

Council work session agenda

Tuesday, March 20, 2018

2:00 PM

Metro Regional Center, Council Chamber

2:00 Call to Order and Roll Call

2:05 Chief Operating Officer Communication

2:10 Refining 2018 Regional Transportation Plan (RTP) [18-4981](#)
Investment Priorities

Presenter(s): Elissa Gertler, Metro
Kim Ellis, Metro

Attachments: [Work Session Worksheet](#)
[Finalizing Our Shared Plan for the Region](#)

3:00 Regional Investment Strategy Update [18-4982](#)

Presenter(s): Elissa Gertler, Metro
Raahi Reddy, Metro
Andy Shaw, Metro
Emily Lieb, Metro
Jes Larson, Metro

Attachments: [Work Session Worksheet](#)

3:45 Councilor Communication

4:00 Adjourn

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

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Refining 2018 Regional Transportation Plan (RTP)
Investment Priorities

Work Session Topics

Metro Council Work Session
Tuesday, March 20, 2018
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: March 20, 2018

LENGTH: 60 minutes

PRESENTATION TITLE: Refining 2018 Regional Transportation Plan (RTP) Investment Priorities

DEPARTMENT: Planning and Development

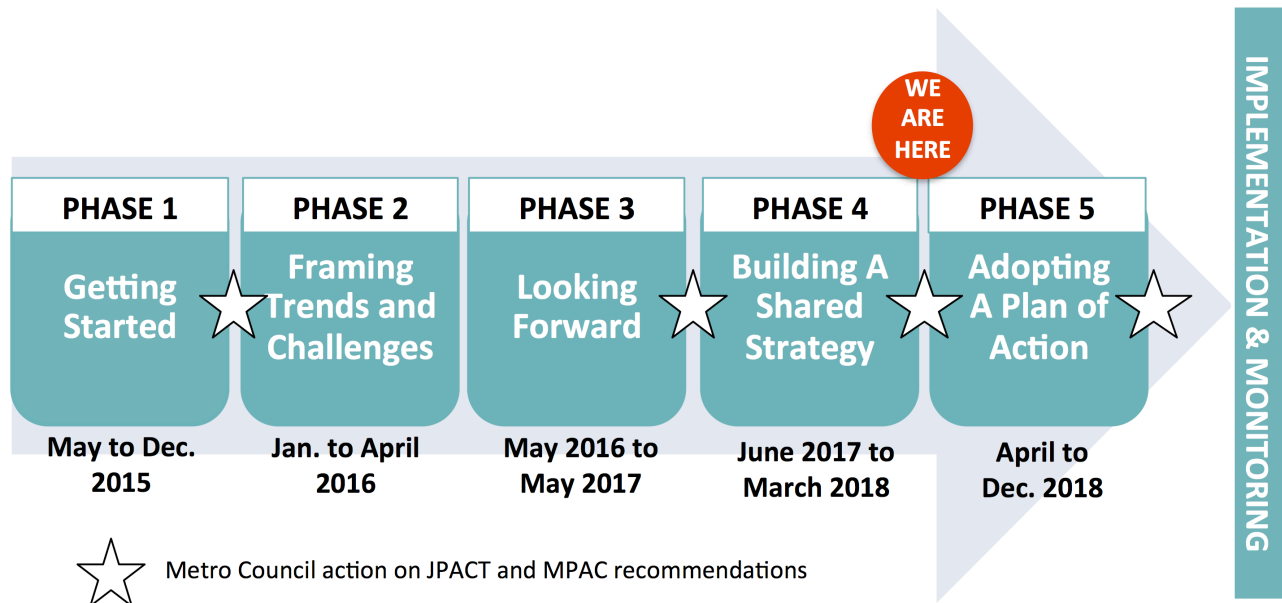
PRESENTER(S): Elissa Gertler, elissa.gertler@oregonmetro.gov and Kim Ellis, kim.ellis@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** Council will discuss refining draft project lists for the 2018 RTP as recommended by the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT).
- **Outcome:** Council provides direction to staff on refining 2018 RTP projects lists for public review and evaluation.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The Portland metropolitan region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the region with equitable access to safe, reliable, healthy and affordable travel options. Through the 2018 RTP update, the Metro Council is working with leaders and communities throughout the region to plan the transportation system of the future by updating the region's shared transportation vision and investment strategy for the next 25 years. Shown in **Figure 1**, the plan update is at the end of Phase 4 and on schedule.



SUMMARY OF PAST COUNCIL DIRECTION

- In **December 2016**, the Council **reaffirmed past direction to staff to use development of the 2018 RTP to clearly and realistically communicate our transportation funding outlook** and align the financially constrained project list with updated financial assumptions. This direction included developing a pipeline of priority projects for the regional transportation system for Metro and other partners to work together to fund and build.

- In **February 2017**, the Council directed the RTP project list and strategies for safety, freight, transit and technology be developed in a transparent way that advances adopted regional goals, supports regional coalition building efforts, and emphasizes equity, safety and climate change.
- In **February 2017**, the Council also directed staff to use the Vision Zero framework and incorporate a Vision Zero goal (zero traffic-related deaths and fatalities by 2035) in development of the RTP and Regional Transportation Safety Strategy for adoption by Council and JPACT. In April, MPAC and JPACT supported use of the Vision Zero framework and goal in the RTP and safety strategy.
- In **May 2017**, the Council further **directed staff to move forward with the Call for Projects** as recommended by MPAC and JPACT. This direction included **approval of a vision statement** for the 2018 RTP, also approved by MPAC and JPACT, to guide development of the draft RTP project lists.
- In **September, November and December 2017**, the Council **reaffirmed Council priorities as to emphasizing safety, racial equity, and managing congestion as the RTP is finalized** in 2018, and identified specific steps to take to support those priorities. Council also reaffirmed its commitment to implementing the Climate Smart Strategy through the RTP.

ACTIVITIES SINCE THE MARCH 13 WORK SESSION

- **MPAC and JPACT are anticipated make recommendations on refining RTP investment priorities on March 14 and 15, respectively.**

On March 9, the Transportation Policy Alternatives Committee (TPAC) recommended to JPACT that agencies be requested to meaningfully review and refine draft project lists to the extent practicable to help make more progress on key regional priorities and to:

- use the Regional Leadership Forum recommendations as a starting point and direction to inform refinements and other changes;
- submit changes by April 27; and
- summarize how their project lists were updated and how their updated project list will help make progress on key regional priorities – equity, safety, travel options, Climate Smart and congestion – and local priorities.

The revised project lists will be evaluated and subject to further public review as part of the final 45-day public comment period planned for June 29 to August 13, 2018.

Note: MPAC and JPACT's recommendation and background materials on the transportation equity analysis will be provided separately to the Metro Council in advance of the March 20 work session.

UPCOMING COUNCIL DISCUSSIONS

- 4/10 Draft Safety Strategy, Draft Transit Strategy and Draft Freight Strategy
- 5/1 Draft RTP (focus on policy and implementation chapters); Draft RTX Strategy
- 6/19 **Direction to staff** to release Draft 2018 RTP (including updated project lists) and draft strategies for freight, transit, safety and emerging technology (RTx) for public review

QUESTIONS FOR COUNCIL CONSIDERATION

- Does Council support staff moving forward with refining 2018 RTP project lists as recommended by MPAC and JPACT?
- Does Council have additional direction regarding refining the 2018 RTP project lists or the technical evaluation that will be conducted in May and June, particularly as it relates to the transportation equity analysis?

PACKET MATERIALS

- Would legislation be required for Council action ☐ Yes ☒ No
- What other materials are you presenting today?
 - Regional Leadership Forum 4 Summary: Finalizing Our Shared Plan for the Region (3/7/18)



2018 REGIONAL TRANSPORTATION PLAN UPDATE

Finalizing Our Shared Plan for the Region

Regional Leadership Forum 4 summary

The region is looking ahead to how our transportation system will accommodate future growth and change – and what investments we should make over the next 25 years to build a safe, reliable, healthy and affordable transportation system with travel options.

On March 2, 2018, the Metro Council hosted Regional Leadership Forum 4, at the Oregon Convention Center. More than 100 city, county, and regional policymakers and business and community leaders from across the greater Portland area joined in bringing the perspectives of their constituents and communities to the conversation.

These leaders offered their views on:

- **priorities to address** in the next 10 years and beyond
- opportunities for **aligning investments with priorities** as draft project lists are refined by jurisdictions
- building a **shared path forward**.

What did leaders say?

Let's be bold.

Economic prosperity should not be at the expense of underserved communities.

We need to build public trust and be accountable.

It's time to pivot from information to action and leadership.

Report on community priorities

Several community leaders reported on priorities that emerged from the January 19 Community Leaders' Forum and other community transportation conversations.

Priorities include:

- Lead with equity.
- Address housing and transportation affordability and displacement in an integrated manner.
- Prioritize safety, biking, walking, and transit projects in historically marginalized communities, with a focus on people of color and households of modest means.



"At the end of the day, communities are on the ground and those same communities are the ones experiencing decisions being made."

- María Hernández, OPAL Environmental Justice Oregon

"If we are prioritizing in a way to improve the quality of life for historically marginalized people, we, in fact, will be improving the quality of life of all people."

- Martine Coblentz, member of Metro's Committee on Racial Equity (CORE)

Seven key takeaways

Leaders participated in table discussions to recommend ways for jurisdictions to refine their draft project lists to better meet the region's shared goals. What we heard follows.

1. We can make more near-term progress on key regional priorities – equity, safety, travel options and congestion.

Advancing projects that address these outcomes to the 10-year list will improve people's lives by making travel safer, easing congestion, improving access to jobs and community places, attracting jobs and businesses to the region, saving households and businesses time and money, and reducing vehicle emissions.

2. This is an opportunity to reduce disparities and barriers that exist for historically marginalized communities.

Advancing projects that improve safety and expand travel options to the 10-year list will reduce disparities and barriers, especially for people of color and households of modest means.

