

# **Metro**

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**Metro**

## **Minutes**

**Tuesday, September 26, 2017**

**2:00 PM**

**AGENDA REVISED 09/22/17**

**Metro Regional Center, Council Chamber**

**Council work session**

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**2:00 Call to Order and Roll Call**

**Councilors Present:** Council President Tom Hughes and Councilors Craig Dirksen, Bob Stacey, Shirley Craddick, Sam Chase, Carlotta Collette, and Kathryn Harrington

**Councilors Excused:** None

Council President Tom Hughes called the Metro Council work session to order at 2:03 pm.

**2:05 Chief Operating Officer Communication**

Ms. Martha Bennett, Chief Operating Officer, announced that Ms. Karol Collymore, Policy Development Program Manager, had accepted a position with Nike. Ms. Bennett commended Ms. Collymore for her hard work and contribution for Metro. Ms. Bennett shared that November 9, 2017 would be reserved for a Council Retreat. Along with topics discussed during the July 2017 retreat, Ms. Bennett indicated that the transportation coalition building and housing strategies would also be included in the agenda.

**Work Session Topics:**

2:10 Fourth Quarter Financial Report (Unaudited)

Mr. Tim Collier, Director of Finance Regulatory Services, provided brief highlights of the Fourth Quarter Financial Report:

- The starting fund balance for the 2017-18 was above projection.
- The 2016-17 FY was a record breaking year for Construction Excise Tax. Collections came in at \$3.54 million.
- Oregon Zoo cut into its fund balance by roughly \$300,000.
- Glendoveer Golf Course experienced a decrease in

revenue due to poor weather conditions.

- TLT was above projections; however, it was lower than previous quarters.
- The starting fund balance for the 2017-18 FY was above projections.

Mr. Collier also shared that Metro would be paying an additional \$3.5 million in Public Employee Retirement System (PERS) contributions beginning in 2019.

*Council Discussion:*

Councilor Craddick inquired on the performance of MetroPaint. She asked whether Metro marketed MetroPaint. Councilor Dirksen was supportive of the structure to the financial report.

2:25 Transportation Finance Update

Mr. Andy Shaw, Government Affairs Manager, indicated that staff would provide an update on Metro staffs' continuing work with partners on a potential 2018 regional transportation funding measure. He acknowledged that Council direction on the principles for continuing engagement, and the next steps through the fall would be desired outcomes. Mr. Shaw highlighted that since 2016, TriMet had been leading the development of a regional transportation ballot measure for November 2018. Additionally, Council and Metro Staff were engaging with TriMet regarding the shape of the measure. Community partners and staff from regional jurisdictions were also being consulted for the development of the measure as well.

Mr. Craig Beebe, Program Analyst, recalled that Council provided guidance on the values and principles associated with transportation packages. He provided a brief highlight of a document that provided major principles that were being used by Metro staff when coordinating the transportation ballot measure with TriMet.

*Council Discussion:*

Councilor Harrington expressed that the community task force was represented heavily by business leaders. The community task force would work alongside the Joint Policy Advisory Committee on Transportation (JPACT) subcommittee on project selection for the 2018 measure by TriMet. Councilor Craddick inquired upon the structure of the JPACT subcommittee members. She emphasized the importance of regional representation along with strong communication with the public regarding outreach for a potential measure in late 2018. Councilor Stacey emphasized that a potential measure should make progress towards the 2040 Growth Concept by addressing transit, roads, and other transportation issues with a regional scope. He also noted that the Metro principles shared in a supplemental document needed to be more direct, rather than encompass multiple opinions on an investment package. Councilor Craddick, when referencing principle 4, spoke to the importance of a state match for projects on state-owned freeways before regional taxpayer dollars were committed. Councilors Harrington and Collette also communicated their desire for a strong state commitment for state-owned facilities. Councilor Dirksen, also referring to principle 4, noted that the term 'match' could be misleading, implying the state would only need to contribute 50% of the project funds. Councilor Stacey requested that Metro provide a clear policy principle in relation to congestion relief. He didn't want to generate expectation that the measure would eliminate all congestion in the greater Portland area. Councilor Harrington wanted a change in language and structure for principles 1 and 4. In regards to principle 6, she requested that the project selection criteria should be transparent and understandable to the public, not only project selection committees or task forces.

