

# Metro | *Agenda*

**Meeting:** Metro Council Retreat  
**Date:** Tuesday, August 30, 2016  
**Time:** 1:00 p.m.  
**Place:** Expo Center, Room D201  
2060 N Marine Dr, Portland, OR 97217

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1. RETREAT OVERVIEW AND INTRODUCTION
2. BACKGROUND AND REVIEW
3. TIMELINES AND OPTIONS
4. COUNCIL DISCUSSION
5. NEXT STEPS
6. ADJOURN

# Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at [www.trimet.org](http://www.trimet.org).

## Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1890 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

## Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) або Якщо вам потрібен перекладач на зборах, для задоволення вашого запити зателефонуйте за номером 503-797-1890 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

## Metro 的不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1890（工作日上午8點至下午5點），以便我們滿足您的要求。

## Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullamada dadweyne, wac 503-797-1890 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

## Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1890를 호출합니다.

## Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、[www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。までお電話ください公開会議で言語通訳を必要とされる方は、Metroがご要望に対応できるよう、公開会議の5営業日前までに503-797-1890（平日午前8時～午後5時）までお電話ください。

## សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលក្ខណ៍រើសអើងសម្រាប់សេវាសេវា [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

## إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإبداء شكوى ضد التمييز، يرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1890 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

## Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1890 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan. Notificación de no discriminación de Metro.

## Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Si necesita asistencia con el idioma, llame al 503-797-1890 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

## Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1890 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

## Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1890 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

## Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1890 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lw m ua ntej ntawm lub rooj sib tham.



Materials following this page were distributed at the meeting.

# ROAD TRIP!

*The journey continues*

**Metro Council Retreat  
August 30th, 2016**

# QUESTION FOR TODAY

- What is the Metro Council position on RFFA bonding?
  - Support current TriMet proposal
  - Support modified TriMet proposal to include ODOT contribution
  - Oppose bonding for anything other than HCT

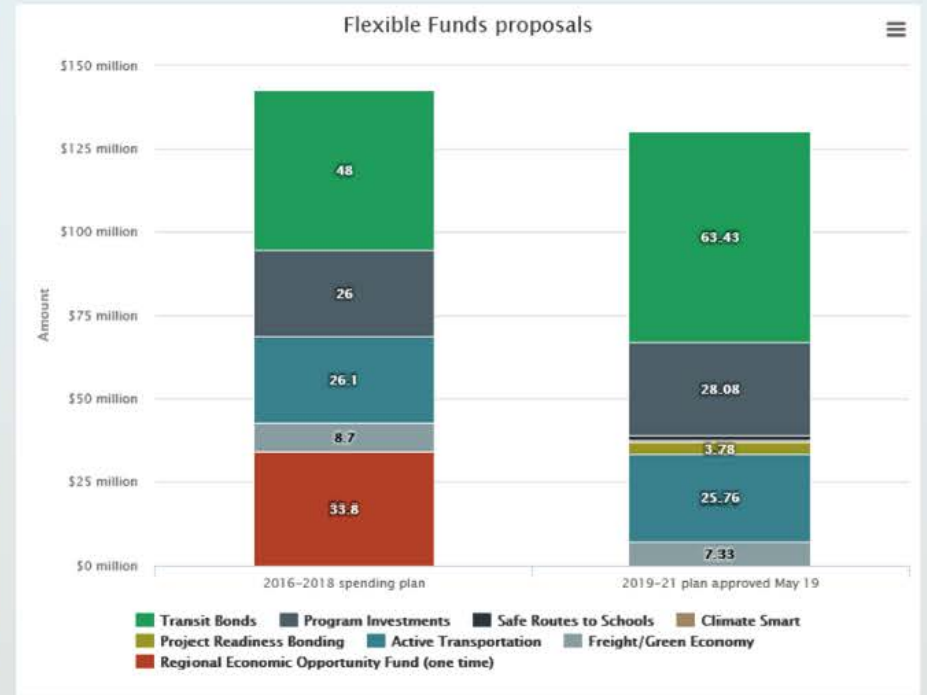


# QUESTIONS FOR ANOTHER DAY

- What are the next steps for a 2017 State Transportation Funding Package?
- Which entity would run a ballot measure in 2018, what would be the funding mechanism, and what projects would it fund?
- What are the next steps for a 2018 campaign and who takes them?
- Wouldn't congestion pricing solve all our problems?



# JPACT Signs Off On \$130 Million Spending Plan



# It's A Long and Winding Road

- **Transportation funding is on the minds of many**
- **Transportation policy and project work underway with focus toward next 20 years**
- **There is a huge gap between our aspirations and our resources.**
- **There are multiple routes forward that lead us to different destinations - which path gets us the outcomes we want?**
- **So, buckle up. I want to take you on a road trip...**