3. Prioritize projects that focus on safety in high injury corridors.

Advance projects in high injury corridors to the 10-year list and ensure all projects in high injury corridors address safety to reduce the likelihood and severity of crashes for all modes.

4. Accelerate transit service expansion.

Increase transit service as much as possible beyond Climate Smart Strategy investment levels. Focus new and enhanced transit service to connect transit to underserved communities to jobs and community places, in congested corridors and in areas with more jobs and housing.

5. Tackle congestion and manage travel demand.

Advance lower cost projects to the 10-year list that use designs, travel information, technologies, and other strategies to support and expand travel options and maximize use of the existing system. This will help ease congestion and keep people and goods moving safely and reliably. It will be important to ensure that lower income households are not financially burdened by strategies to make road use more efficient.

6. Prioritize completion of biking and walking network gaps.

Advance projects that fill gaps for biking and walking in high injury corridors or that provide connections to transit, schools, jobs and 2040 centers to the 10-year list.

7. We must continue to build public trust through inclusive engagement, transparency and accountability.

Leaders agreed that it is important to continue engaging the region's diverse communities in the planning and implementation of projects to achieve desired outcomes, including equity, safety, reliability, affordability and health. We should report back whether projects deliver (or don't deliver) anticipated outcomes and adjust course as needed. Improved participation, transparency and accountability with our investment decisions will help build broad support for more investment in our communities.



"We need leadership, and we need it from the people in this room. We need it from the elected officials, we need it from the business community, we need it from community leaders, and we need it from staff, because the stakes are so high."

*- Jessica Vega Pederson,
Multnomah County Commissioner*

More information

News coverage of the forum is available at oregonmetro.gov/leadershipforum4.

A report on the forum and other public engagement activities will be available in April 2018. Find out more about the 2018 RTP update at oregonmetro.gov/rtp.

Regional Investment Strategy Update

Work Session Topics

Metro Council Work Session
Tuesday, March 20, 2018
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: March 20, 2018 **LENGTH:** 45 min.

PRESENTATION TITLE: Regional Investment Strategy Update

DEPARTMENTS: GAPD, Planning, DEI

PRESENTER(S): Andy Shaw, andy.shaw@oregonmetro.gov, 503-797-1763
Elissa Gertler, elissa.gertler@oregonmetro.gov, 503-797-1752
Raahi Reddy, raahi.reddy@oregonmetro.gov, 503-797-1685
Emily Lieb, emily.lieb@oregonmetro.gov, 503-797-1921
Jes Larson, jes.larson@oregonmetro.gov, 503-442-9905

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Update Council on work toward a potential 2018 affordable housing funding measure
- Outcome: Staff responds to Council questions and receives input on next steps

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

A complete quality of life in greater Portland includes an affordable home, clean air and water, excellent access to nearby nature, and the ability to travel reliably, affordably and safely throughout the region. These basic facets of livability are closely related.

More than 2,000 people move to the region every month. As Greater Portland grows, the Metro Council has recognized the need to work together on reforms to keep housing affordable, make it easier to get around and protect clean air, water and habitat. The council also seeks to give regular people more say about how to do this – particularly those who have faced barriers or discrimination.

The Metro Council has directed staff to coordinate efforts on these issues in a single regional investment strategy. The council has specifically directed staff to develop a regional housing funding measure for potential referral in 2018, explore renewal of the Parks and Nature bond in 2019, and begin work on a regional transportation investment measure for potential referral in 2020.

Since late 2017, staff from throughout Metro have regularly updated the Metro Council on this strategy through biweekly individual briefings and monthly work sessions. On Dec. 12, staff presented the council a high-level overview of this coordinated strategy and work plans for exploring the future of regional funding in all of these areas. On Jan. 23, staff presented a draft engagement strategy for the potential housing measure. On Feb. 20, staff provided an update on the housing measure work plan and an overview of an updated work plan for a transportation measure.

The March 20 work session will focus on an update on planning and engagement in support of a potential 2018 housing measure. Councilors have recently received briefings on ongoing Parks and Nature engagement and will receive briefings on Transportation in the next few weeks; more thorough updates and discussions will be agenda items at future Council work sessions.

Housing

The need for more affordable homes crosses city and county lines and reaches every community in greater Portland. A regional general obligation bond could help build and protect affordable homes throughout the region through acquisition of properties where affordable housing could be built, and partnerships with local governments and providers to build and protect affordable homes.

As Council has discussed at past work sessions, staff are actively implementing a work plan for a potential housing measure that includes convening technical and stakeholder advisory tables; Metro-funded community partnerships; and engagement with other public and private partners. Together with technical work and research, these activities will inform staff's recommended funding measure framework for the Council's referral consideration later this spring.

As of March 19, both advisory tables have had three meetings. The stakeholder advisory table has articulated key values, including racial equity, and begun applying these values in assessing potential measure scenarios. The technical advisory table has discussed data and modeling assumptions and will continue working to incorporate stakeholder feedback into further discussions of potential scenarios. Metro staff have also met repeatedly with key community partners to discuss modeling, data, engagement, racial equity and other core elements of creating a potential housing measure framework.

Additionally, Metro has awarded more than \$110,000 to five community partners to support inclusive engagement and capacity-building around the issue of affordable housing need and opportunity. Partners are beginning their Metro-funded work, which will be completed by June 1, 2018. Staff are also developing additional engagement activities to inform staff recommendations and the council's decision-making.

At this work session, staff will update councilors on engagement and technical work, including how racial equity has been incorporated. Staff will share next steps and hear councilors' questions and feedback.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does the Council have any questions or feedback for staff on 2018 housing measure work?

PACKET MATERIALS

- Would legislation be required for Council action Yes **X No**
- If yes, is draft legislation attached? Yes **X No**
- What other materials are you presenting today?

Materials following this page were distributed at the meeting.



Metro

The background of the slide is a wide-angle photograph of a city, likely Portland, Oregon. In the foreground, there are green evergreen trees on the left. The middle ground shows a dense urban area with various buildings, including several tall skyscrapers. In the background, a large, snow-capped mountain (Mount Hood) rises above a range of forested hills under a clear blue sky.

2018 Regional Transportation Plan Refining RTP Investment Priorities

Council Work Session | March 20, 2018

Goals for Council work session



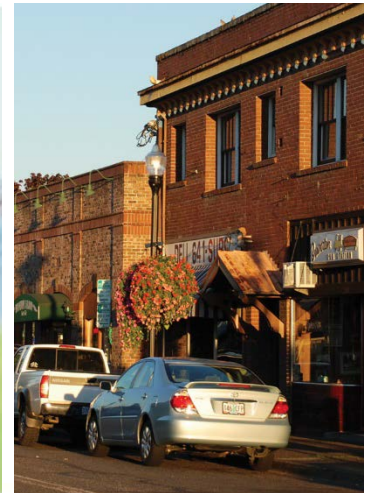
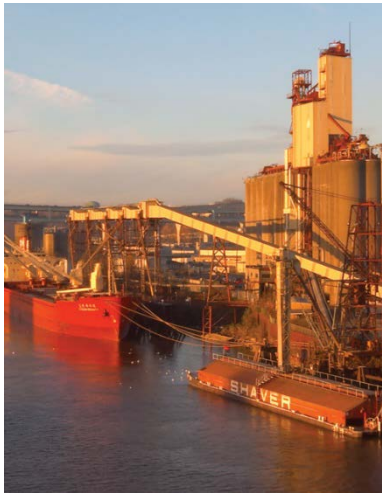
Recap of where we are and starting point for refining priorities

Recap of recent MPAC and JPACT discussions on refining investment priorities

Review of updated equity and safety maps

Seek Council direction on RTP equity focus and refining investment priorities

People and places



For more stories and stats about our changing region, visit oregonmetro.gov/snapshot

What we learned from our evaluation

Safety will be a priority in high injury corridors and communities of color

Congestion will not ease, but will be much worse without investments

The region will fall short of its adopted **Climate Smart Strategy** commitment

Affordability will improve with increased access to lower cost travel options

Not everyone will benefit equitably with improved access to jobs and community places



Regional Leadership Forum 4 Takeaways

Starting point for refining priorities

1. **Make more near-term progress on key regional priorities** – equity, safety, travel options and congestion.
2. **Reduce disparities and barriers** that exist for historically marginalized communities, especially people of color and households of modest means.
3. **Prioritize projects that focus on safety** in high injury corridors.
4. **Accelerate transit** service expansion.
5. **Tackle congestion and manage travel demand.**
6. **Prioritize completion of biking and walking network** gaps.
7. **Continue to build public trust** through inclusive engagement, transparency and accountability.

