



600 NE Grand Ave.  
Portland, OR 97232-2736

## Council work session agenda

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Thursday, January 24, 2019

2:00 PM

Metro Regional Center, Council chamber

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

**Work Session Topics:**

2:10 Regional Investment Strategy: Regional Transportation  
Investment Measure Outcomes

[19-5142](#)

Presenter(s): Andy Shaw, Metro  
Tyler Frisbee, Metro

Attachments: [Work Session Worksheet](#)  
[PowerPoint: Transportation Principles & Task Force](#)

**2:05 Chief Operating Officer Communication**

**3:40 Councilor Communication**

**3:50 Adjourn**

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកម្មប្រព័ន្ធរើសអើងសូមចុះទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://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: Regional Transportation  
Investment Measure Outcomes**  
*Work Session Topics*

Metro Council Work Session  
Thursday, January 24, 2019  
Metro Regional Center, Council Chamber

## REGIONAL INVESTMENT STRATEGY: REGIONAL TRANSPORTATION INVESTMENT MEASURE OUTCOMES

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Date: Jan. 14, 2019

Prepared by: Craig Beebe, x1584,  
[craig.beebe@oregonmetro.gov](mailto:craig.beebe@oregonmetro.gov)

Department: GAPD

Presenters: Tyler Frisbee,  
[tyler.frisbee@oregonmetro.gov](mailto:tyler.frisbee@oregonmetro.gov);  
Andy Shaw, [andy.shaw@oregonmetro.gov](mailto:andy.shaw@oregonmetro.gov)

Work session date: Jan. 24, 2019

Length: 60 min

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### ISSUE STATEMENT

The Metro Council seeks to make transformative investments that help people get around greater Portland more easily and safely. The Metro Council has directed staff to develop a regional transportation funding measure for potential referral to voters in 2020. Staff requests further Council guidance on the outcomes that the measure should advance; Council's desired role for an advisory Transportation Funding Task Force; and direction on the corridors and other areas that should be considered for inclusion in the measure.

### ACTION REQUESTED

- Jan. 24 work session: Clarify objectives and outcomes for potential transportation investment measure; Approve charge for advisory task force
- Jan. 31 work session: Identify candidate transportation corridors and other investment areas for consideration
- Feb. 7 Council meeting: Approve resolution appointing advisory task force

### IDENTIFIED POLICY OUTCOMES

The Metro Council has previously indicated its desire that a regional measure:

- Be truly regional, delivering benefits to residents and businesses throughout greater Portland's three counties and 24 cities
- Advance racial equity through the measure's development and implementation
- Reduce climate emissions to implement Metro's Climate Smart Strategy
- Support investments that make it safer, easier and faster to use a variety of transportation options
- Advance the Southwest Corridor light rail project, delivering a congestion-proof transit option to one of the region's busiest and fastest-growing travel corridors
- Bring together a wide coalition of interests and partners, as well as community members, to support a broad, bold package of investments in the region's future

### POLICY QUESTIONS

- What additional objectives or outcomes, or clarifications to those already identified, does Council wish staff to carry forward in the measure's development?

- What is the Metro Council's charge to a Transportation Funding Task Force that will advise the Metro Council during the development of a funding measure?
- Where are the corridors and other places most in need of transportation investment? (Jan. 31)

### **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

Staff will present a draft set of additional objectives and a draft task force charge for the Metro Council to discuss on Jan. 24. The Metro Council may choose to approve these, or discuss modifications or additions.

### **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

Everybody in greater Portland deserves safe and reliable ways to get to work, school, and other destinations, and back home again. However and wherever we travel, we all depend on roads, buses, trains and streets that work for many kinds of people and many kinds of trips – from commuting and moving goods to running errands and visiting friends.

Greater Portland's population is growing dramatically. Our transportation system needs to keep up. As more and more vehicles squeeze onto highways and bridges, traffic spills into neighborhoods and jamming main streets and centers, disrupting livability and making communities less safe. Buses and MAX are more crowded and less reliable, while other options like biking and walking feel unsafe to many, even for short trips. The toll is paid by all of us, in hours wasted, deliveries delayed and lives lost – with the burden disproportionately falling on communities of color and other marginalized communities.