# Here's Our Actual Ride



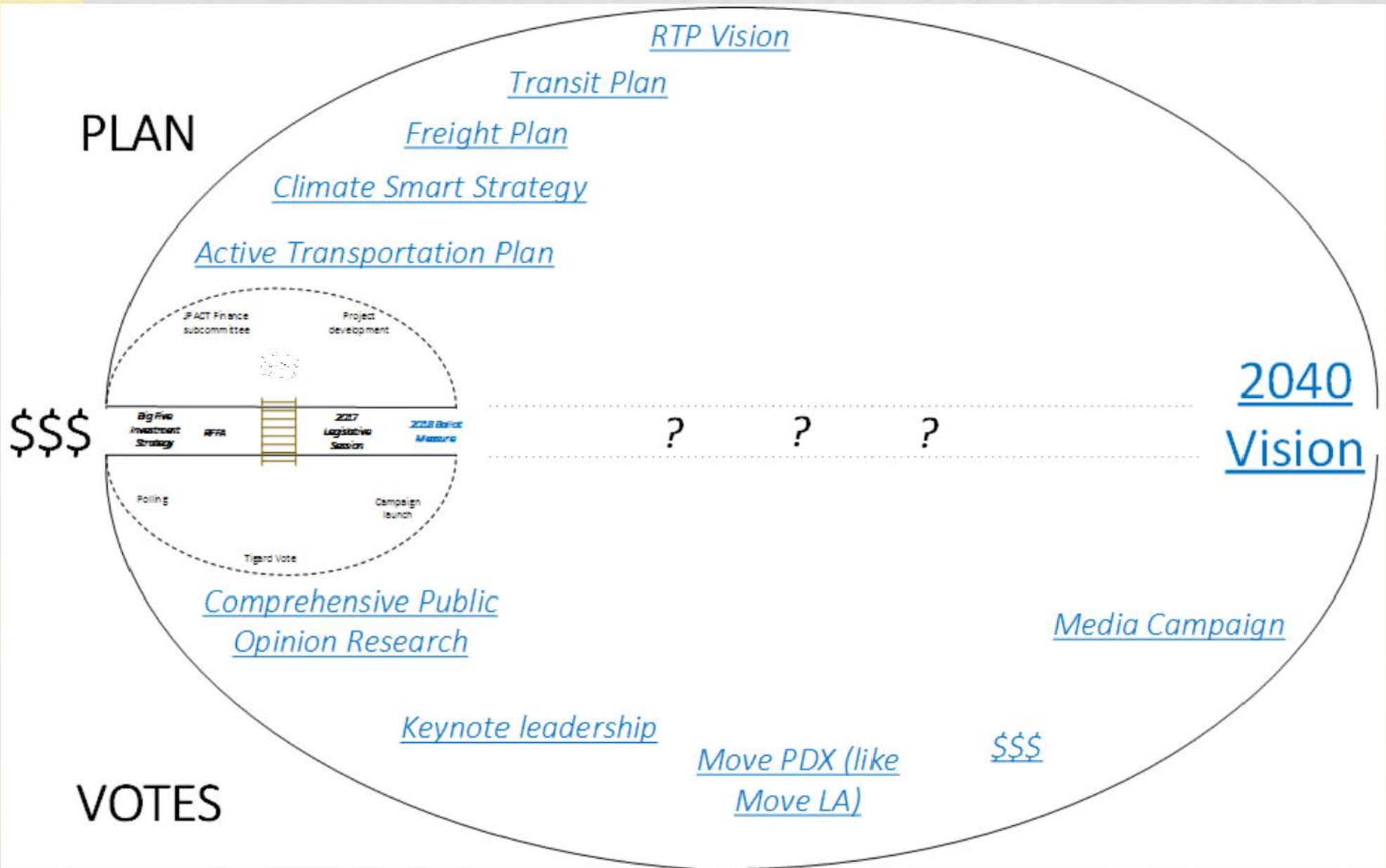
- Designed in the 1960s
- Manufactured in the 70s and 80s
- Survivor of many famous trips such as:
  - o Westside light rail
  - o North-South
  - o South-North
  - o Portland-Milwaukie
- Runs on a mixture of generous FTA grants, MTIP bonds, TIF, lottery bonds, Portland \$\$ and property tax when possible

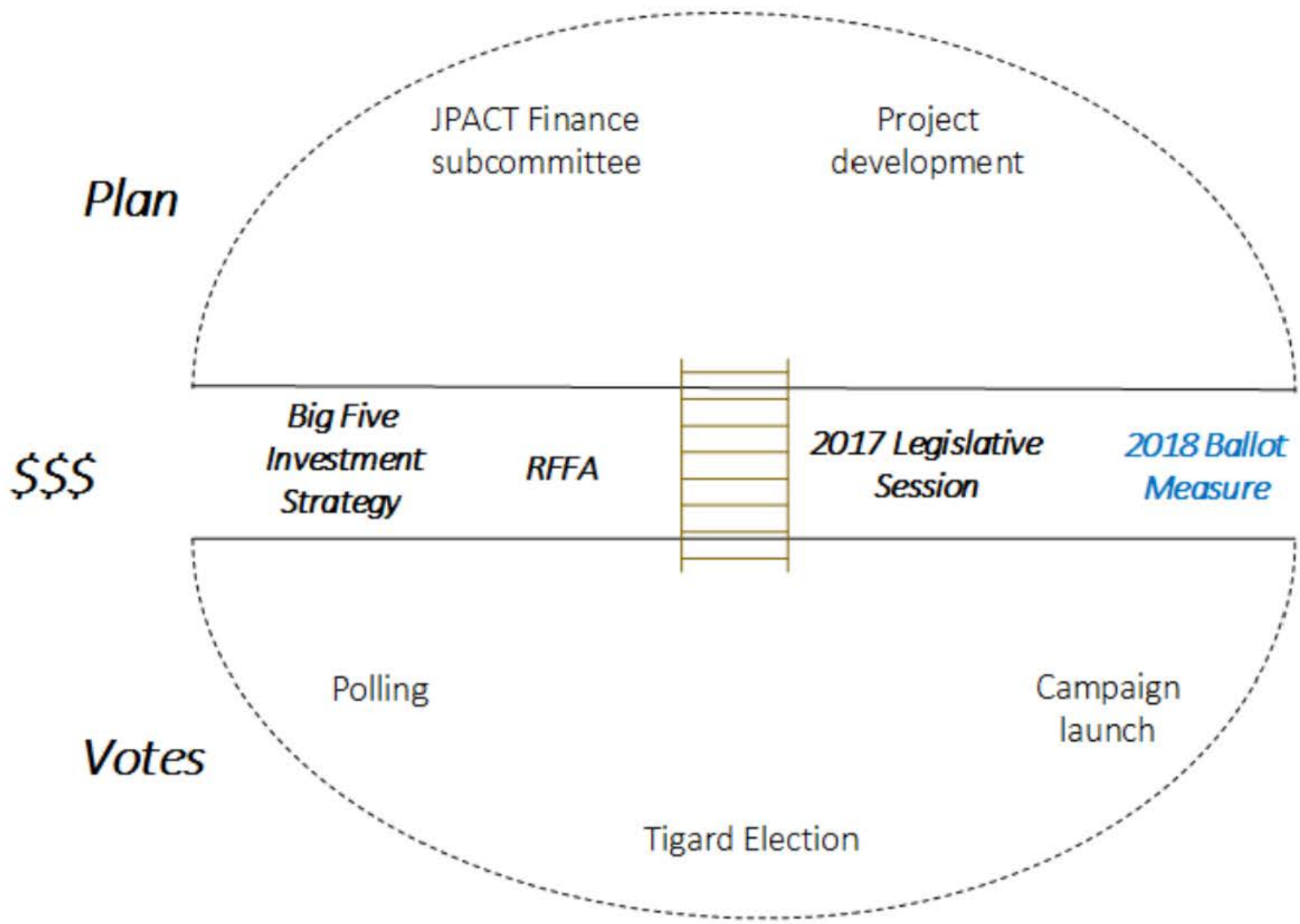
**Does it have life for one more trip to 2018?**