Draft 2018 RTP project priorities (Round 1 projects)

Starting point for refining priorities

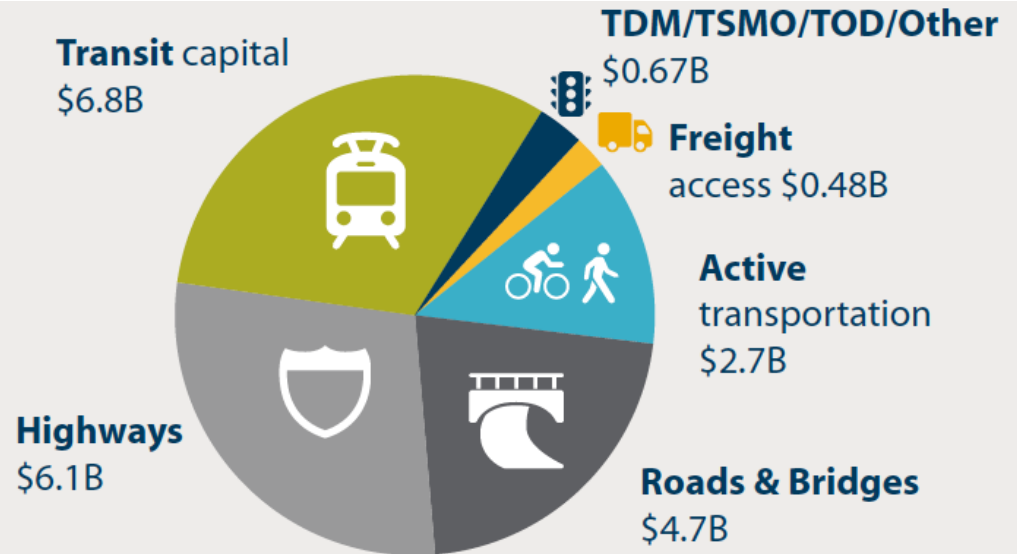
submitted by cities, counties, ODOT, TriMet, SMART and other jurisdictions from adopted plans and studies

Cost by investment category

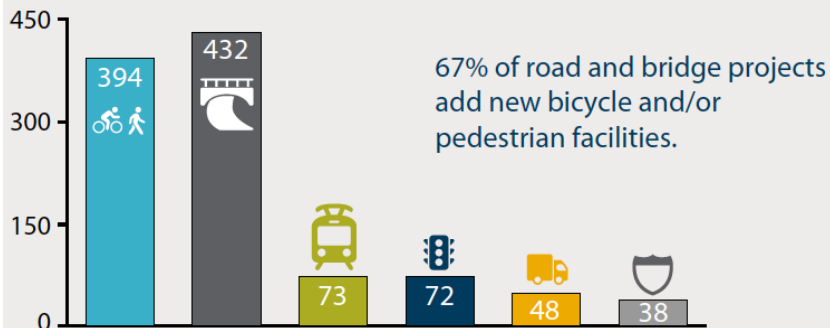
in rounded billions, 2016 dollars

Summary of all capital projects submitted for evaluation and public review. Road and transit operations and maintenance costs to be added.

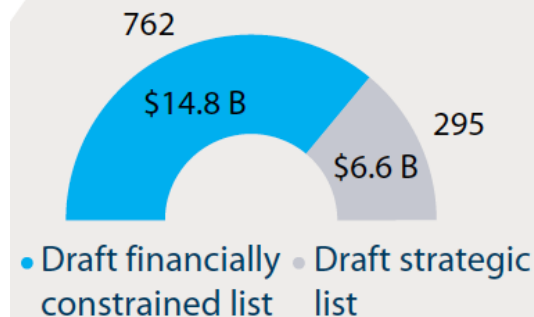
Total: **\$21.4 billion**



Projects by investment category



Capital investments



View the interactive map and download proposed projects at:
oregonmetro.gov/2018projects

Draft RTP project priorities (Round 1 projects)

Starting point for refining priorities

Summary of draft 2018 RTP Investments (all projects)

Nominating Agency	Total number nominated
Portland	225
Washington County	115
Hillsboro	100
Gresham	71
Clackamas County	47
Tigard	43
ODOT	39
TriMet	37
Beaverton	36
Multnomah County	33
Port of Portland	33
Milwaukie	33
Oregon City	33
Tualatin	32

Nominating Agency	Total number nominated
Happy Valley	25
Sherwood	24
Wilsonville	22
Lake Oswego	17
Forest Grove	15
Cornelius	14
THPRD	13
SMART	12
West Linn	11
Gladstone	3
King City	3

Durham, Fairview, Johnson City, Maywood Park, Rivergrove, Troutdale and Wood Village did not nominate projects. This does not include maintenance or transit service expansion.

Recommendation to Council

no formal action by MPAC or JPACT

Agencies are requested to **meaningfully review and refine their projects** to the extent practicable to help make more progress on key regional priorities and:

- **use the forum recommendations as direction to focus and inform project refinements** and other changes
- **submit changes by April 27**
- **summarize how updated project list makes progress on key regional priorities** – equity, safety, travel options, Climate Smart and congestion – **and local priorities**

The mechanics of how projects could be improved or refined

Add projects to Constrained list with new HB 2017 revenues or by shifting project(s) from Strategic to Constrained list

Shift project timing

Update descriptions and intent to specify project features that will improve equity, safety, travel options and congestion

Provide more specificity for bundled projects so they can be evaluated



Reporting back changes and progress

Staff will report back on project list changes and progress on these regional priorities:

- Equity
- Safety
- Climate Smart implementation
- Congestion

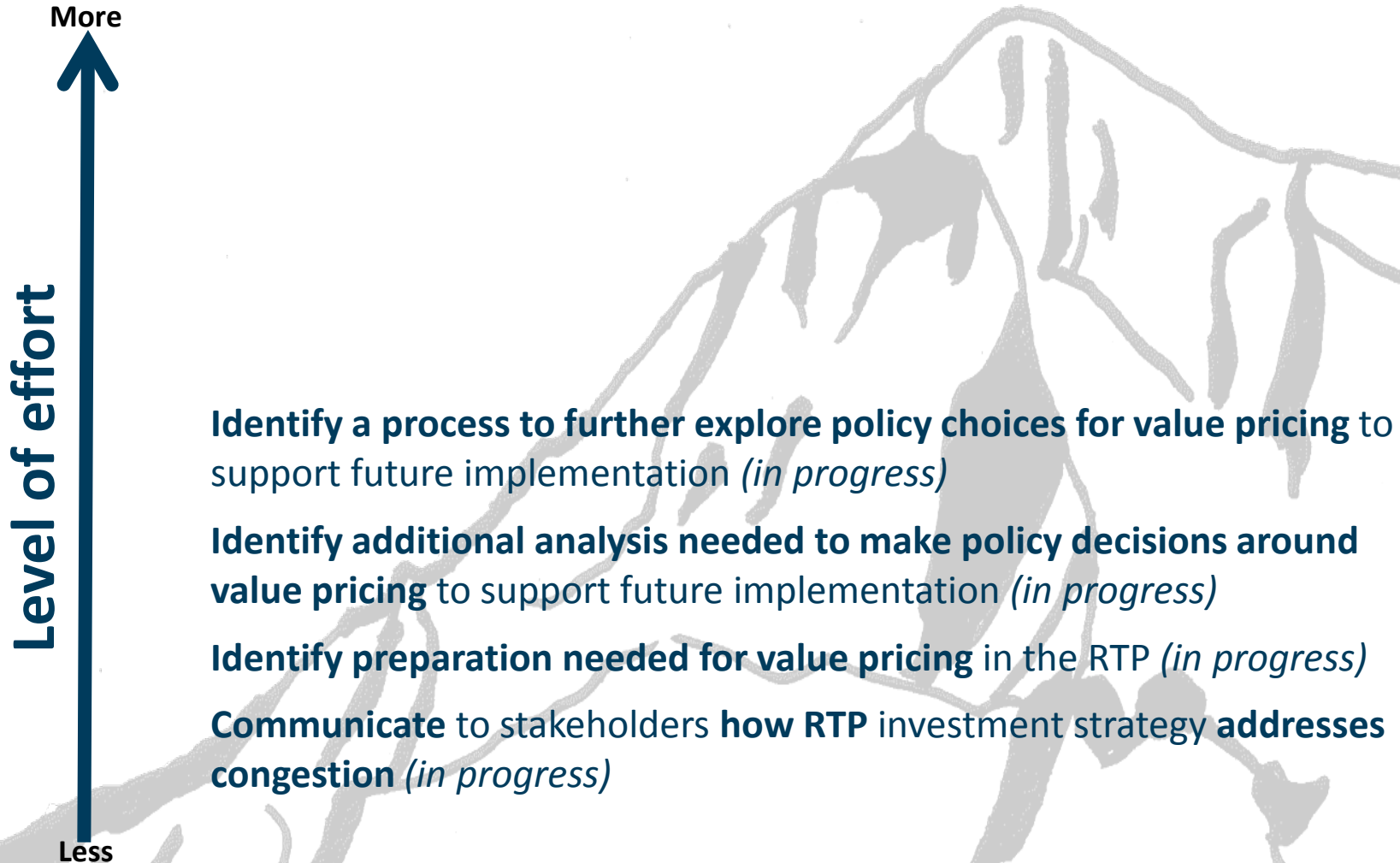


Accomplishments so far implementing previous Council direction

- ☑ Use development of the plan to **realistically communicate region's transportation funding outlook and align project lists to realistic forecast** (Dec. '16)
- ☑ Develop plan, project lists and strategies in a transparent way that **supports regional coalition building and emphasizes equity, safety and climate change** (Feb. '17)
- ☑ **Incorporate Vision Zero target and framework** in plan (Feb. '17)
- ☑ **Use vision statement**, as approved by MPAC and JPACT, to **guide** development of the **draft project lists** (May '17)
- ☐ **Emphasize safety, racial equity, and managing congestion** through specific actions as the plan is finalized (Nov. '17)

