

Metro

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Metro

Minutes

Tuesday, July 30, 2019

2:00 PM

Metro Regional Center, Council Chamber

Council work session

2:00 Call to Order and Roll Call

Deputy Council President Sam Chase, called the Metro Council work session call to order at: 2:00 p.m.

Present: 5 - Councilor Sam Chase, Councilor Shirley Craddick, Councilor Craig Dirksen, Councilor Bob Stacey, and Christine Lewis

Excused: 2 - Lynn Peterson, and Juan Carlos Gonzalez

2:05 Safety Briefing**Work Session Topics:**

2:10 Regional Congestion Pricing Study Overview

Attachments: [Work Session Worksheet](#)
[PowerPoint](#)

Deputy President Chase introduced Ms. Margi Bradway, Planning Deputy Director, to speak on the Regional Congestion pricing Study (RCPS). She also announced project manager of the new project team, Ms. Elizabeth Mros-O'Hara. Ms. Bradway gave a brief overview on the congestion pricing and value pricing project such as the scope, schedule, outcomes, relationship to other projects, partnerships.

Ms. Mros-O'Hara announce that they expected Council feedback over the next two years. She explained that congestion pricing is a price mechanism to alert drivers to external costs of their trip. Ms. Mros-O'Hara explained the importance of implementing congestion pricing due to worsened congestion conditions in the Portland metropolitan area. She cited a recent study from 2019, which found that 76% of people in the Portland metropolitan area saw congestion as a serious problem; that percentage was double the number that was reported in the 2015 study. Ms. Mros-O'Hara also explained that the region's transportation system is inequitable. She noted that low income people not only paid more for transportation, but they also endured more congestion issues than others.

Ms. Mros-O'Hara recommended that Metro would need to coordinate with other pricing efforts such as: the City of Portland Pricing for Equitable Mobility, Oregon Department of Transportation (ODOT) value pricing. She expressed that staff's goal is to understand how the Metro region could use congestion pricing to manage traffic demand to meet climate goals without adversely impacting safety or equity. Ms. Mros-O'Hara conveyed that staff anticipated the need to evaluate technical feasibility and performance of three to four different pricing tools. She explained that congestion pricing scenarios would be measured against the Region's 4 Priorities (RTP 2018).

Ms. Mros-O'Hara emphasized that reducing disparities and barriers, particularly for people of color and people with low income, was prioritized.

Staff also prioritized a plan to anticipate and minimize displacement impacts. She explained that experts in congestion pricing programs and modeling would be hired to help staff shape their study and evaluate results; findings and draft results would be reviewed by an expert panel. Ms. Mros-O'Hara added that the results of the system-wide congestion pricing study were expected to inform future discussions on implementing congestion pricing for demand management purposes in the Metro region. She expressed that staff expected this technical analysis to inform future policy recommendations and outline next steps for the purposes of evaluation and further study.

Council Discussion

Councilor Christine Lewis noted that there needed to be conversation over diversion and studying diversion impacts on communities. She also spoke about the neutrality of the ODOT process between efforts towards revenue or to manage congestion. Ms. Bradway conveyed that staff agreed with ODOT to be transparent and share materials.

Councilor Bob Stacey raised concerns that the narrative description in the staff reports did not specifically mentioned time of day variability or level of congestion variability. He also suggested that the plan could be reframed to emphasize the idea that it would restore people the opportunity to travel. Ms. Bradway explained that staff planned to research the scope and depth of ODOT's authority.

Councilor Craig Dirksen shared that he agreed with staff's values and recommendations for the project. He noted that this study needed to take place before any tolls were started. Sam Chase also commented that he would like staff to look at other jurisdictions on other places that underwent similar change in congestion pricing (like London and Singapore). Councilor Stacey noted and echoed the comment of Councilor Chase to encourage diverse stakeholders that would help form an equitable lens. Ms. Bradway reported on the Regional Congestion Pricing Study draft timeline.

2:55 2019 State Legislative Report

Attachments: [Work Session Worksheet](#)
[Final Report](#)
[List of Council Priorities with Outcomes](#)

Deputy President Chase introduced Mr. Randy Tucker, Metro's Legislative Affairs Manager, to go over the outcomes of the 2019 Oregon legislative session with respect to the Metro Council's priorities. The top priorities he mentioned were around climate, household hazardous waste, affordable housing, Urban Growth Management, and Transportation Projects. He reported that despite the turmoil of that legislative session, many major legislation passed this session, some of which were relevant to the Metro Council's agenda. Mr. Tucker noted that high-profile legislation was enacted that addressed housing, HB 2001, the "middle housing" bill, education funding and HB 3427,

the Student Success Act. He reminded council that Metro went on record to support HB 2001 despite the caveats they presented. Mr. Tucker also discussed the notable failure of House Bill 2020, the climate “cap and invest” legislation that died in the Senate.

Council Discussion

Councilor Shirley Craddick asked for there to be more of an emphasis around some of the project stewardship programs and called for more Council engagement in these issues. She expressed interests in industrial site readiness and wanted guidance on when a full program would be completed. Councilor Lewis expressed her gratitude for Mr. Tucker’s reporting throughout the session. She stated that Metro should be highly disciplined with work around the climate change bill and future sessions. Councilor Dirksen discussed the climate bill, and expressed that there needed to be discussion over the issues behind opposition to understand what changes needed to be made. Deputy President Chase discussed the missing middle legislation, as a model for the rest of the country to be able to use the infrastructure.

