

# **Metro**

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**Metro**

## **Minutes**

**Tuesday, February 13, 2018**

**2:00 PM**

**Metro Regional Center, Council Chamber**

**Council work session**

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

Council President Tom Hughes called the Metro Council work session to order at 2:02 p.m.

**Present:** 5 - Council President Tom Hughes, Councilor Sam Chase, Councilor Craig Dirksen, Councilor Kathryn Harrington, and Councilor Bob Stacey

**Excused:** 1 - Councilor Shirley Craddick

**2:05 Chief Operating Officer Communication**

Mr. Scott Robinson, Deputy Chief Operating Officer, reminded councilors that the Small Business Open House would be held February 21st and noted that the event was previously well received, bringing in 400 attendees last year. He also announced the Nubian Goats made their debut at the Oregon Zoo. He explained that once the goats were grown they would assist Metro in maintaining property through their habitual eating habits. He added that the Metro Regional Center would be closed for Presidents Day.

**Work Session Topics:**

2:10 2018 Regional Transportation Plan (RTP): Evaluation Findings and Update on Regional Leadership Forum #4

Council President Hughes introduced Ms. Margi Bradway, Deputy Director, and Ms. Kim Ellis, Principal Transportation Planner, to present on the 2018 Regional Transportation Plan.

Ms. Bradway provided an update on the RTP process, explaining that staff were disclosing all evaluation findings to jurisdictional partners. The findings would be brought to the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). She thanked individuals in the Communications Department and the Planning and Research team for the plan's advanced technical work.

Ms. Ellis reminded Council that the RTP set the course for moving the region safely, reliably and affordably for decades to come. She noted that updates were required every 5 years moving forward to establish priorities for federal, state and regional funding. She explained the current capital for funding was not sufficient for meeting the region's needs today, nor in the future.

Ms. Ellis stated that the vision statement, approved by the Metro Council, MPAC and JPACT was as follows: "In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and

exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.”

Ms. Ellis explained that the RTP goals reflected desired outcomes and public values first identified in the 2010 RTP. She noted that nearly 15 billion dollars of investment were allocated to project priorities. Ms. Ellis explained that staff was in the process of building a shared strategy and that the RTP was on track to finish the required update in December 2018 before being submitted for federal review/approval in early 2019.

Ms. Ellis stated a reoccurrence of concern from the public for safety in historically marginalized communities and high injury corridors. She noted that 60% of all projects were located in high injury corridors and explained that serious injury crashes and fatalities had significant economic impacts on the region. The Metro Council expressed a need for increased safety and requested a map overlay to help demonstrate this need and emphasized the need for revision.

Ms. Ellis explained how congestion would not ease following the planned projects, but it would become worse without investment. She informed the Council that investments would result in individuals driving less each day, but due to population growth, the region would still fall short on its mobility goals. She noted that throughways would see the most congestion and truck delays would increase. The Council discussed the language used in the plan, and suggested edits to the messaging.

Ms. Ellis discussed how the region would also fall short of its adopted Climate Smart Strategy commitment but would still help people live healthier lives. She explained that funding levels for transit, system management and active transportation were less than those outlined in the adopted Climate Smart Strategy. She explained that more physical activity and less air pollution would save lives and reduce chronic illness, which would lead to significant health and economic cost savings. Ms. Ellis expressed that the region may miss near-term opportunities to further increase walking, biking and transit use, also due to lack of funds. Councilor Harrington remarked that the Climate Smart Strategy was meant as a baseline, not a gold standard, and emphasized that it would be important to meet its goals. Councilor Dirksen asked for how much funding it would take to meet the Climate Smart goals.

Ms. Ellis provided an overview of affordability and transit access in the plan. She explained that numbers were doubling in demand for public transit and nearly 2/3 of the region had access to better transit, but according to the equity analysis, not everyone would benefit equally due to gaps in the active transportation networks. Councilor Harrington

requested solution categories. Councilor Dirksen suggested TriMet would be at upcoming forums to discuss their transit availability initiatives.

Councilor Stacey noted one objective of the equity strategy was to invest in historically marginalized communities to fit their needs. He suggested additional funding to those communities in this scenario in order to get them to a level playing field.

Ms. Ellis discussed the number of engagement activities at the Community Leader's Forum. She explained three key takeaways from the discussions were: lead with equity - if addressed, desired outcomes would be received; explicitly articulate who would benefit from those outcomes; and better explain how the needs of people would be met by connecting equity to housing, jobs, and transportation. She stated that findings from community briefings included the importance of systems being available to everyone, concern about lack of service in parts of the region and freight projects make up a small portion of the cost of the entire plan. She noted in the online survey conducted, nearly 2,500 responses from the general public were collected. She explained safety, reliability and travel options were the top 3 priorities and that 73% of surveyor's support raised taxes or added fees for increased transportation funding.

#### *Council Discussion*

Councilor Harrington emphasized the need for safety and consecutiveness in terms of access. She predicted confusion about how the upcoming house bill 2017 investments would impact the plan. Councilors noted that they would like to see how the strategic list might receive 100% funding.

### **3:00 Emerging Technologies Strategy: Draft Policies**

Council President Hughes introduced Mr. Eliot Rose, Senior Technology, and Margi Bradway, Transportation Planner and Deputy Director, to present on the Emerging Technologies Strategy.

Mr. Rose stated he was there to collect feedback on the draft policy language that was to be included in the Emerging Technology Strategy. Mr. Rose summarized the reason for having a strategy which harnesses the potential of emerging technologies was to create a more equitable and livable region. He informed the Council that the strategy would be a separate document, but the policies would be integrated into the RTP.