We can and should do better. Transportation connects us all – it should also make our communities stronger.

Metro has been working for more than a year 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 residents travel today and in the future. The council has been clear that this work must place advancing racial equity and addressing climate change at its core. The council also seeks to engage a wide range of community members, partners and leaders to identify smart solutions supported by a broad coalition.

The passage of the regional affordable housing bond in November demonstrates greater Portland voters' eagerness to work together to address the critical issues we face. The Metro Council is considering a parks and nature bond in 2019 to carry Metro's work protecting and connecting nature and people into a new decade. As greater Portland faces the future, a regional transportation investment measure in 2020 could represent another significant opportunity to connect priorities and make meaningful, strategic investments that improve lives and increase opportunities throughout the region.

## **BACKGROUND**

In late 2017, the Metro Council directed staff to work with partners and the community on a coordinated regional investment strategy for affordable housing, transportation, and parks and nature, to address the challenges of growth and keep greater Portland livable.

In December 2018, the Metro Council adopted a major Regional Transportation Plan update, following years of engagement that included over 19,000 touch points with residents, community and business leaders, and regional partners. Through the extensive engagement that shaped the plan, Metro heard clear desires from residents for safe, smart, reliable and affordable transportation options for everyone and every type of trip. Built around key values of equity, climate, safety, and congestion relief, the 2018 Regional Transportation Plan recognizes that a growing and changing region needs a new vision for serving people's transportation needs.

Throughout the last year, Metro has engaged jurisdictional and community partners to begin scoping a potential regional transportation investment measure, focusing on potential priority outcomes, such as easing traffic, saving lives, improving local connections, moving goods and improving the system's resiliency. Staff discussed this approach with the Metro Council at work sessions in February and July 2018.

In early 2019, Metro and partners begin a new phase of identifying potential places and investments the measure should support. This will include the Metro Council appointment of a Transportation Funding Task Force with community leaders from throughout the region; engagement with community partners and the public, particularly communities of color; and detailed project development with agency partners.

Staff seek Metro Council's guidance on key objectives for the potential transportation investment measure, and the potential corridors and communities where transportation investment is most needed to advance these outcomes. This guidance will help provide a framework for further engagement, as well clear direction for the Transportation Funding Task Force to begin its work in February.

In work sessions on January 24 and 31, 2019, the Metro Council will discuss these issues and provide direction to staff for moving forward. The Metro Council may appoint the Transportation Funding Task Force on Feb. 7, 2019.

Staff will continue engaging the Metro Council closely in the coming 18 months to share engagement findings and Task Force recommendations, and hear the Metro Council's policy direction on options for investments, programs, oversight and implementation of the measure. The Metro Council could consider referring a measure to voters in spring 2020.

- Is legislation required for Council action? **Yes**
- If yes, is draft legislation attached? **No**

Materials following this page were distributed at the meeting.

# Regional Investment Strategy: Transportation principles & task force

Council work session  
January 24, 2019



Metro





# Regional Investment Strategy

- Affordable housing options
- Connecting and protecting nature and people
- Safe, reliable ways to get around
- A coalition for livability and equity



# Policy questions for today

Does the Metro Council affirm draft principles for the investment measure?

Does the Metro Council approve the draft charge for the advisory Task Force?