# Preparing For The Trip

- Where do we want to go?
- Which route should we take?
- Who will ride with us?
- How much stuff can we carry?
- How much gas money do we need?

# Where Do We Want To Go?





# Where Are We Starting From?



# Two HCT Projects Under Development



# 2018 RTP Taking Shape





# RFFA Commitment to 2034 For:

## THE BIG FIVE

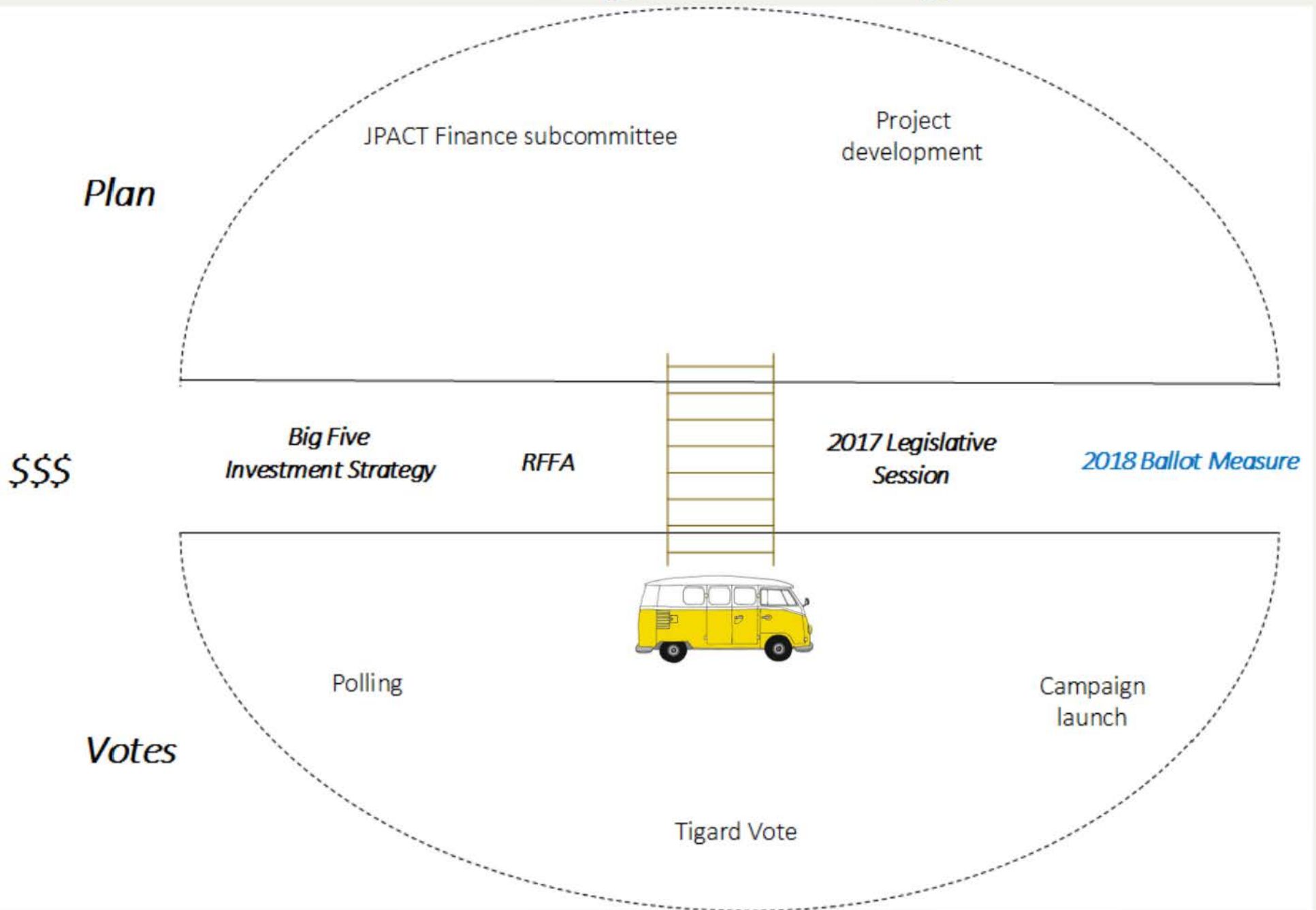
- SW Corridor
- Division BRT
- Project Development for 3 Highway Bottlenecks
- Small AT investments



