and that a robust public input period is coming – multiple years before decisions are made
  - Meek clarified difference between project-based tolling (toll goes away after project completed, no federal approval) and congestion pricing (tolls stay in place, need federal approval)
- First and last mile connections are important
- Safety concerns about Hgwy 43 for drivers and pedestrians – major pass through when I-205 is backed up
  - Lewis confirmed need for investment, understands because this is where she lives
  - Peterson commended West Linn for beginning the planning to guide investment, but others along the corridor need to do their homework – Sellwood Bridge is a bottleneck

- Build a tunnel under the region for trucks, like they are doing in Norway or Sweden
- Is the problem with transportation funding allocation or total amount?
  - Peterson gave a quick history of how transportation funding serves as a public utility but hasn't been funded to meet the needs, made into a political decision
  - Savas said both

**Transportation Town Hall  
Oregon Nurses Association – Tualatin (12-3-19)**

**Attendees:**

Sen. Wagner, Rep. Prusak, Harrington (Wash Co), Shaw (Metro), Bubenik (Tualatin), Schirado (Durham), and Koozer (TriMet).

House Majority Leader (Smith Warner), West Linn Councilor, and Councilors Brooks, Morrison, and Kellogg (Tualatin).

About 20 people from the community.



**Panel comments:**

- *Wagner* – district is the “bottleneck district”
- *Harrington* – Metro’s Get Moving 2020 is a needed effort – looking bigger than projects to corridors – Wash Co asking for 217 and 99W to be added
- *Shaw* – Get Moving 2020 and thanks for HB2017 – SW Corridor will shift people off I5
- *Bubenik* – Tualatin’s interest is in traffic, housing affordability, and parks and rec – passed a \$20M transportation bond – 124<sup>th</sup> is open – SW Corridor needed at Bridgeport to get the most riders and alleviate congestion on I5
- *Schirado* – last horse owner in Durham – SW Corridor for last 7 years and saw project move from downtown Tualatin to Bridgeport – representative on R1ACT which is reviewing tolling
- *Koozer* – SW Corridor has Equitable Development Strategy (SWEDS) – bus lines 76 and 96 are being improved
- *Prusak* – understands impact of transportation as she travels the district for her job – fight for funding and convene people

**Public comment (responses are noted):**

- Tualatin resident – what about WES?
  - People like it but not great ridership
  - Bill failed at state to study connection to Salem
  - SW Corridor connection to WES in downtown Tigard
- Tualatin Chamber – SW Corridor needed investment – only 7% people live and work in Tualatin – are we studying the connection between Wilsonville and Tualatin?
  - State budgeted for study of Boones Bridge – going before JPACT for approval
- Tualatin resident – Tualatin transitioning into a larger city – losing wildlife and pollution concerns
  - TriMet bus electrification
  - HB2007 diesel legislation
  - Tualatin implementing parks and rec master plan
- Tigard resident – we need to change land use to match transit investments – increase property values, livability, accessibility, and walkability
- Tualatin worker – protections for existing residents in SW Corridor to keep them from economic dislocation
  - SWEDS
  - Get Moving 2020 2% of each project goes to anti-displacement actions

- HB2001 idea is to bring more homes and options for people to live
- Transportation, housing, and the environment are intertwined
- Metro projects show that fewer people are buying single-family homes, we need to increase options
- HB2001 was a hard conversation, but supported by AARP and Coalition of Communities of Color
- HB2001 similar to 1970s state rule on housing in the metro area, which led to private development of more townhomes and condos
- Tualatin resident – more efficient vehicles and access to open space
  - People in Tualatin love library and parks, intent is to build upon these assets – implement parks and rec master plan
- Tigard resident – climate refugees are moving here – SW Corridor avoided affordable housing displacement in Tigard – need to reach people pushed out of region to afford housing
- Tigard resident – looking forward to SW Corridor stops in the Tigard triangle
- Closing comments:
  - Transportation, housing and environment can no longer be looked at as separate issues
  - Get Moving 2020 vote will come with new taxes, which should be carefully considered – deliver the projects which garner the “biggest bang for the buck”
  - Wash Co budget tours in March (Sherwood) – opportunity to hear/voice opinions
  - Help spread the message that lots of people are working on the transportation problem, not always seen or understood