# Upcoming Metro Council discussions and decisions

Today: Council outcomes, Task Force charge

Jan. 31: Corridors for consideration

Feb. 7: Confirm Task Force



# As greater Portland grows...

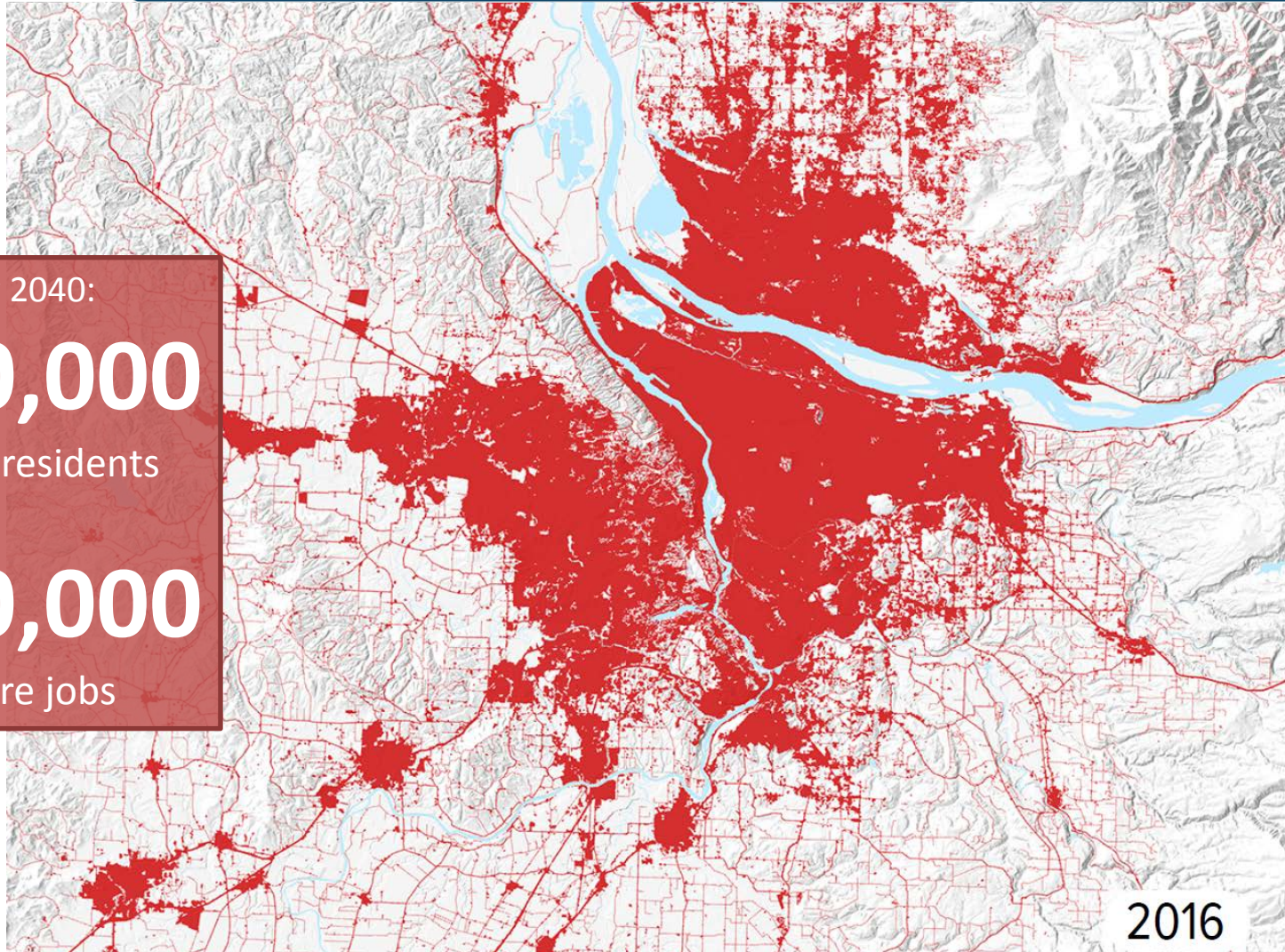
By 2040:

**500,000**

more residents

**350,000**

more jobs



# ...we all feel the impacts.

## Pedestrian killed while crossing SE Division Street in Portland

Updated Oct 11, 2018; Posted Oct 11, 2018



## Portland-area traffic congestion is still getting worse, report says

Updated Feb 6, 2018; Posted Feb 6, 2018



## New report highlights poor air quality in Oregon

by KATU News | Wednesday, July 11th 2018

ADVERTISEMENT

## STREETSBLOG USA

Podcast / Transit / Bike/Ped / Smart Growth



## Rising Rents Lead to Falling Bus Ridership in Portland

By Angie Schmitt | Nov 15, 2017 | 14

# Now is our time.

We prepared for growth.