# Coming To A Bridge - Can It Hold Us?



# Crossing the Bridge

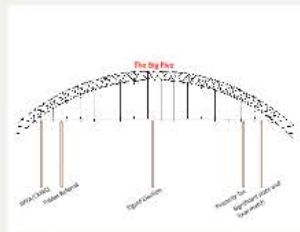
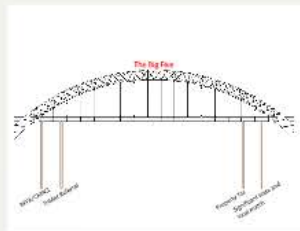
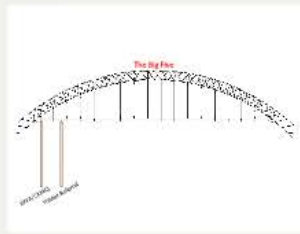
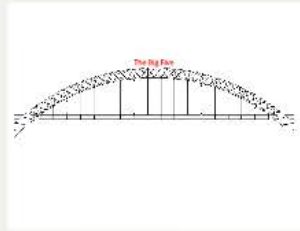


## 2017 Legislative Session

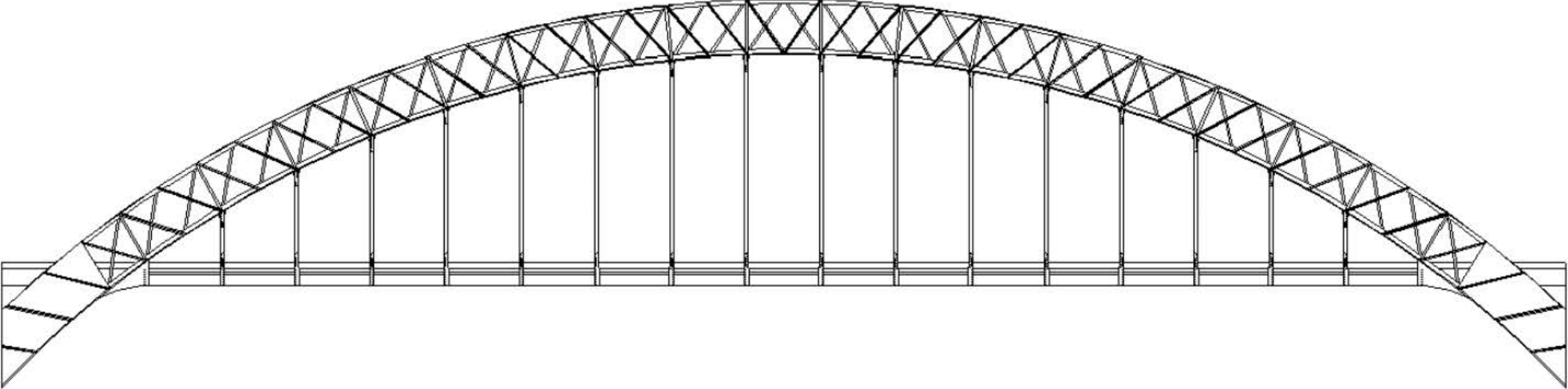
**ONE DOES NOT SIMPLY**

**WALK INTO THE LEGISLATURE**

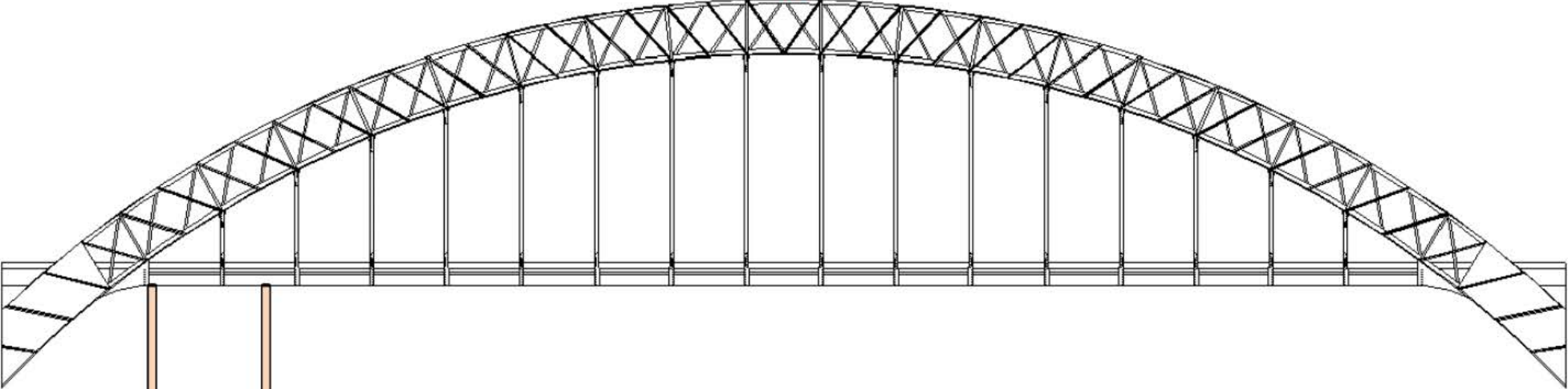
# Can We Get From Here To There?