Value Pricing

11/7/17 Council direction



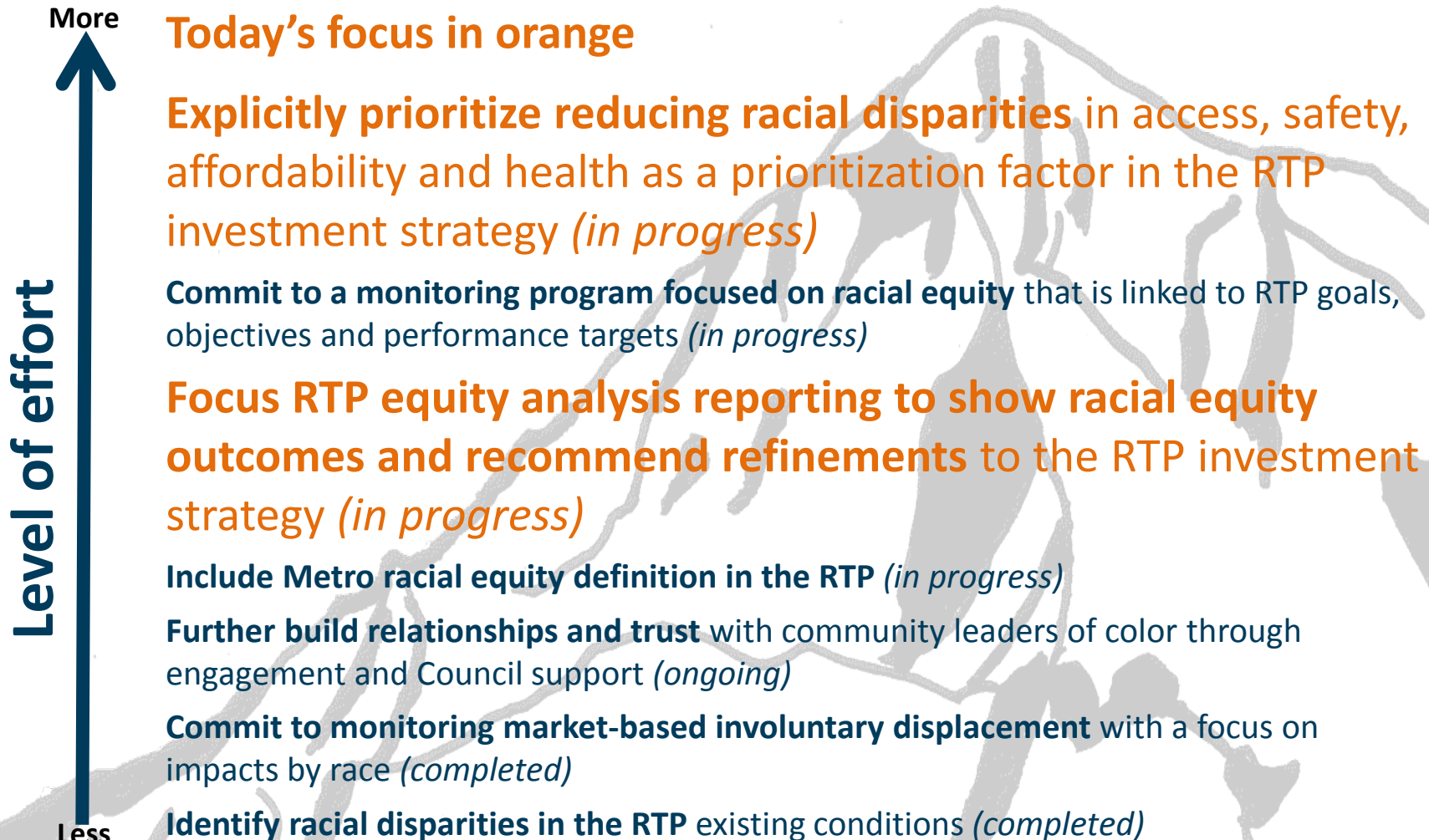
Vision Zero

11/7/17 Council direction



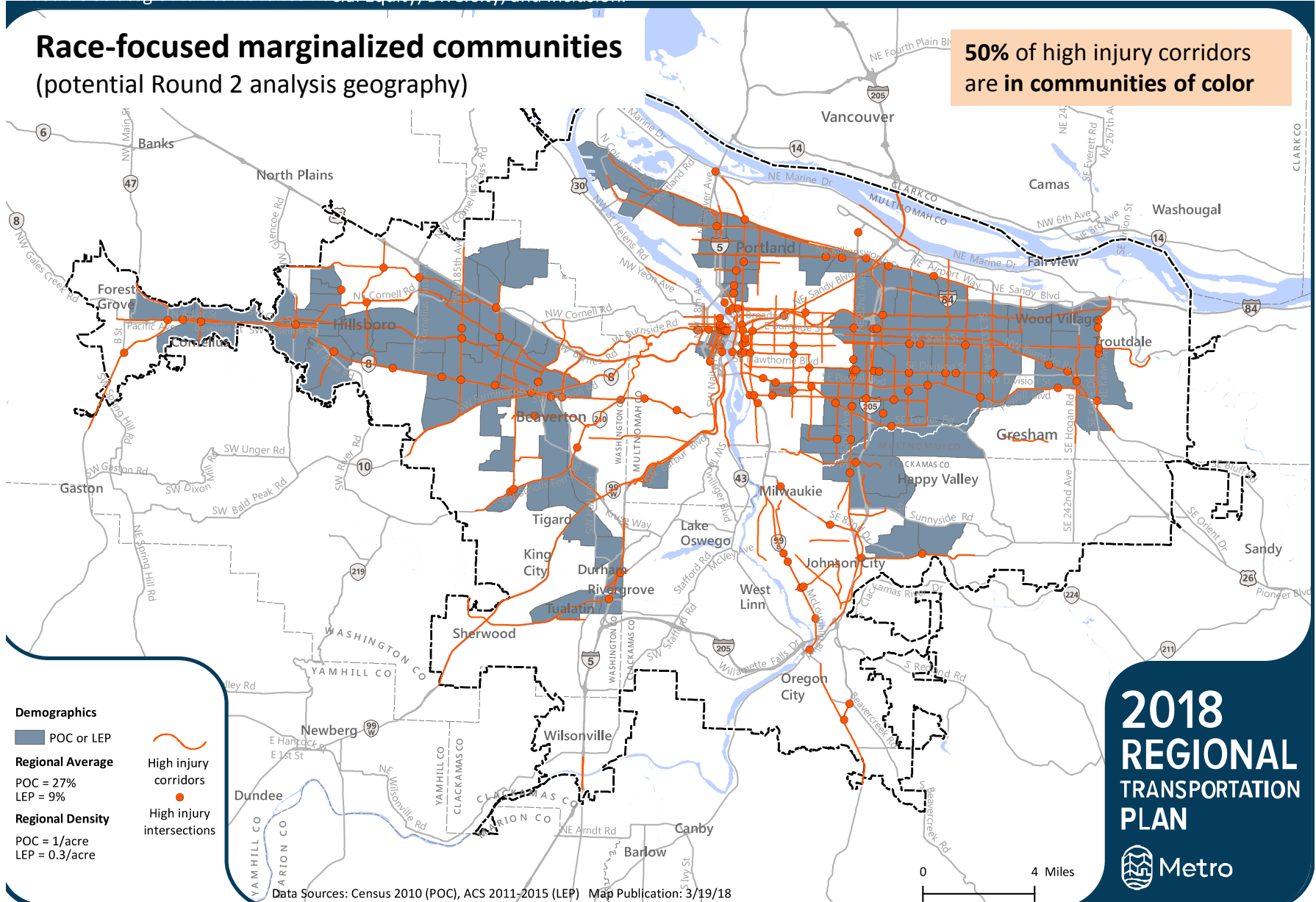
Racial Equity

11/7/17 Council direction



Race-focused marginalized communities (potential Round 2 analysis geography)

**50% of high injury corridors
are in communities of color**

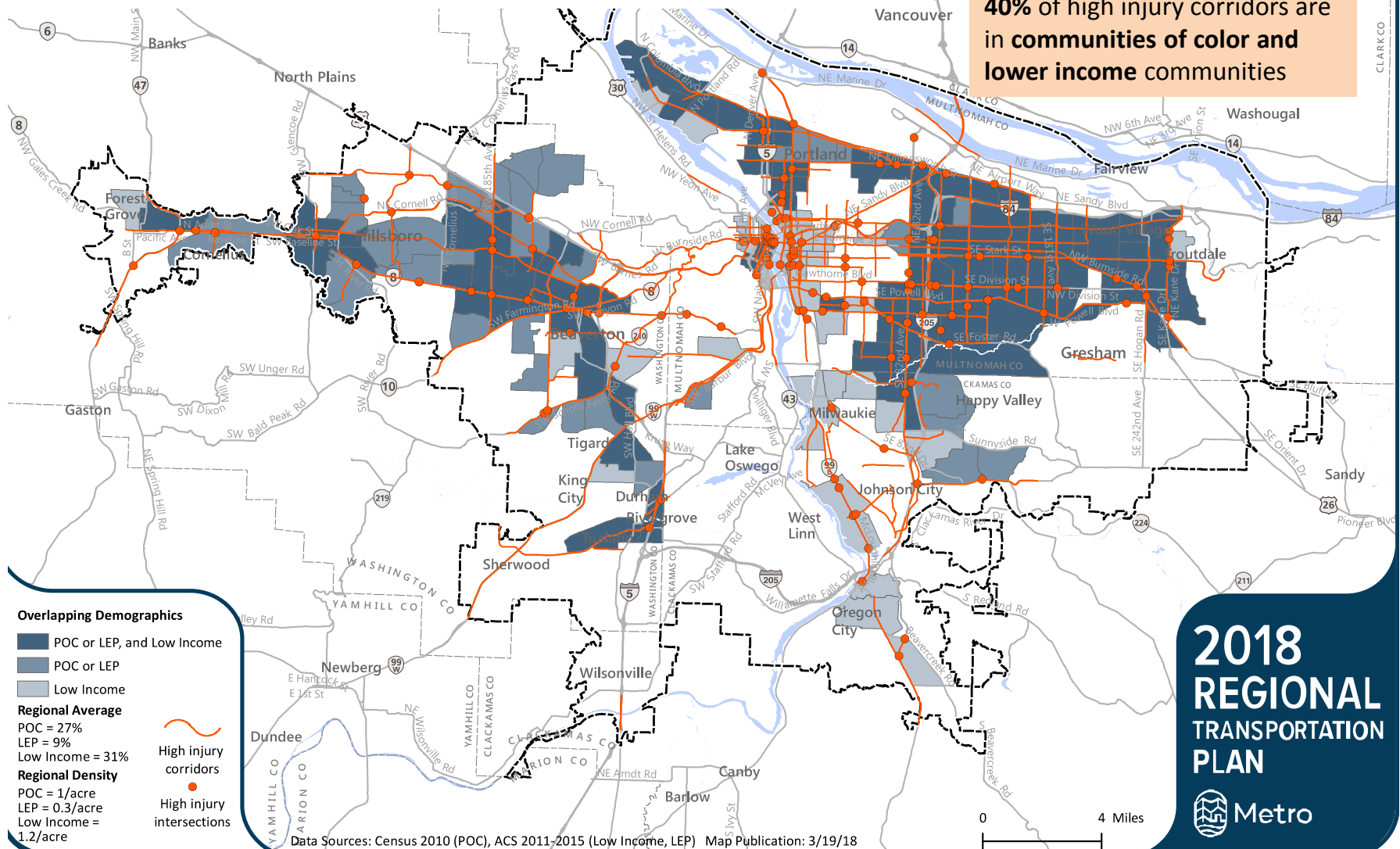


Race and income-focused marginalized communities

(Round 1 analysis geography and potential Round 2 analysis geography)