We've leveraged federal and state resources.

But we can't rest on these laurels any longer.



# We need...

Roads, streets and transit that work for everyone and every trip

More equitable, cleaner transportation

A resilient vision that keeps up with growth and change



# Timeline overview

## 2017: Groundwork

- Discussing possible TriMet 2018 measure
- Best practices trips
- HB 2017
- Regional Transportation Plan engagement
- Council: Regional Investment Strategy direction

## 2018: Preparing

- Convening partners
- Exploring outcomes
- Engagement scoping
- Regional Transportation Plan adoption
- Housing bond

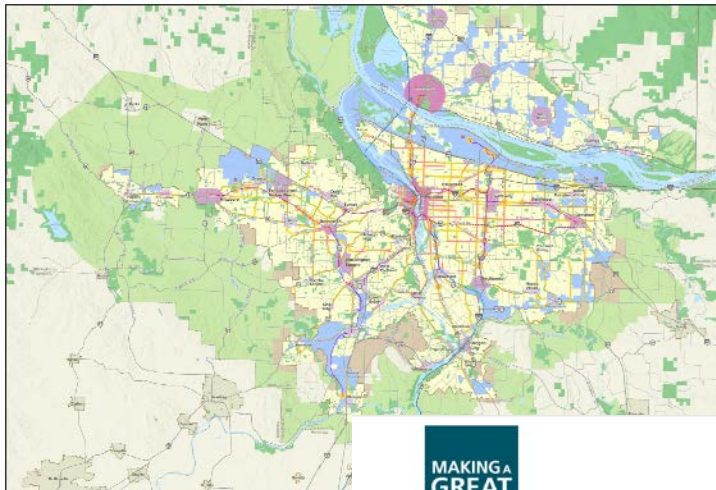
## 2019: Let's go

- Advisory task force
- Council principles direction
- Community partnerships, engagement
- Identify corridors, projects, programs
- Parks and Nature bond





# A strong policy foundation



Climate Smart Strategy  
for the Portland metropolitan region  
[oregonmetro.gov/climatestrategy](http://oregonmetro.gov/climatestrategy) 2014

A collage of various photographs showing diverse people and community events. The photos include a person with a yellow bin, a group of people at an outdoor event, a woman in a headscarf, and a group of people in a meeting. The Metro logo is in the top left, and the date 'June 2018' is in the top right. The website 'oregonmetro.gov' is at the bottom right.

Strategic plan to advance racial equity, diversity and inclusion



PUBLIC REVIEW DRAFT

## 2018 Regional Transportation Plan

A blueprint for the future of transportation in the greater Portland region

June 29, 2018

[oregonmetro.gov/rtp](http://oregonmetro.gov/rtp)

# We've been listening.

## Regional Transportation Plan

- 19,000 individual comments
- Detailed engagement with communities of color and other key stakeholders

## Four policy priorities

- Safer roads and streets
- More reliable trips
- An equitable system
- A climate-friendly system



# Investment measure: Past Council principles

- Be truly regional
- Advance racial equity
- Reduce climate emissions
- Make it safer, easier and faster to use a variety of transportation options
- Advance the Southwest Corridor light rail project
- Broad coalition