The Big Five

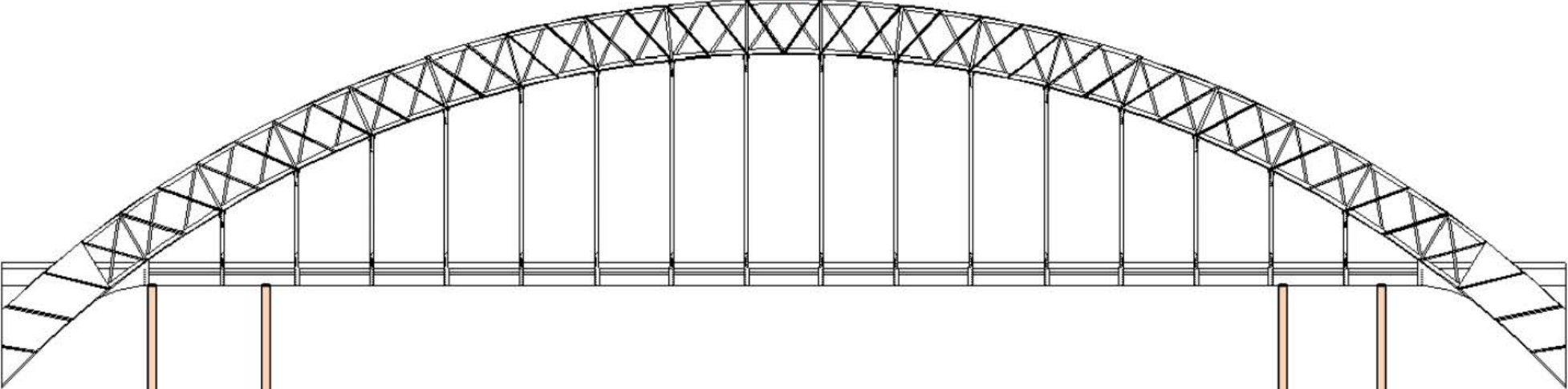


# The Big Five



RFFA/CMAQ  
TriMet Referral

# The Big Five

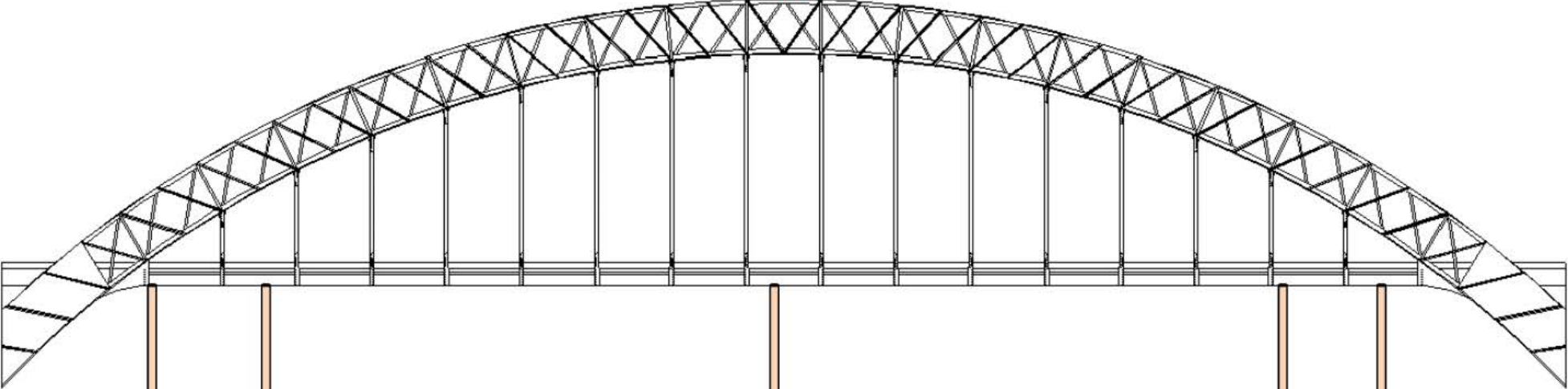


RFFA/CMAQ  
TriMet Referral

Property Tax  
Significant state and local match



# The Big Five

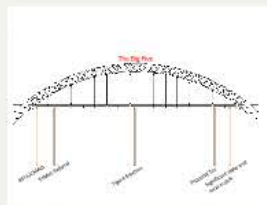
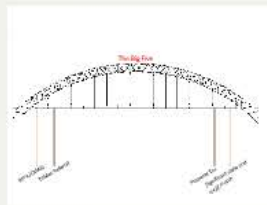
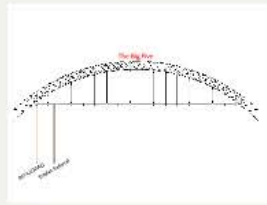
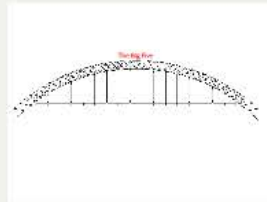


RFFA/CMAQ  
TriMet Referral

Tigard Election

Property Tax  
Significant state and  
local match

# Can We Get From Here To There?



# Others Want To Cross This Bridge, Too

- Do we want to pick up our friends, too?
- What else do we want to throw on the roof rack?

