

# **Metro**

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**Metro**

## **Minutes**

**Tuesday, January 14, 2020**

**2:00 PM**

**Metro Regional Center, Council Chamber**

**Council work session**

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

Council President, Lynn Peterson, called the Metro Council work session call to order at: 2:01pm

**Present:** 7 - Council President Lynn Peterson, Councilor Sam Chase, Councilor Christine Lewis, Councilor Shirley Craddick, Councilor Craig Dirksen, Councilor Juan Carlos Gonzalez, and Councilor Bob Stacey

**2:05 Safety Briefing**

**Work Session Topics:**

2:10 Regional Investment Strategy: Transportation Investment Measure

Council President Peterson introduced Mr. Andy Shaw, Director of Government Affairs and Ms. Margi Bradway, Deputy Director of Planning.

Mr. Andy Shaw introduced the Transportation Investment Measure item. He explained that staff hoped to receive direction on a packet of investments recommended by the Transportation Funding Task Force. He spoke of the unanimous consensus and majority support on the projects.

Mr. Shaw then shared a Get Moving 2020 video that included tours and interviews of the local investment team members during the summer of 2019 that shaped recommended investments to make getting around the greater Portland region safer and easier for all.

Ms. Bradway asked the Council to provide direction to proceed with four items: further project development, a risk assessment report, identifying project delivery, and an expenditure plan.

Mr. Shaw provided additional Transportation Funding Task Force feedback from the December 18 meeting. Mr. Shaw highlighted several points including a call for ongoing

information and analysis of how the overall package would advance goals in climate, vehicle miles traveled (VMT) reduction, and racial equity; the maintenance of funding for region-wide programs; and the need for regional balance.

Mr. Shaw remarked on the changes between recommendations from staff tier one and task force tier one. He shared that the most prominent of those was the Southwest corridor, which represented approximately 35 percent of the overall investment. He explained that the remaining funds would be distributed to the remaining counties, approximately 25 percent to Clackamas, 45 percent to Multnomah, and 30 percent to Washington County.

Councilor Dirksen requested clarification about how the task force recommendations differed from the original staff recommendations.

Ms. Bradway reported that the difference between the task force and staff recommendations was the addition of safety, enhanced transit corridors (ETC), transit, and trails.

Mr. Shaw reported on the task force tier one recommendations. The first project discussed was Airport Way and 82nd. He mentioned that the project gained 75 percent support for adding to the proposed project of Killingsworth and Alderwood Path.

Councilor Gonzalez requested that staff speak on the significance of mass-transit corridors for the Council.

Ms. Bradway then referred to low, medium, and high treatments in terms of mass-transit corridors. Low treatments to improve transit would include transit signal parties - which referred to signals that communicate with busses and allow them to pass through. Another low

treatment mentioned by Ms. Bradway was giving busses priority, by providing a small lane in an intersection that would allow the bus to pass through faster. A more robust high treatment, Ms. Bradway explained, would be making an entire lane for transit only.

Mr. Shaw then requested Council direction on the overall recommendations. To guide the discussion, he passed around sheets of green, yellow, and red paper for the councilors to use to demonstrate their evaluation of the recommendation. Feedback was as follows:

Councilor Stacey noted his concern on safety, equity, and climate. Specifically, his main concern centered on the Highway 212/Sunrise package that included the “Right of Way” acquisition, land usage, and financing.

Councilor Dirksen voiced the same concerns as Councilor Stacey regarding the “Right of Way” purchase. He agreed that funding should not be allocated to another unidentified alignment.

Ms. Bradway assured that staff should work with Clackamas County to figure out where the “Right of Way” construction should be. Councilor Stacey stated that this suggestion would satisfy his concern and help with his vote.

Councilor Lewis emphasized that the Highway 212/Sunrise package was needed to make an impact on dangerous intersections. She mentioned that the package would help communities who rely solely on vehicles as their mode of transportation as well as find a solution to get residents from east to west in Clackamas County.

Councilor Stacey shared his concern on how the “Right of Way” would impact residents within a local mobile home park.

President Peterson emphasized the need to move forward since the region's landowners had been waiting for a decision for over thirty years.

Councilor Gonzalez mentioned that he was most interested in transit readiness and safety improvement.