# Today's discussion: Principles

Structure  
Priorities  
Process  
Design and Risk  
Management  
Outcomes



# Today's discussion: Transportation Funding Task Force

Advises the Metro Council

Mix of elected, community, business leaders

Appointment and charge



# Principles discussion: Structure

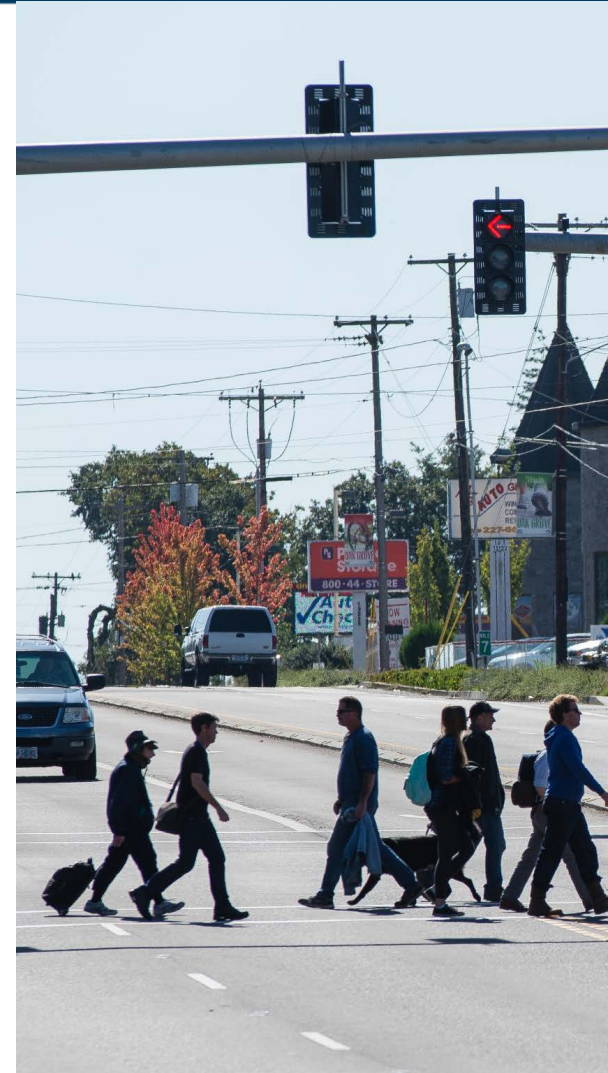
*Does Council affirm draft principles for the structure of the investment measure?*

## **Corridor definition**

Multimodal connectors between and within 2040 Centers

## **Three components of measure**

- Near-term corridor projects
- Long-term corridor investments
- Region-wide programs



# Principles discussion: Priorities

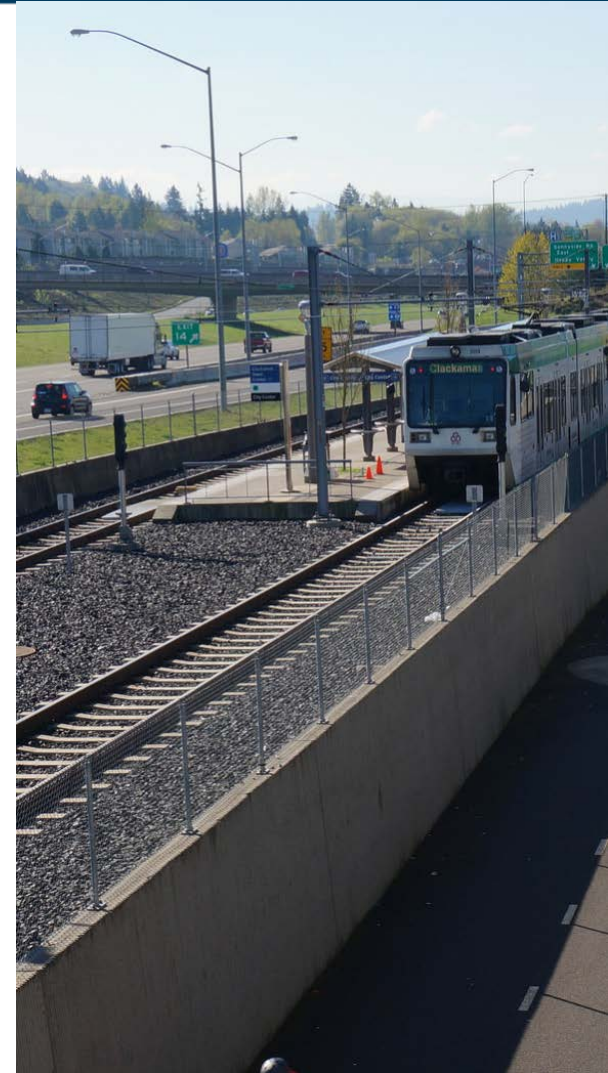
*Does Council affirm draft principles for setting the investment measure's priorities?*