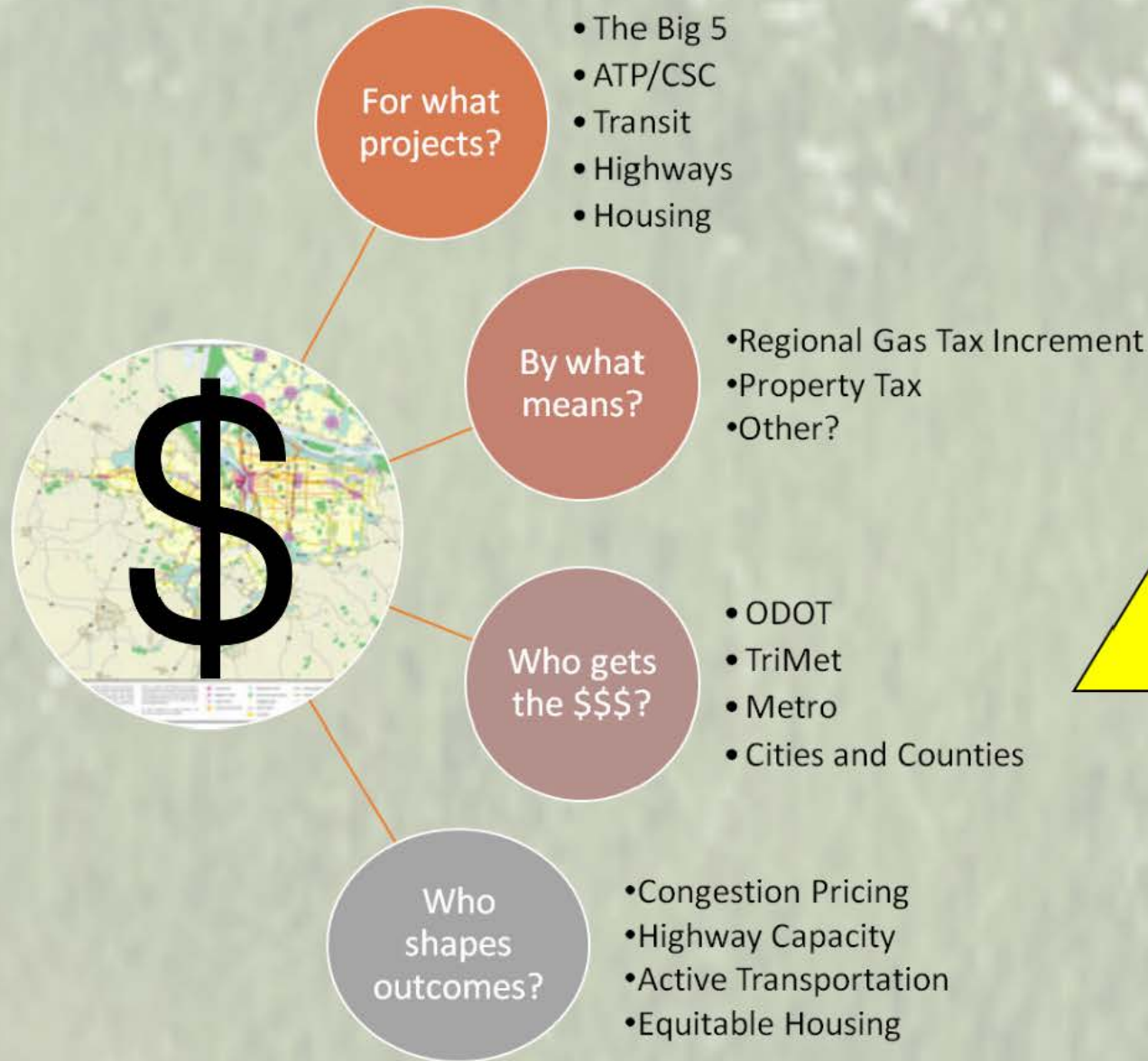
- Active Transportation Plan
- Enhanced Transit
- Future HCT Projects
- Affordable Housing



# Where Are We Starting From?



# All Routes Require Raising New Revenue



**THERE IS NO  
LOW RISK, HIGH  
REWARD  
ROUTE**

# Routes Require Raising



For what projects?

- The Big 5
- ATP/CSC
- Transit
- Highways
- Housing

By what means?

- Regional Gas Tax Increment
- Property Tax
- Other?

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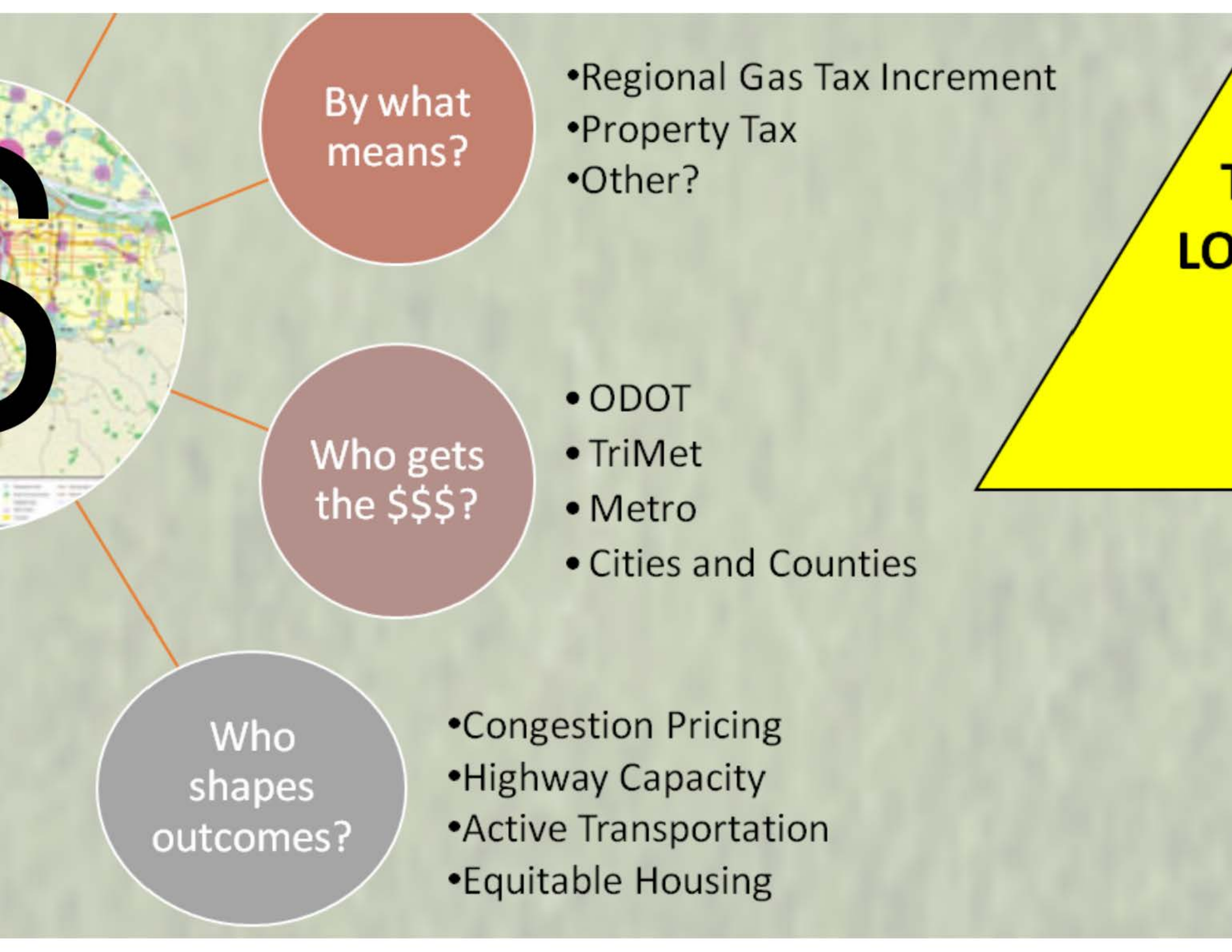
By what means?