54% of high injury corridors are in **lower income** communities

40% of high injury corridors are in **communities of color and lower income** communities



Council discussion and direction

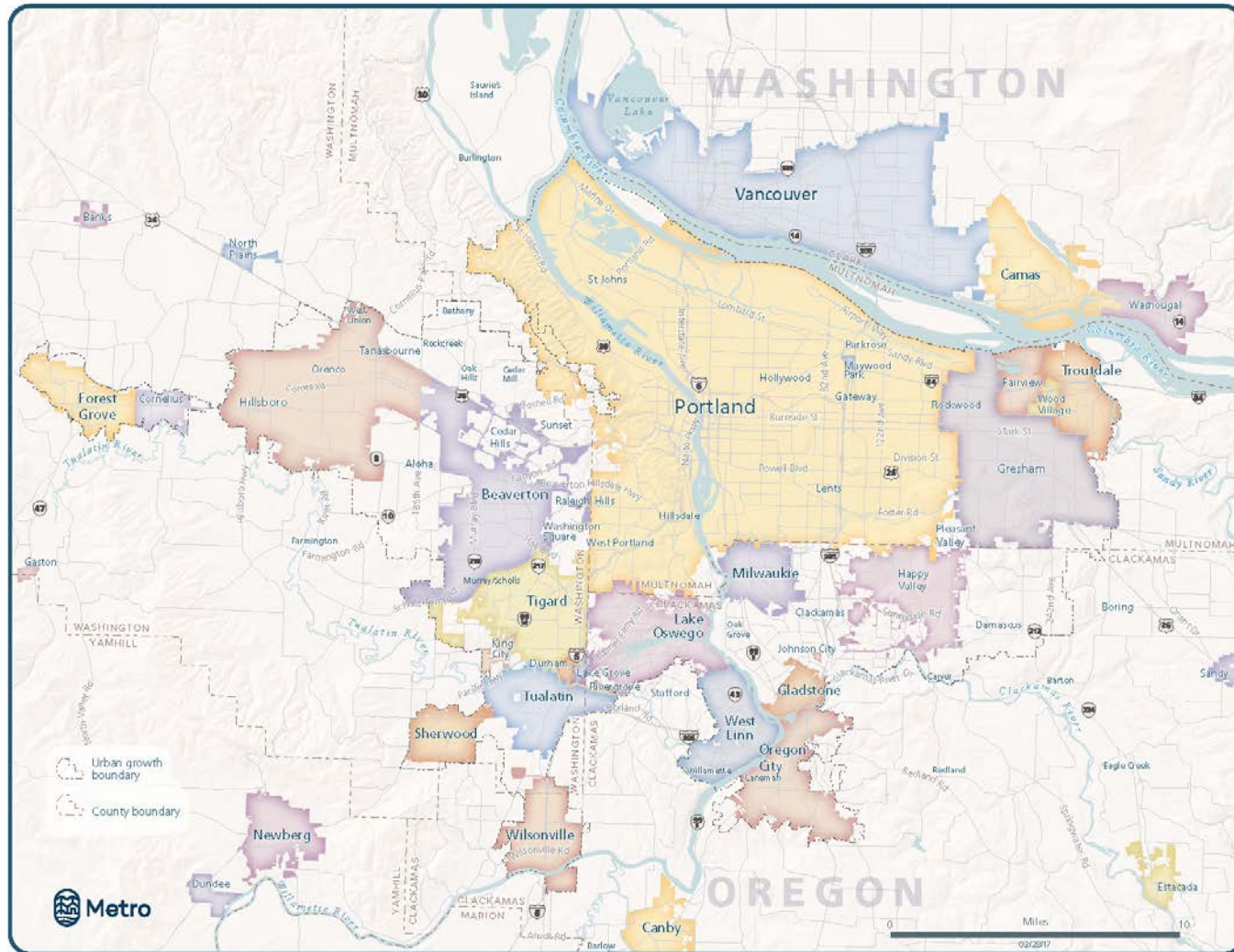


Direction on RTP equity focus
and refining investment
priorities?

Next steps

March 20	Council direction on refining projects and equity focus
March 26 to April 27	Regional partners refine project lists
April and May	Council, MPAC and JPACT review draft regional strategies for transit, safety, technology and freight and draft RTP (focus on policy and implementation chapters)
May to July	Staff evaluates updated project lists and reports back to policymakers in June and July
June 29 to Aug. 13	Public review and comment on draft plan, policies, strategies and project lists (45-day comment period)
Oct. 2018	Policy committees recommend 2018 RTP and regional strategies to the Metro Council for action
Dec. 6	Metro council considers final action on 2018 RTP and strategies

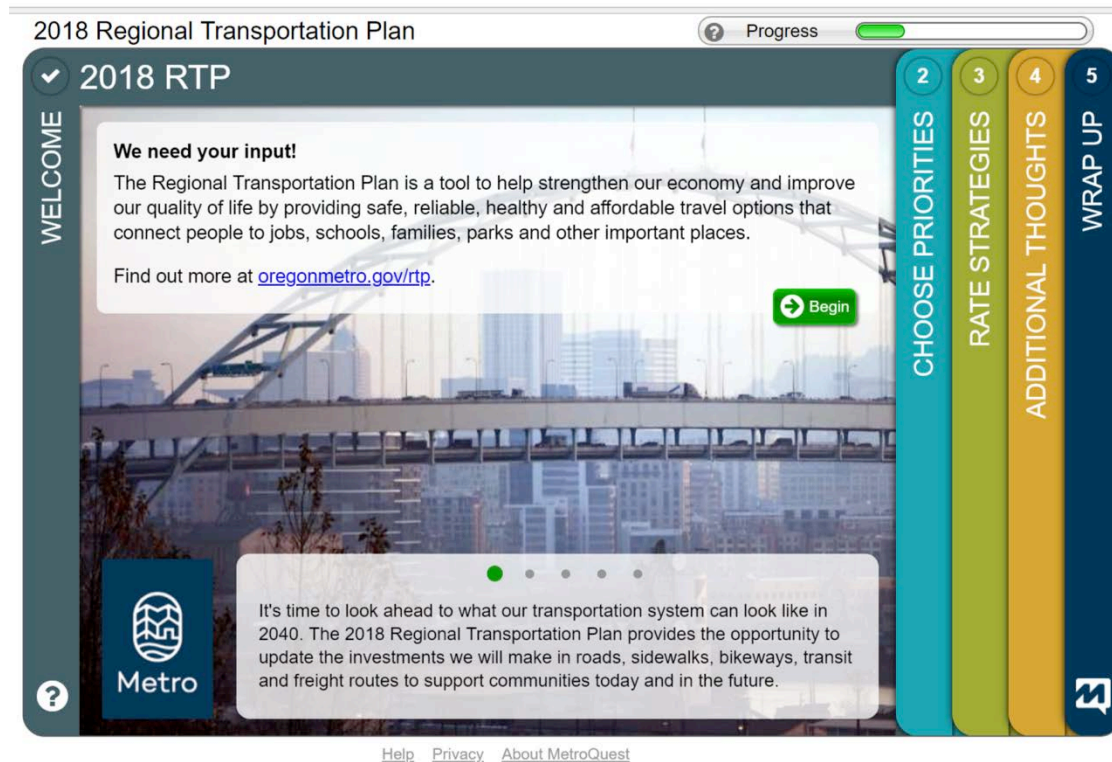
Supplemental information



What we heard from the public

More than 2,900 responses from across the region

Safety, reliability and travel options are the priority outcomes



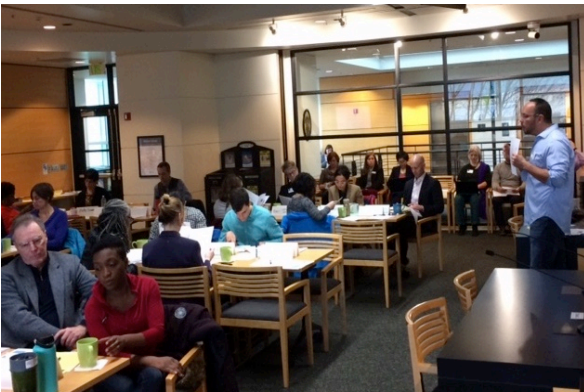
Based on responses Jan. 15 to Feb. 17, 2018

What we heard from community leaders



Lead with equity

Address housing and transportation affordability and displacement in an integrated manner



Prioritize safety, biking, walking, and transit projects in historically marginalized communities, with a focus on people of color and households of modest means

Draft investment priorities (Round 1)

Starting point for refining priorities

	10-year Constrained RTP	Full Constrained RTP	Strategic RTP
Amount of investment	\$6.3 B	\$14.8 B	\$21.4 B
Share of total investment	29%	69%	100%
Number of projects	374	762	1,057

This does not include maintenance or transit service expansion.