Less time in traffic

Faster, safer, more affordable transit

Regional revenue for regional corridors – leverage state funding when necessary for key projects

Reflect priorities for communities of color identified in 2018 RTP engagement



# Principles discussion: Process

*Does Council affirm draft principles for the process of creating the investment measure?*

Broad coalition,  
diverse stakeholders engaged

People of color fully represented in  
decision-making





# Principles discussion: Design & risk management

*Does Council affirm draft principles for project design and risk management in the investment measure?*

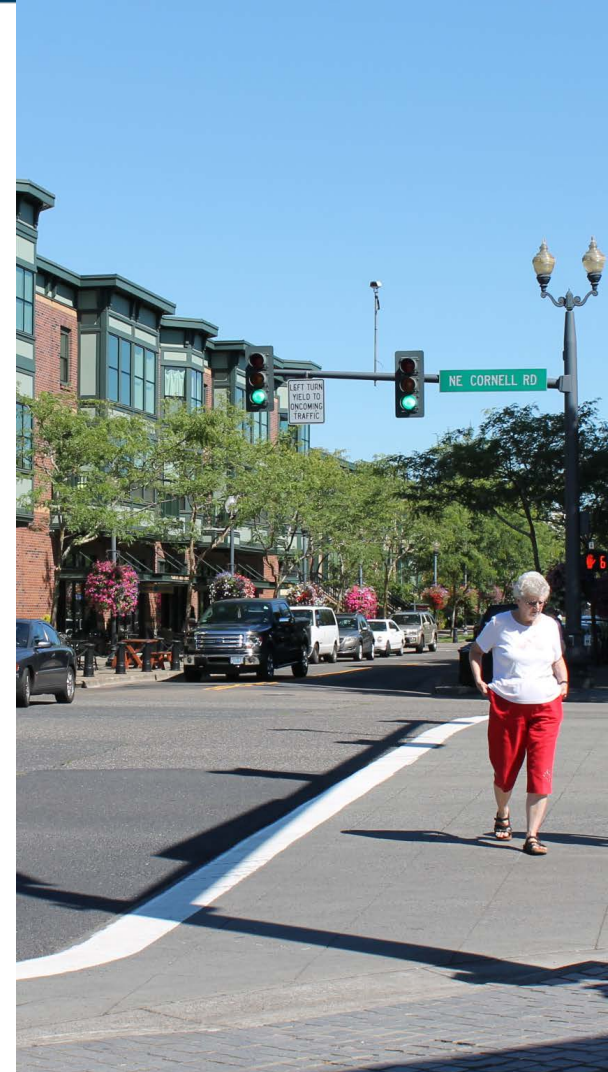
No measure funding for overruns

Regional design standards

Performance Based Practical Design

Project delivery risk assessments

Federal match assumption



# Principles discussion: Outcomes

*Does Council affirm draft principles for the assessing the investment measure's potential outcomes?*