- Regional Gas Tax Increment
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Who gets the \$\$\$?

- ODOT
- TriMet
- Metro





By what means?

- Regional Gas Tax Increment
- Property Tax
- Other?

Who gets the \$\$\$?

- ODOT
- TriMet
- Metro
- Cities and Counties

Who shapes outcomes?

- Congestion Pricing
- Highway Capacity
- Active Transportation
- Equitable Housing

LO





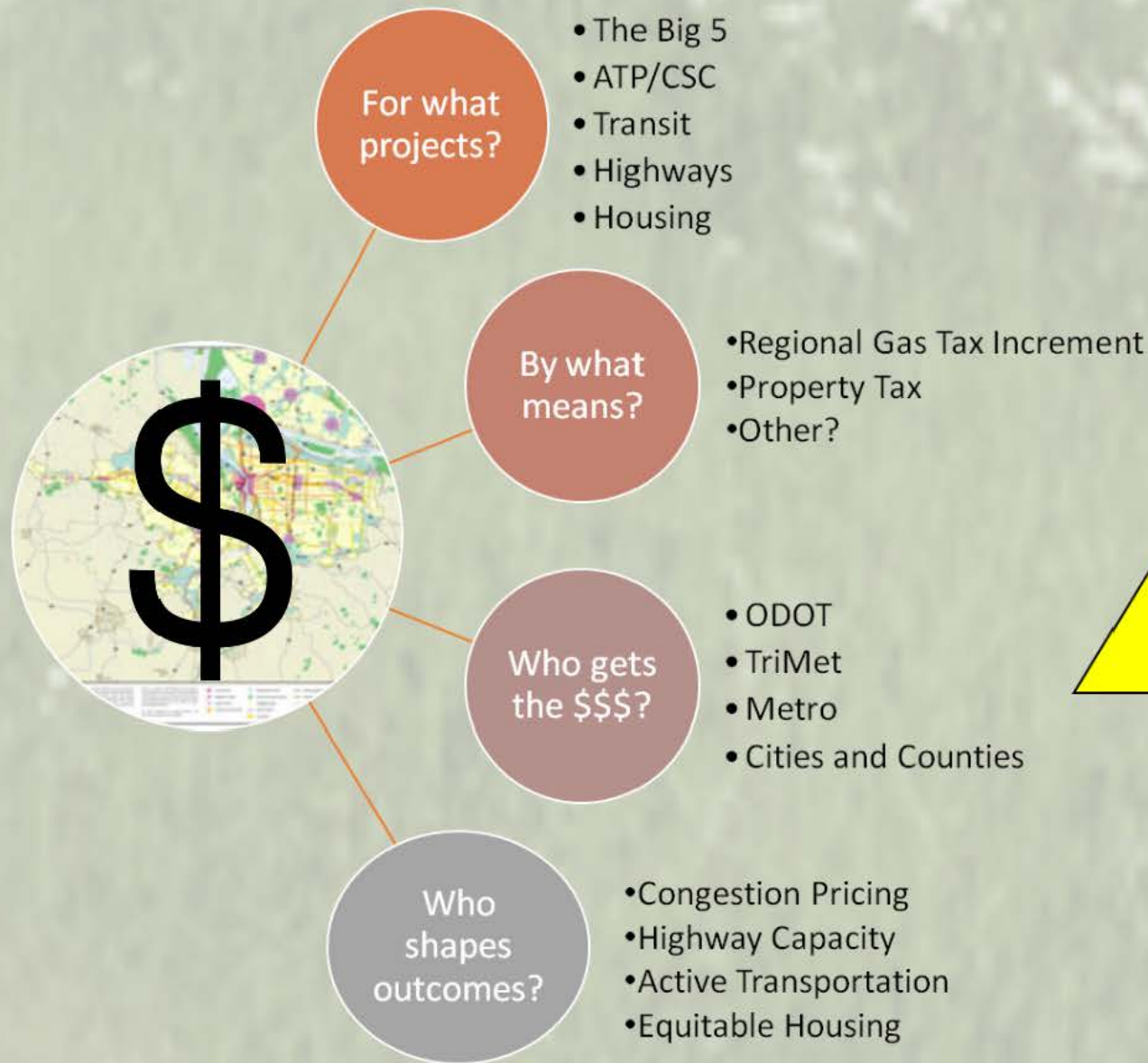
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# All Routes Require Raising New Revenue



**THERE IS NO  
LOW RISK, HIGH  
REWARD  
ROUTE**

# Which Route Should We Take?

## Stay The Course

- Fund The Big 5 in 2017 and 2018
- RTP, ATP, CSC, 2040 aspirations unfunded

## The Scenic Route

- Much more difficult, but much more rewarding
- Metro has more control, may alienate TriMet, others

## Share The Wheel

- Support the Short Game
- Seed the Long Game

# Who Will Ride With Us?

## Stay The Course

- TriMet
- ODOT?
- Counties and Cities?
- Business Community?