Transportation Equity Work Group



Engagement and outreach

4 Regional Leadership Forums

- 45 community leaders
- 30 business leaders

18 discussion/focus groups

- Partnership with DEI team
- Culturally-specific, including focus on people of color

Community Leaders' Forum

- 27 community leaders

Councilor briefings (2018)

- 10 business and community groups

Transportation equity technical work group

- 11 meetings
- 25 organizations represented

Technical work groups also convened for safety, transit, freight, performance and design

General public engagement

- 4 online surveys; 1 focused on people of color
- Social media
- Project website

2014-15 Engagement & Equity Milestones

- June 2014: Adoption of the 2014 Civil Rights Assessment with Recommendations
- June – September 2015: Partnership with DEI on 10 discussion groups with communities of color on community priorities and other topics
- June – September 2015: RTP scoping and 31 stakeholder interviews
- July 2015 – February 2016: Planning department public involvement retrospective, community of color responses
 - Included 2014 RTP, Climate Smart Strategy, 2014 Civil Rights Assessment, 2014 Regional Active Transportation Plan, Division Transit Project and Southwest Corridor public comments
- August 2015: Launch of 2018 RTP Transportation Equity work program
- August 2015 – January 2016: Transportation Equity work group briefings and recruitment
- September 2015: 2018 RTP online quick poll/scoping survey top transportation issues
- September 2015: Metro and PSU receive National Institute for Transportation and Communities grant to conduct equity evaluation research and method design

2016 Engagement & Equity Milestones

- January 2016: Launch of Transportation Equity work group
- January – February 2016: 2018 RTP online survey on trends and challenges affecting travel in the region and priority outcomes related to equity and other topics
- April 2016: Regional Snapshot on Transportation #1 with community voices
- April 2016: Regional Leadership Forum # 1
- June 2016: Partnership with DEI on 3 focus groups and 2 discussion groups with communities of color on needs and priority outcomes
- August 2016: RTP online survey focused on gathering input from communities of color
- September 2016: Regional Leadership Forum #2
- December 2016: Regional Leadership Forum #3
- November 2016: Transportation Equity work group defines key evaluation measures for beta testing in MTIP and RTP (Round 1 analysis)
- November 2016 - April 2017: Beta test of draft transportation equity analysis measures on 2018-2021 MITP Projects

2017-18 Engagement & Equity Milestones

- March 2017: RTP online survey on investment priorities and funding
- May 2017: Partnership with DEI on three 3 discussion groups with communities of color
- June 2017: Regional Snapshot on Transportation #2 with community voices
- June 2017: Transportation Equity Work Group elevates the RTP-SPARDEI intersection question
- November 2017 - January 2018: 2018 RTP Transportation Equity Analysis analysis completed (Round 1)
- December 2017: Council direction that Equity be one of three focus areas as 2018 RTP is finalized
- January 2018: Community Leaders' Forum
- January-February 2018: Councilor briefings to business and community organizations
- January-February 2018: RTP online survey on priority outcomes and top strategies to get to priorities
- March 2018: Regional Leadership Forum #4

Regional Investment Strategy

Council work session
March 20, 2018

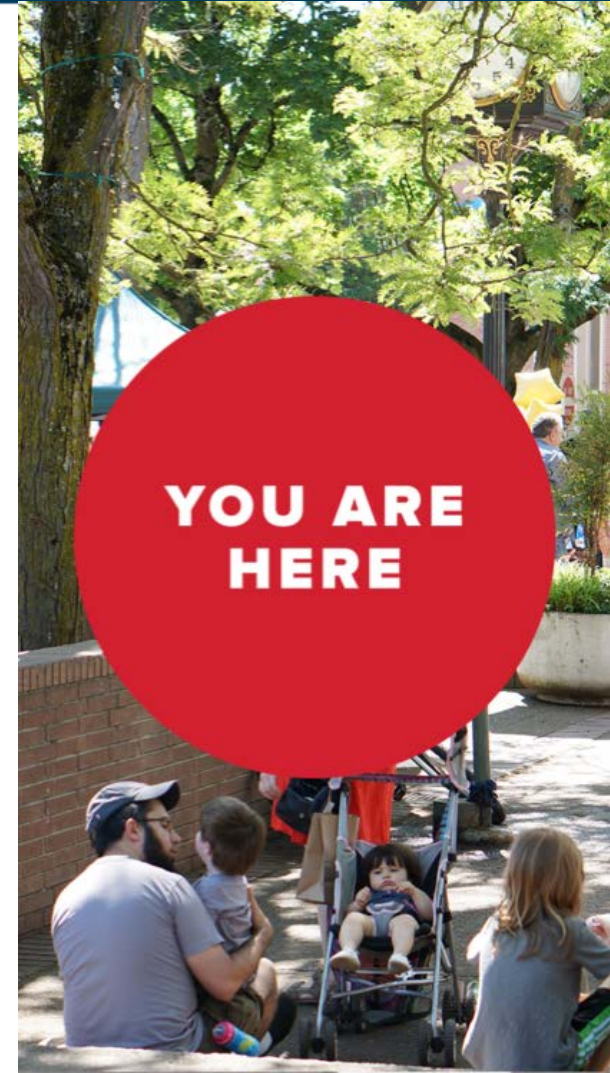


Metro



Reminder: Where we are now.

- Metro is a good steward of the things that create regional livability.
- We connect urban/rural, built/natural in one vision of a highly livable place for all.
- We must do more to protect what we value, help public investments keep up – and share benefits equitably.



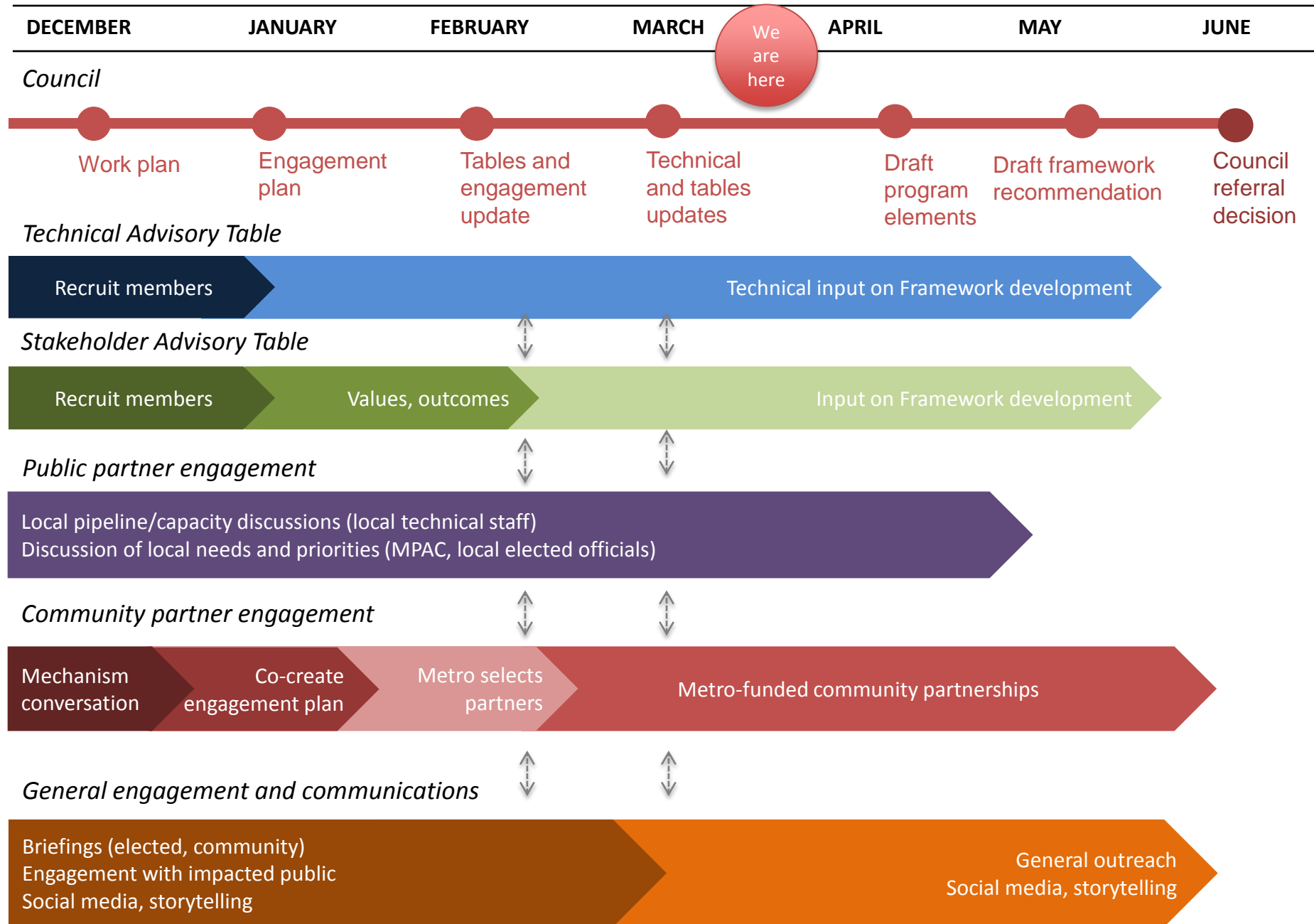
Agenda for today





DRAFT Regional Housing Measure Engagement Timeline

Draft 2/14/18



Racial equity

- Racial equity and housing
- What we've heard from advisory tables
- Putting racial equity in action



Draft Stakeholder Table values

Racial equity: Overarching value integrated throughout

People: Who to serve

- Youth, seniors, families and people experiencing or vulnerable to homelessness
- Racial equity as well as equity in age, ability, inclusivity
- Serve those least well served by market

Places: Where to invest

- Increase community access to transportation, employment, education, food and services
- Geographic diversity – regional distribution of revenue
- Support mixed-income communities and mixed housing types

Program: How to ensure success

- Ensure fiscally sound projects that permanently preserve affordability
- Accountability, community oversight