Safety

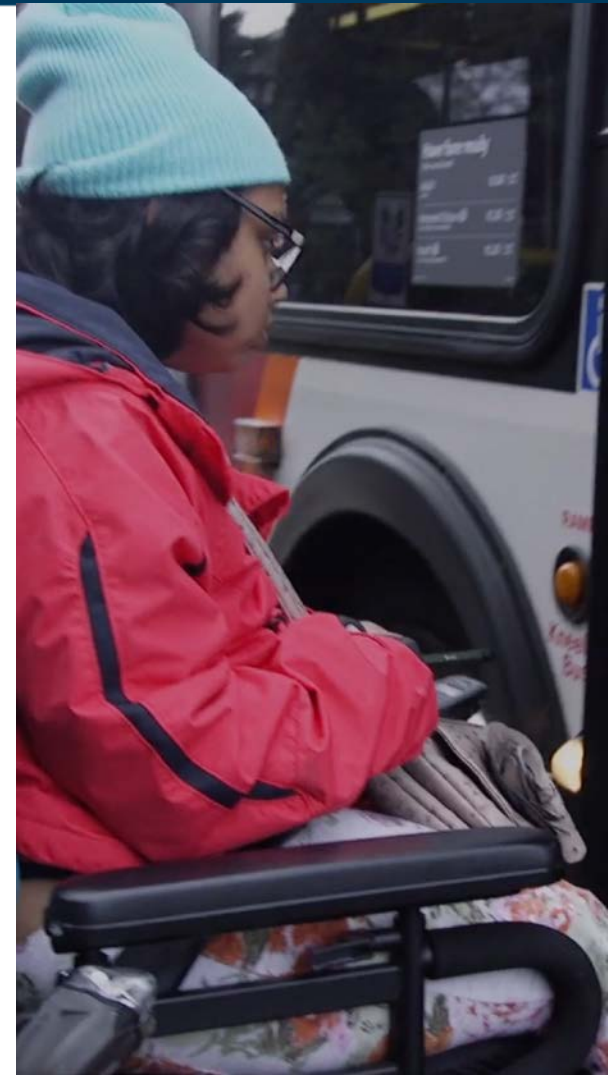
Mobility

Accessibility

Resiliency

GHG emissions

Innovation & technology



# Discussion: Task Force

Does the Metro Council approve the draft Task Force charge?



# Next steps

**Jan. 31**

Corridors for consideration

**Feb. 7**

Confirm Task Force

**February**

Task Force begins meeting

**Late March**

Council work session



**[oregonmetro.gov](http://oregonmetro.gov)**



**For Metro Council work session discussion: 1/24/19**

**Council Direction on Structure**

Council envisions a three-part structure, with two components focusing on a corridor system, and one component focusing on regionwide investments.

- Corridor Definition
  - Corridors are major multimodal connectors between and within 2040 centers, within the metropolitan boundary
- Three Components
  - Corridors
    - Short-term Project Lists: identified projects that can be built in the near-term. This should make up the majority of each corridor's funding.
    - Long-Term Corridor Investments: long-term needs on the corridor that require further development, but are needed to address long-term corridor challenges. These investments will have to meet identified criteria. This should make up a smaller portion of each corridor's funding.
  - Regionwide Investments
    - Regionwide programs to support regional goals, possibly including:
      - Regionwide intelligent transportation and smart city investments
      - Regionwide Safe Routes to Schools funding
      - Regionwide off-street trails funding
      - Regionwide reduced transit fares

**Council Direction: Priorities**

- A growing economy and a growing population mean increased traffic congestion, making it harder for people and goods to move around our region. The investment measure should prioritize investments that help manage congestion and provide people and goods with ways to get around that result in less time stuck in traffic.
- At the same time as our population is growing, our imperative to reduce greenhouse gas emissions and help prepare for a climate-change future is increasing. The investment measure should focus on making it easier, faster, more reliable, safer, and more affordable to get around by transit.
- Regionally-raised revenue should invest in regional corridors, with the expectation that the state will continue to invest in projects of statewide significance. When necessary, regional funding should leverage state funding on key projects.
- The 2018 Regional Transportation Plan engagement process, along with engagement related to Metro's equitable housing initiative, helped the Metro Council learn that the most important investments for improving outcomes for people of color are investments in transit access and service, and safety projects, and preventing displacement in areas where people of color live, work, and play. The investment measure should reflect these priorities.

**Council Direction: Process**

- The process should build a broad coalition and bring together diverse stakeholders.
- The process should align with Metro Council's Strategy to Advance Racial Equity and ensure that people of color, who are historically the most likely to be negatively impacted, are well represented in the decision-making process.