Councilor Craddick asked about the funding of the project and shared concerns about the feasibility of finances to move the project forward

President Peterson asked how local jurisdictions would be involved in determining the feasibility of funding.

Councilor Craddick raised concern about the lack of discussion for trails in Multnomah County compared to other counties.

With no additional comments from the Council, Mr. Shaw proceeded with the next package: 82nd Ave. Mr. Shaw recalled that there were 20 votes for advancing 82nd Ave and four votes of concern during a task force meeting. Ms. Bradway gave a broad overview of the project, noting that it proposed separating 82nd Avenue and Airport Way to reduce auto congestion. Feedback was as follows:

Councilor Dirksen inquired about how much of the \$35 million investment would leverage Port of Portland dollars and what percentage would represent Metro's contribution to the total project.

Councilor Chase expressed his desire to explore alternate options that would address climate, equity, and safety goals. Additionally, he wanted to understand the concerns of those who voted against each project in the task force. Lastly, he requested for an overall deeper analysis on each

project.

Councilor Gonzalez requested more information on the concerns of the task force, the proposed outcomes for the project, and expected trips to and from PDX over the next decade.

Councilor Craddick expressed concerns about the project, noting that it would increase and promote auto-trips and CO2 emissions. She questioned if Port of Portland had analyzed how they could reduce vehicle usage.

Councilor Stacey urged the importance of addressing greenhouse gasses, equity, and safety. He expressed opposition to the building of a flyover that would add road capacity for more auto-trips.

Instead, he favored the possibility of a targeted congestion pricing strategy. He also strongly suggested alternative options, noting that he could not vote for the package as it stood.

Councilor Lewis requested more information on double-tracking the Red Line. She stressed the importance of conversations surrounding port traffic, jobs, and the Red Line improvement.

The last project discussed was the Clackamas to Columbia Corridor (C2C), which received majority support, but not enough to meet the task force requirement. Ms. Bradway provided an overview of the project, noting that the proposed project would invest \$150 million in the north south connector between the City of Happy Valley and the Columbia Corridor. The feedback was as follows:

Councilor Dirksen supported the idea of connectivity, as it would create a unified route from north to south that would

then lead to major growth within the area. He questioned if connectivity was brought to attention during the task force meeting.

Councilor Stacey would strongly support providing the City of Happy Valley with the resources to ensure progression towards walkable, bikeable, and transit accessible streets.

President Peterson stated that a small corridor plan was needed to support the City of Happy Valley's efforts.

Councilor Lewis brought attention towards the work already in progress by the City of Happy Valley.

Councilor Gonzalez stressed the importance of working collaboratively on the project to avoid the mishaps of TV highway that led to inadequate sidewalks, bike lanes, and access to transit that negatively impacted communities around that corridor.

Councilor Craddick inquired if VMT has been measured. Ms. Bradway responded, stating that it would be difficult to measure, but that she would ask the research team.

President Peterson suggested that it would be significantly more important to question what choices were given to individuals in the region to move around for local trips.

Councilor Chase raised concern over the additions to each project in terms of funding. He explained that it would make it difficult to pass on the ballot. Of the 13 projects, Councilor Chase argued that the C2C corridor should be dropped from the overall package.

Councilor Dirksen was in support of the project as it would improve the region. Additionally, he mentioned that it was critically important to prove that the project would benefit

the majority of individuals living within the region.

President Peterson recommended that at least an 80% Council consensus was needed.

Councilor Stacey emphasized that he supported access to the airport but did not agree with the fly-over.

Mr. Shaw provided a brief timeline of the Transportation Investment Measure, including a public hearing scheduled for January 13, future work sessions, program direction beginning in April, and development of the ballot measure language and title in late spring.

**3:10 Chief Operating Officer Communication**

There was none.

**3:15 Councilor Communication**

Councilors provided updates on the following item: the Skanner Dr. Martin Luther King Jr. Breakfast at the Oregon Convention Center

**3:20 Adjourn**

Seeing no further business, Council President Lynn Peterson adjourned the Metro Council work session at 3:48 p.m.

Respectfully submitted,



Diadira Pedro-Xuncax, Council Policy Assistant