Mr. Rose expressed that shared mobility referred to a new market term and distinguished shared trips from shared mobility. He explained that many "emerging technologies" were not technologies per se, but rather new types of transportation services that had risen to take advantage of

new technologies. He noted that many services were operated by private companies, some of which were considered new mobility companies. He described a key trend developing in technology was the way it enabled new ways to share vehicles and rides, alongside conventional shared modes like transit, carpooling, etc. Mr. Rose noted that this presented a unique set of promises and challenges.

Mr. Rose explained how changes in technology affected public participation, congestion, and equity and how current trends showed cause for concern. He stated that regardless of how companies grow, people would be relying more on autonomous vehicle services. Mr. Rose discussed the estimate that people in Portland relied on Uber for around 8.5 to 12 million trips in 2017. He noted that not only would people be more reliant on these services, but there would also likely be more transportation companies in the future. He stated growth and limited capacity were main drivers for congestion and mobility services were likely further increasing congestion.

Mr. Rose provided an overview of the strategy. He explained a large portion of the draft strategy was devoted to laying out how technology was likely to evolve over time and how it would impact the region.

Mr. Rose stated key policy areas of focus were equity, prosperity, innovation, information and choices. He explained pilot projects allowed for the opportunity to test new approaches to increasing choices and equity using emerging technology. He noted that coordinating local governments in adopting transportation network companies (TNCs) regulations, helped ensure that new options were safe, equitable, and transparent, while creating a consistent regulatory environment that would draw more innovation to the region. He explained better tools and modeling directly would provide better information, and enable the region to better tackle choices, equity, prosperity, and innovation.

Mr. Rose concluded by sharing key takeaways: choices, congestion, and equity were important concerns; equity was about affordability and availability as much as access; and privacy and cyber-security were key safety issues. He noted that most of Metro's partners were somewhat optimistic about technology and could use Metro's support.

Mr. Rose asked for council's feedback on the following questions:

- Should the strategy focus on accelerating progress toward our regional goals, or just minimizing harm?
- Should the strategy look beyond public agencies' current role with respect to technology?
- Are there other implementation opportunities Metro should be exploring?

*Council Discussion*

Councilor Chase gravitated towards the last question on implementation and expressed support for reviewing other policies before looking at pilot practices. Councilor Harrington referred to the memo regarding policies and strategies. She noted that there were not intelligent traffic control systems in place in the region yet. She added that she also did not want to see the limited *Metropolitan Transportation Improvement Program (MTIP)* and Regional Flexible Funds Allocation (RFFA) money deviated away. Councilor Dirksen stated that the policies listed were broad enough and aligned with Metro's goals. Councilor Stacey shared concerns about TNC's profiting from the public realm and emphasized that it was important to protect the public and equity within the system. Council President Hughes suggested that if implementation of technology was gradual enough then Metro could potentially accommodate it, but there was no control over the speed. He wondered how Council would respond quickly enough to technological advances.

**3:45 Legislative Update**

Council President Hughes introduced Andy Shaw, Policy Advisor, to present the legislative update.

Mr. Shaw provided updates on bills that related to hazardous waste, transportation, funding, housing, document fee's and tax credit. He stated that House Bill 4075 was unlikely to continue. He noted that there was language added to the constitutional amendment addressing flexibility in housing bonding, which required government to do public reporting and annual audits focused on how money was spent. He explained that House Bill 4063 would help regulate autonomous vehicles and would be amended to include local government, the metropolitan planning organization, and transit on the related task force. He conveyed that The Household Hazardous Waste Bill (4126) was the most significant plan of environmental legislation that was considered during the session. He reminded councilors that any bills that did not emerge from committee this week would likely not continue, unless they were in, or sent to, the Revenue, Rules, or a joint committee (such as the Ways/Means and the joint transportation committee).

**4:00 Councilor Liaison Updates and Council Communication**

Before Councilor Communications, Ms. Ellis passed out a draft letter to council. She explained that the letter was in response a letter from the City of Portland which discussed the Regional Transportation Plan and expressed concerns about mixed progress. Councilors shared edits and agreed to support the letter as amended.

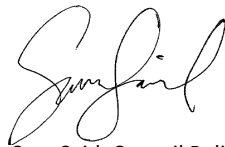
Councilor Harrington discussed the Oregon Zoo Foundation Volunteer

Appreciation dinner. She also mentioned the regional and affordable housing bond presented at the Washington County Coordinating Committee (WCCC) the day before. Councilor Stacey talked about the recent affordable housing tour, visiting four very low, permanently affordable housing units. Councilor Harrington explained that the Ritz Court and St. Francis had the development deeply subsidized which helped to ensure the unsubsidized rent was able to be offered at 1/5 to 1/3 below market rate. She thanked staff for including many sites and appreciated all the time and care involved.

#### 4:10 Adjourn

Seeing no further business, Council President Tom Hughes adjourned the Metro Council work session at 5:03 p.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Sara Seid', written in a cursive style.

Sara Seid, Council Policy Assistant

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEBRUARY 13, 2018**

<b>Item</b>	<b>Topic</b>	<b>Doc. Date</b>	<b>Document Description</b>	<b>Doc. Number</b>
1.0	PowerPoint	02/13/2018	2018 Regional Transportation Plan	021318cw-01
2.0	Memo	02/13/2018	Draft Letter	021318cw-02