3:25 Regional Investment Strategy: Transportation Investment Measure
Program Concepts

Attachments: [Work Session Worksheet](#)
[PowerPoint](#)

Deputy President Chase introduced Ms. Elissa Gertler, Planning & Development Director, and Mr. Andy Shaw, Metro Government Affairs to give the Regional Investment Strategy (RIS) update. Mr. Shaw provided an update on the Transportation Funding Task Force’s work around region wide programs for a potential transportation measure package. He announced that in the fall staff would convene workshops with both community members and technical experts to further develop program concepts. Mr. Shaw explained that by late 2019, the Metro Council would bring

everything together and provide final direction on the investment package Council would like to move forward. In the winter and spring staff would focus on revenue mechanisms, accountability and oversight and other implementation factors, like IGAs.

Mr. Shaw discussed the Task Force's 9th Meeting that occurred the previous Wednesday on July 24, 2019. He shared that the Task Force looked at a larger timeline of how all the work fit together and related to Council decisions. Mr. Shaw explained that in the fall the Task Force conversation would turn to projects and the feedback from the Local Investment Teams (LIT) tour would be a part of that. He encouraged Council to attend one LIT tours from their own districts and one LIT tour from a region elsewhere. Mr. Shaw explained that staff was in the process of developing region wide programs for sustainable development and went over the planned timeline. He discussed potential region wide programs to provide stabilized, long-term funding to support regional goals, including region wide:

- intelligent transportation and smart city investments;
- safe Routes to Schools and Safe Routes to Transit funding;
- off-street trails funding;
- fare reduction programs in addition to those already funded;
- and efforts to electrify transit vehicles.

Mr. Shaw reported on Metro's coordinated spring outreach with community partners, where a series interviews occurred and community partners shared information and staff received input about decisions regarding each of the regional investment areas. Mr. Shaw reported on the online survey Metro conducted in June that asked the public about their experience on Tier One and Tier Two corridors and feedback on region wide programs based on the Council's direction. He shared that staff had over 3,548 responses

shared online by Metro, community partners and local jurisdictions. Mr. Shaw reported the top level takeaways from the survey about corridors and region wide programs priorities:

- strong focus on environment and impacts of climate change;
- move toward less dependency on single occupancy vehicles;
- safety for people walking and biking;
- and prioritize transit routes and frequency of service.

Ms. Gertler explained the shared regional vision in terms of the various programs Metro could support. She conveyed that staff envisions five to six programs with five to ten million dollars allotted to each. Ms. Gertler recounted what Metro's guiding regional policies were in reference to the type of programs they wanted to receive funding. She explained that transportation, climate, land use and development, and racial equity programs would help accomplish Metro's policy goals. Ms. Gertler explained that staff also based their programs based on performance and progress. She discussed some of the already proposed concepts around regional transportation investments, agency-specific investments, and community investments. Ms. Gertler asked Council for feedback on what they thought were the most important outcomes for region wide programs, a potential process to develop a framework for programs as well as possible program partnership models.

Council Discussion

Councilor Dirksen inquired about how to determine the difference between a capital fund and a project of the kind discussed. Ms. Gertler explained that it was dependent on the goals that Metro was trying to achieve. Councilor Lewis noted that there needed to be an emphasis on equitable distribution in reaching neighborhoods and mentioned work done around anti-displacement and community

strengthening and the multifamily housing protection.

Councilor Stacey spoke on an email he sent Council and staff the previous week about his interesting in transiting funding increases being considered as a program to expand the frequent service network so that it reaches more communities across the region with reliable frequent transit. He recommended that smart cities were least urgent or the projects presented. Councilor Craddick stated that most important project area for her was reducing greenhouse gas emissions, especially initiatives around schools. Councilor Chase also added that climate programmatic work was critical and it needed to be a high priority. He emphasized the importance of managing and adapting to rapid technological change, and that it needed to be included in the analysis around climate change and transportation. Mr. Shaw went over the timeline and Ms. Gertler noted that they would get back to Council for an update in the fall.

4:10 Chief Operating Officer Communication

Ms. Heidi Rahn, Deputy Chief Operating Officer, updated Council about the Oregon Land Conservation and Development meeting held the previous Friday, July 26, to review the Metro Council 2018 Urban Growth Management decision. She thanked Ted Reid, Principal Regional Planner, and Roger Alfred, Legal Counsel, for their attendance. Ms. Rahn updated Council on the Willamette Falls Project. She shared that the Willamette Falls Partner Group would be meeting on Wednesday, July 31. Mr. Rahn announced that the current estimate for the project is higher than initially expected; final costs of the project will not be known until 2020.

4:15 Councilor Communication

Councilor Dirksen summarized the OMPOC Board Meeting he led on Monday, July 29. He announced that they had a tour of the improvements of the Oregon Convention Center as well as the new Hyatt Regency Portland at the Oregon

Convention Center. Councilor Stacey gave a brief update on the solid waste program. He announced that staff would provide an update on the recycling situation in the Metro region in October later that year. Councilor Stacey shared that the 2019 GLEAN art installation would be on Thursday, August 1, in the evening.

4:20 Adjourn

Seeing no further business, Deputy Council President Sam Chase adjourned the Metro Council work session at 4:50 p.m.

Respectfully submitted,



Alma Pinto, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF July 30, 2019

Item	Topic	Doc. Date	Document Description	Doc. Number
1.0	PowerPoint	07/30/2019	Regional Congestion Pricing Study	073019cw-01
2.0	PowerPoint	07/30/2019	Transportation Funding Measure: Regionwide Programs	073019cw-02