Process: How to build a successful framework

- Leverage expertise of private market and non-profit partners

Tables updates



Update on framework elements

Scope and distribution

Eligible program activities

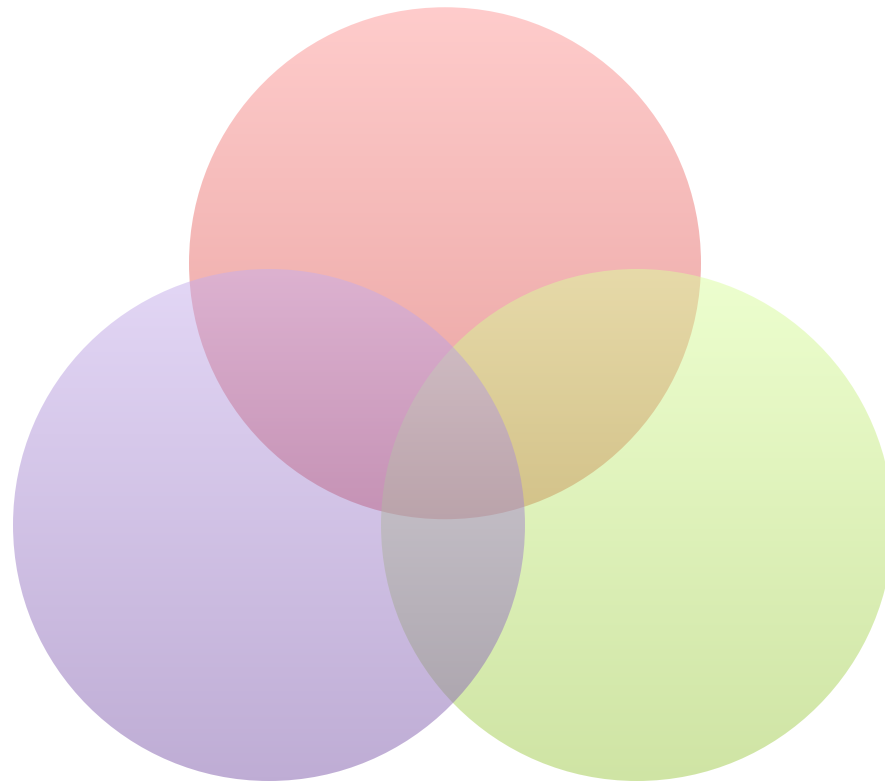
Outcomes

Accountability and oversight

Racial equity

Other implementation considerations

Public opinion



Discussion

What questions or advice does Council have for moving forward?

How can staff support Council leadership?

oregonmetro.gov



March 16, 2018

To: Metro Council
Portland City Council
Oregon Transportation Commission

From: Portland's Bureau Budget Advisory Committee

Re: Development of the 2018 RTP

Every five years, the region creates a vision for our transportation system outlining our highest priorities for the next twenty years. It was encouraging to hear a strong and clear call for a focus on equity and safety in the recent public process, including at the March 2nd Metro Leadership Forum.

If this call for **prioritizing equity and safety** is to be more than just words and meet the stated goals of the Climate Smart Strategy, the Active Transportation Plan and Racial Equity Plan, Metro Council should take seriously their responsibility to use the RTP process to guide the effective and fair use of federal funding. Meeting this responsibility will require that the Council provide clear direction to local governments, TriMet, and ODOT about how they can use the next few months effectively to improve on the Draft 2018 RTP. We think this requires clear direction on potential changes and clear documentation of these changes for public review. The current project list and investment strategy show that as a region we are not, in fact, planning to build a transportation system that will allow us meet our goals by 2040 -- most notably, our equity, safety, climate, and congestion goals will not be met without significant changes to the RTP draft project list and RTP policies.

We recommend the following actions:

1. A transformational 82nd Avenue Vision Zero equity/safety project, at a scale similar to the State's recent investment in Outer Powell, should be added by ODOT to the Constrained RTP in years 1-10.
2. The immediate actions in the RTP should call for \$2-3 million for planning and designing this transformational project on 82nd Avenue in a way that will allow for a jurisdictional transfer.
3. We are concerned that the equity analysis used at the March 2nd Leadership forum limits the effectiveness of the data to identify the impacts of investments based on race due to the inclusion of youth and seniors. We recommend that analysis is provided for first by race & english as a second language, then with the addition of low-income, and finally with children and seniors.

4. Metro should provide more specific and accessible data that documents the fact that if you live in a historically marginalized community, you are much more likely to be killed or seriously injured, while walking, biking, or driving, based on where you can afford to live.
5. Metro should provide a summary of how the RTP meets the specific measures provided to the Land Conservation and Development Commission for showing compliance with State law regarding greenhouse gas reductions. The equity community worked in partnership to establish these specific measures as part of the Climate Smart Strategy. We are saddened that a summary of performance against these measures was not included in the 82-page "Finalizing Our Shared Plan for the Region: Discussion Guide for Policymakers" used at the March 2 Leadership Forum. We think it is the obligation of Metro staff to share, for each of the 20+ measures, how close the Draft 2018 RTP comes to meeting these goals and if they cannot meet these goals how this will change the plan.
6. Metro should request that all of the projects on the High Injury Network should be reviewed and enhanced to meet safety objectives. There should be a summary of how much of the project is dedicated to safety improvements. This will allow a more effective Title VI of the Civil Rights Act "benefits and burdens" analysis on historically-marginalized communities.
7. Agencies should document all of the changes that they have made, since Metro's March 2 Leadership Forum, to better achieve equity and safety goals based on Metro's analysis and public feedback. Metro should provide a simple template so that this information can be effectively shared with all community stakeholders, including historically-marginalized communities.
8. Metro should be providing more input in the RTP analysis of the costs of housing and transportation affordability. Two of the four equity objectives identified in the 2014 RTP process included cost of housing [Objective 9.3 Housing Diversity – Use Transportation Investments to achieve greater diversity of housing opportunities by linking investments to measures taken by local governments to increase housing diversity. Objective 9.4 Housing and Transportation Costs – Reduce the share of households in the region spending more than 50% of household income on housing and transportation.] This issue has become an even bigger equity concern since 2014. The lack of a good metric for identifying how RTP projects are impacting this goal is not a good reason to be silent on the serious equity issue and its impacts.
9. The 10-year constrained project list should have an equal amount of funding for active vs. non-active transportation projects.

10. As part of the public review of the draft project list and policies, Metro should ask every jurisdiction to identify their top five equity projects.

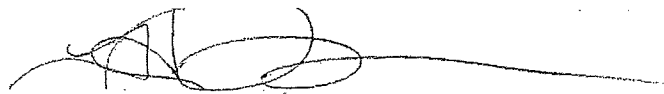
Again, it is encouraging to hear the community prioritize equity and safety, especially because Metro committed to ensuring the 2018 RTP will comply with the Climate Smart Communities Plan and will include Metro's Equity Plan.

It is Metro's responsibility, under Title VI of the Civil Rights Act, to ensure the region effectively documents the "benefits and burdens" of past investments of federal funding and analyzes the impacts that future investments will have on historically-marginalized communities.

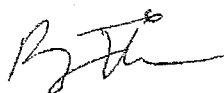
Please let us know if you cannot meet the requests of this letter.

Thank you.

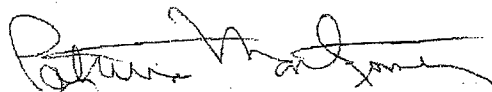
Heather Bowman



Ryan Hashagen



Patricia Montgomery



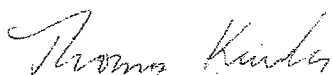
Samuel Gollah



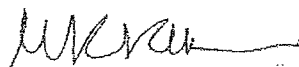
Rob Martineau



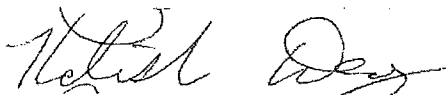
Thomas Karwaki



Molly Baer Kramer



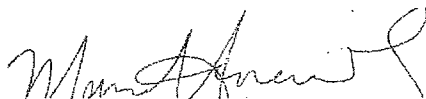
Kaliska Day



Tony Lamb



Maria Hernandez



Momoko Saunders





(SARAH LANNARONE)

Sarah Lannarone

Kevin Vandemore



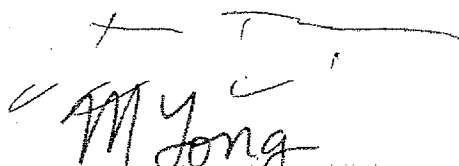
Arlene Kimura



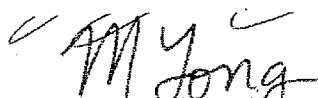
Elaine O'Keefe



Farrell Richardtz



Meesa Long





OPINION
RESEARCH
& STRATEGY

TO Interested Parties

FROM Dave Metz and Miranda Everitt
FM3 Research

RE: Results of a Survey of Metro Voters on Housing Issues

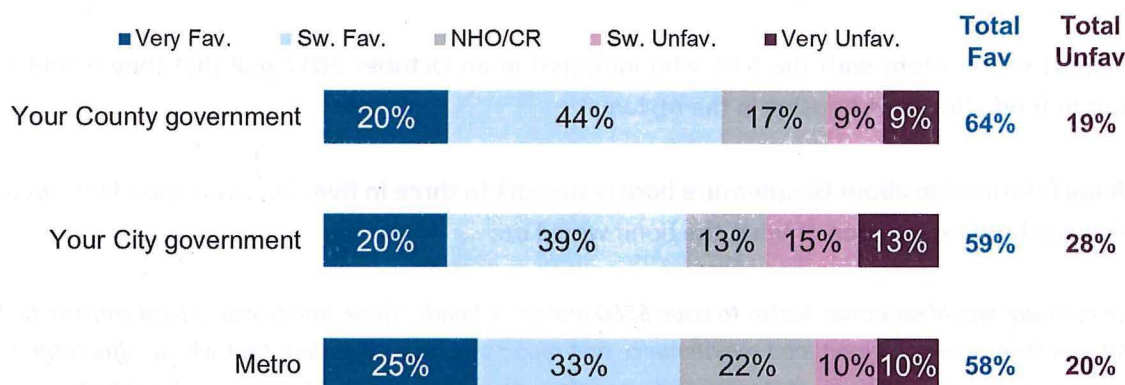
DATE March 12, 2018

Fairbank, Maslin, Maullin, Metz & Associates (FM3) recently completed a survey of likely November 2018 voters in the Metro service territory to assess their views of housing issues and a potential bond measure to address them.¹ The study found that voters are divided on the direction of the region, but have favorable views of local government. There is majority support for a \$500 million affordable housing bond measure, which increases as voters learn more about it. Nearly three in five voters are willing to pay higher property taxes of up to \$100 per year in order to fund the bond's projects.