### **Council Direction: Design and Risk Management**

- Funds from the measure will not support any project cost overruns.
- Our region has many roads that act like local arterials but are actually considered part of the state system. Any regional investment on these roads will require that the roads meet regional design standards and regional needs, particularly around safety, accessibility, and transit mobility. Jurisdictional transfer from the state may be required in some situations.
- Design processes that maximize the number of people moved and minimize cost, including Performance Based Practical Design and the regional design guidelines, shall be required for capital investments and shall serve as the basis for cost estimates.
- As Council assumes the delivery risk and makes the commitment to voters to build the project, they will ask for a project delivery risk assessment of each project. That analysis will be factored into Council's project decision-making process.
- Given the volatility of the federal government, any potential light rail projects except for the SW Corridor shall assume no more than a 30% federal match

### **Council Direction: Outcomes**

- Before deciding whether or not to refer the measure to the ballot, Council will consider how the package succeeds in meeting the following performance measures:
  - Safety
    - Towards zero deaths in all modes of transportation
  - Mobility
    - Decrease in average commute times between major employment and residential centers
    - Increase in freight throughput
    - Increase in parts of the region served by transit
  - Accessibility
    - Increase in access to living wage jobs, schools, social services, open spaces
    - Overall increase in accessibility in areas with a high proportion of low-income people and people of color
  - Resiliency
    - Package overall should invest in key resiliency needs in the region
  - GHG Emission Reduction
    - Overall decrease in VMT
    - Overall decrease in GHG Emissions
    - Overall increase in transit reliability and speed
  - Innovation
    - The measure should ensure that the region continues to stay on the cutting edge of transportation planning by using emerging technologies to align with transit and improve management of the system
  - Workforce Development
    - Number of jobs created
    - Number of jobs created for people of color

Draft Transportation Funding Task Force charge  
**For Metro Council work session discussion 1/24/19**

February XX, 2019

Dear Community Leader:

We've worked for decades to create a transportation system that works for greater Portland, and been recognized the world over for our success. Yet as our growing communities grapple with congestion, cost of life, and climate change, we can't rest on these laurels any longer. Our region needs a systemic and equitable transportation action plan to make getting around easier, safer and more affordable – no matter where we live, who we are or how we travel.

This is our moment. There are many perspectives about solutions to our challenges, but we know we must work together. The Metro Council is working with partners and the community to create a transportation action plan for greater Portland, and shaping a potential 2020 regional investment measure to make it a reality. Instead of a piecemeal project list, this plan will focus on comprehensive investments in key travel corridors – the roads and transit routes tens of thousands of us depend on daily to get to work and school and home again.

**As a member of the Metro Council's Transportation Funding Task Force, you and fellow community leaders will advise the Metro Council on this work, including these questions:**

- The Metro Council has identified objectives and outcomes that the measure should advance. Are there additional objectives and outcomes that should be considered?
- What metrics should be used to measure our impact?
- The Metro Council has identified candidate corridors that could be considered for investment. Are there other places that the Metro Council should also consider?
- Based on identified objectives and outcomes, what criteria should the Metro Council use to prioritize these corridors for inclusion in a regional investment measure?
- What programs to support this vision should the Metro Council consider for an investment measure?
- What revenue mechanisms should the Metro Council consider for these investments?
- What accountability and oversight measures should the Metro Council consider?

These are serious questions. To answer them, the Task Force will rely on honest, solutions-focused dialogue. You will represent the needs and interests of your constituency and community, and bring the Task Force's decisions back to those you work with and represent.

By early 2020, the Task Force will be asked to make a final investment measure recommendation to the Metro Council. We hope every member of the Task Force can wholeheartedly support this recommendation.

Together, we can improve the lives of millions of people, moving forward to create the transportation system that serves our residents' needs for generations to come. Let's get moving.

Sincerely,

Metro Council President  
Lynn Peterson