

Metro

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Metro

Minutes

Tuesday, November 15, 2022

10:30 AM

<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
929-205-6099 (toll free)

Council work session

Call to Order and Roll Call

Deputy Council President Lewis called the Work Session to order at 10:30 a.m.

Work Session Topics:

10:30 2023 RTP: Equitable Funding Research Report

Attachments: [Staff Report](#)
[Attachment 1](#)

Deputy Council President Lewis introduced Margi Bradway (she/her) to present on the topic.

Bradway introduced the Project Manager Lake McTighe, as well as Theresa Carr and Aria Wong from Nelson\Nygaard.

Staff pulled up the Equitable Transportation Funding Presentation to present to Council.

The presentation overviewed the Equitable Transportation Funding Research Report, a report developed to support the 2023 Regional Transportation Plan's (RTP) focus on equity. The report provides an inventory of existing, emerging, and potential revenue sources for transportation, as well as illuminating how revenue collection and disbursement may contribute to transportation inequities. McTighe explained that the results of the report will be used to recommend equitable funding for projects and policies, particularly those included in the 2023 RTP. Carr then transitioned into discussing the outcomes of the report, which sought to answer what communities are benefitted or burdened by revenue collection and how revenue collection can be balanced to address inequities. The report revealed that transportation planning and funding practices disproportionately burden and harm low-income households, people of color, and people with disabilities in

regards to access, commuting times, and opportunity. Wong provided a revenue analysis, stating that local and regional funding encompasses the vast majority of funding for transportation planning, with federal and state sources contributing significantly smaller shares of revenue. Wong proceeded to highlight that certain revenue sources, mainly motor fuel taxes, transportation system development charges, and property taxes have a disproportionate burden on low-income individuals. The presentation concluded with staff overviewing several policy recommendations to improve equity outcomes in the region's transportation system.

Council Discussion

Councilor Nolan questioned if the presenters considered the inevitable revenue decline from gas taxes in their recommendations given that there will likely be a significantly higher proportion of electric vehicle usage by 2045.

McTighe clarified that this report does not provide funding strategies for the recommendations it produces. Bradway stated that it is difficult to begin to plan future policy around technological change given that advances to technology tend to trend with federal leadership.

Councilor Nolan staff's claim. They challenged the presenter's definition of equity, stated as an absence of barriers to transportation, expressing that equity can only be achieved through proactive investments.

Councilor Rosenthal firstly asked how "high-income" and "low-income" were defined in the report. He then returned to Councilor Nolan's question regarding electric vehicles,

noting that these vehicles can produce negative externalities such as additional wear-and-tear on roadways and battery disposal. He questioned if there is any policy recommendation for balancing the positive aspects of electric vehicles with their negative externalities.

Carr clarified that the analysis provided in the presentation operated using the term “low-income” to define individuals whose annual salary places them below 150% of the poverty line. This threshold was set to ensure that individuals who may fall above the poverty line but still struggle to afford transportation options are properly accounted for. She stated that outliers on the high end of the scale were not removed from analysis.

Councilor Craddick spoke to the importance of securing funding for transit as a higher proportion of low-income individuals use transit than high-income earners, as well as transportation costs disproportionately affecting low-income communities. She commented that we need to push for a subset of transportation funding for roads to be reallocated to transit as transit is the only viable path to reach the equity and climate goals of the region.

Bradway overviewed the federal gas tax restrictions, explaining that revenue from gas taxes cannot directly be used to fund transit. She stated that highway tolling funds may be able to be used for transit depending on how the tolling is structured.

Councilor Hwang cautioned against relying on fees and fines as a major source of revenue, citing several equity and infrastructural problems this revenue stream generates.

Deputy Council President Lewis began by commenting that

the 2023 RTP is the last regional transportation plan that should rely on gas taxes as a major source of revenue. She asked the presenters to speak on how Oregon differs from comparable cities, particularly in regards to congestion tolling.

Carr stated that because Oregon has not yet implemented significant congestion tolling that there is a great deal of opportunity for the state to proactively shape its transportation system. She also highlighted the vehicle miles traveled (VMT) system of measurement as another key area in which Oregon is taking a forward-thinking approach to transportation planning.

Councilor Craddick questioned if a set percentage of tolling revenue can be requested to prevent diversion, or if this quantity of money will need to be consistently fought for.

Bradway firstly clarified that tolling revenue would be subject to federal restrictions that prevent their direct usage for transit. She noted that ODOT has been reluctant to discuss setting aside a specific percentage of revenue from congestion pricing.

Councilor Rosenthal asked about the viability of a fare-free transit system, commenting that this approach would likely improve equity outcomes at the burden of those who do not utilize transit.

Carr stated that there is equity benefits across the board associated with fare-free transit systems, noting that the viability of such practices is dependent upon the individual circumstances of the city and transportation landscape.

Councilor Hwang expressed his concerns that shifting

transportation heavily with technology may result in certain communities being alienated and excluded from the system. He asked the presenters how preventative steps can be taken in the planning process to ensure that all groups in the region can access transportation regardless of their income or familiarity with technology.

Wong stated that their research has shown that local jurisdictions are aware of the possibility that technological changes may harm access to the system and are actively working to correct for this.

Seeing no further discussion on the topic, Deputy Council President Lewis moved on to the next agenda item.

11:15 Chief Operating Officer Communication

Marissa Madrigal provided an update on the following events or items:

- Metro’s community campaign auction is now live.
- The Pride EOG is hosting a trans day of remembrance.

11:20 Councilor Communication

Councilors provided updates on the following meetings and events:

- Deputy Council President Lewis stated that the Supportive Housing Services Oversight committee met on November 14th, in which the committee reviewed the first annual report.
- Councilor Rosenthal noted that Washington County will have four new mayors.

11:30 Adjourn into Executive Session

There being no further business, Deputy Council President Lewis adjourned the Metro Work Session at 11:55a.m.

Respectfully submitted,

A handwritten signature in black ink that reads "Jeff Kain". The signature is written in a cursive style with a large, stylized initial "J".

Jeffrey Kain, Legislative Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE WORK SESSION OF NOVEMBER 15, 2022

Item	Topic	Doc. Date	Document Description	Doc. Number
1.0	PowerPoint	11/15/2022	Equitable Transportation Funding Presentation	111522cw-01