Key specific findings of the survey include the following:

- **Voters are divided on the direction of life in the Portland area.** A narrow plurality of voters (45%) says the region is headed in the right direction, while about two in five (39%) say it's pretty seriously on the wrong track.
- **Solid majorities have favorable views of local government.** As shown in Figure 1, 64 percent view their County government favorably, while nearly three in five have favorable views of their City and of Metro.

Figure 1: Views of Local Government

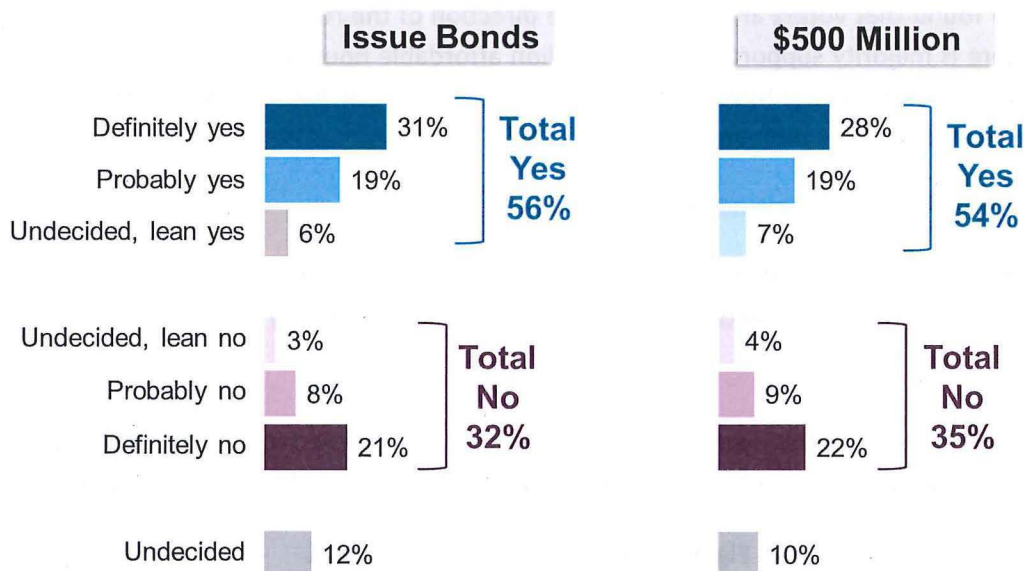


- **A majority backs an affordable housing bond measure.** Half of the survey sample heard draft ballot language for a bond measure beginning with “Shall Metro issue bonds,” while the other half heard a version that started “Shall Metro fund affordable housing” (and also specified the amount of the bonds). In each case, a majority supports the measure, with differences between the two well within the margin of error. However, for each version, about one in five are “definitely no” voters. About one in ten in each case are undecided.

Figure 2: Support for an Affordable Housing Bond Measure

*VERSION 1: Shall Metro **issue bonds, fund affordable housing** for low-income families, seniors, veterans, people with disabilities; require public oversight? If the bonds are approved, they will be payable from taxes on property or property ownership that are not subject to the limits of sections 11 and 11b, Article XI of the Oregon Constitution.*

*VERSION 2: Shall Metro fund affordable housing for low-income families, seniors, veterans, people with disabilities; require public oversight; **issue \$500 million in general obligation bonds**? If the bonds are approved, they will be payable from taxes on property ownership that are not subject to the limits of section 11b, Article XI of the Oregon Constitution.*



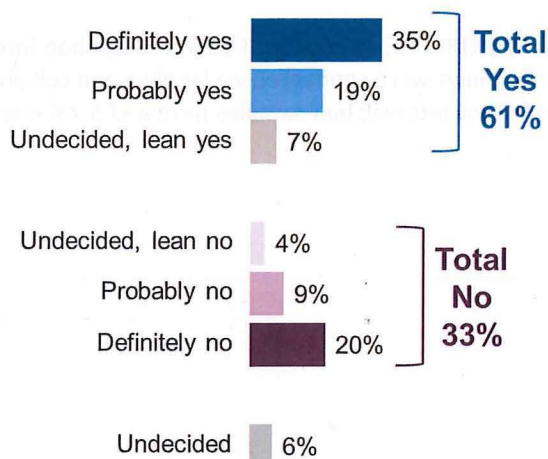
This support is consistent with the 57% who indicated in an October 2017 poll that they would support a measure to fund affordable housing in the region.

- **Additional information about the measure boosts support to three in five.** Survey respondents were offered the following brief explanation of what the bond would do:

The measure would authorize Metro to issue \$500 million in bonds. These bonds would fund construction and purchase of new housing, and maintenance and repair of existing housing, that will be affordable to low-income families, seniors, veterans, and people with disabilities in Multnomah, Washington and Clackamas counties

This information resulted in both broader and stronger support, with 61% in favor and just 33 percent opposed. More than one third (35%) indicated that they would “definitely” vote “yes” (Figure 3).

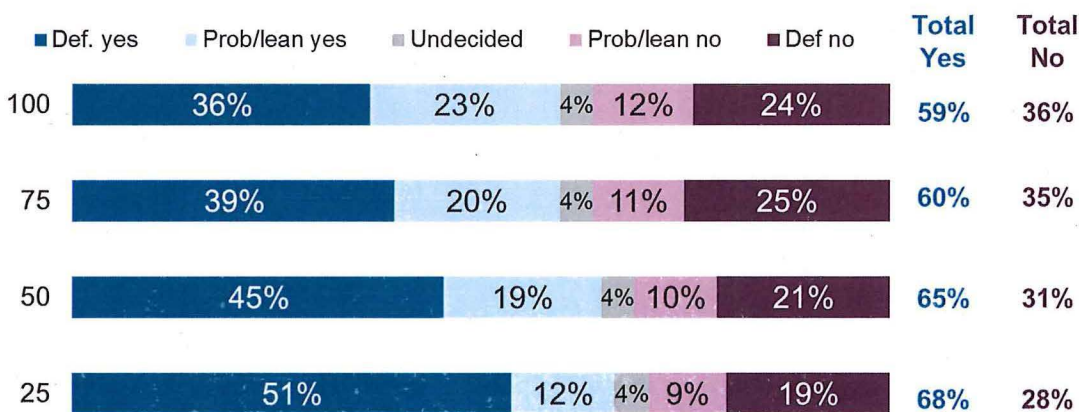
Figure 3: Support for a Bond After Explanation



- **Voters are willing to pay additional property taxes of as much as \$100 per year in order to fund the bond.** As shown in **Figure 4**, nearly three in five (59%) say they would vote “yes” on a bond measure if they knew it would cost them \$100 annually; even greater shares support lower amounts, like \$25 per year.

Figure 4: Willingness to Pay

Suppose this housing bond resulted in a property tax of \$_____ per year for five years for the typical homeowner. In that case, would you vote yes in favor of it, or no to oppose it?



In sum, Metro voters show broad and strong willingness to support a \$500 million bond measure that would add affordable housing in the region – even at an additional cost of up to \$100 per year per household.

ⁱ **Methodology:** From Feb. 27 - March 1, 2018, FM3 conducted 600 live telephone interviews with likely November 2018 voters in the Metro service territory. Interviews were conducted via landline and cell phones. The margin of sampling error for the study is +/-4.0% at the 95% confidence interval; half-samples have a +/-5.7% margin of error. Due to rounding, some percentages do not add up to 100.

March Housing Survey: Key Takeaways

Greater Portland's voters continue to demand more affordable housing. Nearly two-thirds of greater Portland voters support investing \$50 a year for five years for affordable housing. This level of voter support provides \$500 million to build, preserve and protect affordable homes. (Oct 2017 and February 2018 polls)

Greater Portland voters know wages are not keeping pace with the price of housing. They expect action to keep hardworking parents, seniors, veterans, people with disabilities and other vulnerable Oregonians from being priced out of their homes (October poll).

- Rising rents are uprooting families in the middle of the school year, disrupting the education of thousands of children and putting them behind
- More than 1 in 4 renters in greater Portland pay more than half their income for rent
- Multnomah, Clackamas and Washington Counties each need thousands of affordable homes to meet the needs of families

People in every corner of greater Portland recognize there is housing shortage – and they want action.

- Support for an affordable housing bond measure is consistent in all three of the counties that make up the greater Portland region (Oct and Feb polls)
- 84 percent of people Metro surveyed in October said housing is a serious or significant problem
- Voters believe elected officials, developers, landlords, banks, businesses, and community members should be responsible for addressing the housing shortage (October poll)

Other points

- The initial numbers (54 percent and 57 percent) on the bond questions are consistent with early polling on most funding measures. Voters need to hear a strong case for any new tax
- Many things worth doing are hard. This is about our values and who we are as a community
- The more voters learned, the more they supported a regional bond measure. When told a \$500 million bond would pay for construction and purchase of new homes, and maintenance and repair of existing homes affordable for low income families, seniors, veterans and people with disabilities, their support grew from 54 percent to 61 percent. When asked if they would be willing to pay \$50 per household per year for five years, support rises to 65 percent
- What this really boils down to is what kind of future do we want for our community?