## 2:55 2018 Regional Transportation Plan - Project Update and Policy Priorities

Ms. Kim Ellis, Principal Transportation Planner, shared that the purpose of the work session was an opportunity for the Council to receive a project update and discuss policy priorities for the 2018 Regional Transportation Plan (RTP). She noted that Metro was in phase 4 of the RTP, where building a shared regional strategy would continue until March 2018. Afterwards, phase 5 would involve adopting a plan of action from April to December 2018. Ms. Ellis recalled that since May 2017, staff had completed the 2018 RTP Call for Projects and continued to implement the adopted work plan and public engagement plan. Ms. Ellis highlighted that system-level evaluations, transportation equity analysis, and pilot project-level evaluations would be conducted to assess how draft investment strategies aligned with RTP goals.

Ms. Tyler Frisbee, Policy Development Manager, discussed policy priorities for the 2018 RTP. She indicated that the implementation of more rigorous project performance evaluations, development of regional transportation preparedness and recovery elements, and policy framework for emerging transportation technologies would require continued guidance from the Council. Frisbee shared that a focus on racial equity, implementation of Vision Zero at the regional scale, and placing the region on a productive path to value pricing was the focus of the work session discussion. When discussing the implementation of Vision Zero in the 2018 RTP, Ms. Frisbee shared that policy direction to eliminate fatalities and serious injuries by 2035 and public engagement with transportation users and providers was underway. However, there would be potential for further Council guidance on tracking progress on eliminating fatalities and serious injuries. Ms. Frisbee spoke to other policies that may be undertaken to implement Vision Zero: revision of regional active transportation system completion target

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to be more ambitious, adoption of Regional Safety Strategy that includes Vision Zero strategies, and measure how RTP policies address public health and equity under Vision Zero. Ms. Frisbee then shared what a focus on racial equity would look like in the RTP. She shared that meaningful engagement with communities of color and tracking progress on improving transportation access for communities of color required additional Council direction. In terms of further policy direction, Ms. Frisbee acknowledged that strategic direction for implementation and funding to reduce racial disparities would be crucial for racial equity. Building relationships and trust with community leaders, increase engagement of community leaders of color through Regional Leadership forums, and focused engagement with communities during the RTP public comment period were facets to the engagement strategy of the RTP, according to Ms. Frisbee. When discussing value pricing, Ms. Frisbee noted that further direction from Council on identifying regional corridors that are not expected to meet mobility policy in the future was required. She indicated that the goal was to partner with the Oregon Department of Transportation (ODOT) to plan for the region's throughway network investments. Developing Bi-State (between Washington and Oregon) investment areas to develop further policy choices for value pricing was a component to the engagement process for value pricing. Post RTP, Ms. Frisbee shared that partnering with ODOT to engage the public in strategy development for throughway network investments would be implemented. As for value pricing prioritization, Ms. Frisbee shared that updating the corridor refinement planning section in the RTP to require value pricing evaluation was already being addressed by Metro staff in accordance to Council direction. However, further work on identifying regional corridors in the RTP that are not expected to meet interim mobility policy in the future and

need further study was still needed. As for accountability, Ms. Frisbee shared that updating the monitoring measures and performance targets for congestion would require further staff analysis and Council direction. Ms. Frisbee highlighted that congestion data collection, monitoring and reporting tools would be applied after the RTP is approved.

*Council Discussion:*

Councilor Harrington wanted to clarify between existing Council policy underway for the 2018 RTP and policy upon which staff was expecting more guidance and direction. Councilor Dirksen mentioned that system evaluation was missing from value pricing. Councilor Harrington inquired upon the potential policy framework for emerging transportation technologies. Councilor Craddick asked for more detail for the policy to better implement RTP goals through the Metropolitan Transportation Improvement Plan (MTIP) and the Regional Flexible Funds Allocation (RFFA).

**3:55 Councilor Liaison Updates and Council Communication**

Councilor Stacey shared his experience of the Denver Best Practices trip. The trip was centered on active transportation, especially concerning public transportation. Councilor Craddick had attended a Committee on Racial Equity (CORE) meeting where racial equity in the active transportation component to the RTP was discussed.

**4:05 Adjourn**

Seeing no further business, Council President Tom Hughes adjourned the Metro Council work session at 5:05 p.m.  
Respectfully submitted,

Amaanjit Singh, Council Policy Assistant

A handwritten signature in black ink, appearing to read "Amaanjit Singh". The signature is stylized with a large, sweeping initial 'A' and a horizontal line extending to the right.

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPTEMBER 26, 2017**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
<b>2.0</b>	Handout	09/26/17	CORE RTP Letter	092617cw-01
<b>3.3</b>	PowerPoint	09/26/17	2018 Regional Transportation Plan	092617cw-02
<b>3.3</b>	Handout	09/26/17	RTP Policy Priorities	092617cw-03