## The Scenic Route

- TriMet?
- ODOT?
- Counties and Cities?
- Community Based Organizations?

## Share The Wheel

- TriMet
- ODOT?
- Counties and Cities?
- Community/Business Organizations

# How Much Stuff Can We Carry?

## Stay The Course

- SW Corridor, Division BRT
- 3 Highway Projects
- Not Much Else

## The Scenic Route

- More HCT/BRT Projects
- More Active Transportation
- Housing, Equity, More?

## Share The Wheel

- The Big Five First
- An Investment Strategy Sets The Stage for More

# How Much Gas Do We Need?

## Stay The Course

- \$3 Billion for the Big 5

## The Scenic Route

- \$10.1 Billion – Denver
- \$54 Billion – Seattle
- \$32 Billion – Los Angeles
- RTP Investment Strategy

## Share The Wheel

- At least \$3 Billion
- RTP Investment Strategy

# Stay The Course: How Do We Get There?

## Plans

- RTP, Transit, Freight Plans unfunded
- ATP funded with diminishing RFFA, local funds
- Next corridor initiated post-2018

## Money

- Metro Will:
  - Bond for projects despite the risk to CMAQ (while advocating for CMAQ protection)
- Support TriMet in legislature for
  - spending authority on non-transit roads
  - dedicated SWC capital funds from lottery
  - SWCLUFO
- Top legislative transportation priority is **funding for three ODOT bottleneck projects**
  - Bond all of region's new gas tax share (50%) for these projects

## Votes

- TriMet Will:
  - Continue to lead campaign strategy
- Refer the measure to the ballot (almost certainly a property tax for transit & roads)
- Solicit support from bike/ped community
- Push the Big 5 package with Portland, counties, JPACT

# Stay The Course

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# How Do We Get There?

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# The Scenic Route: How Do We Get There?

## Plans

- RTP Investment Strategy outlines compelling vision tied to revenue mechanisms
- Initiate project development on new HCT and ATP projects
- Expand TOD/Housing efforts to align with larger vision

## Money

- Metro Will:
  - Suspend RFFA bonding until ODOT guarantees CMAQ funding
- Support TriMet in legislature for
  - Dedicated SWC capital funds from lottery
  - SWCLUFO
  - No need for spending authority on non-transit roads
- Top legislative transportation priority is **regional revenue powers**, such as:
  - Regional Gas Tax Increment for JPACT
  - New road capacity linked to pricing
  - Earmarks for multimodal capital projects
  - Constitutional restriction on gas tax?

## Votes

- Metro Will:
  - Invest in new independent political organization
  - Conduct independent public opinion research
  - Solicit contributions from public, community, business partners
  - Refer the funding measure to the ballot
  - Deliver strong statements to the public
- Explain new strategy to TriMet
- Explain new strategy to JPACT



# The Scenic Route

## Plans

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- Explain new strategy to TriMet
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# Share The Wheel: Actions & Implications

## Plans

- RTP Investment Strategy outlines compelling vision tied to revenue mechanisms
- Initiate project development on new HCT and ATP projects
- Expand TOD/Housing efforts to align with larger vision

## Money

- Metro Will:
- Bond RFFA for HCT but make ODOT bonding contingent on CMAQ funding commitment
- Support TriMet in legislature for:
  - spending authority for non-transit roads as a backup option
  - dedicated SWC capital funds from lottery
  - SWCLUFO
- Top legislative transportation priority is **to establish precedent for future regional investments**, such as:
  - Dedicate gas tax increment for bottlenecks and JPACT
  - Link any ODOT increment to regional transit funding
  - Bond all of the region's new gas ODOT share (50%) for these projects
  - Push to deduct state funding from regional package to open up room for other projects

## Votes

- Metro Will:
  - Invest in new independent political organization
- Conduct independent public opinion research
- Solicit contributions from public, community, business partners
- Deliver strong statements to the public
- Discuss with TriMet who refers a measure
- Analyze non-property tax revenue options for financial and political viability
- Consider other complimentary funding and financing options with partners for other 2040 Vision elements

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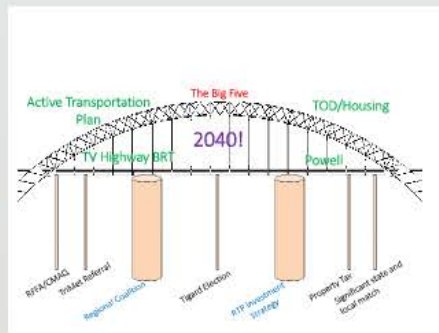
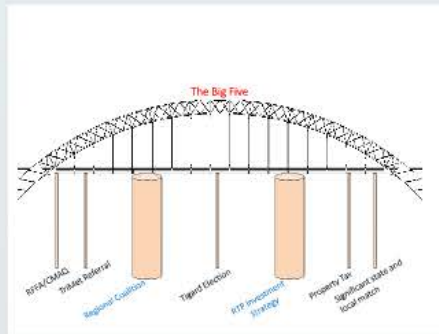
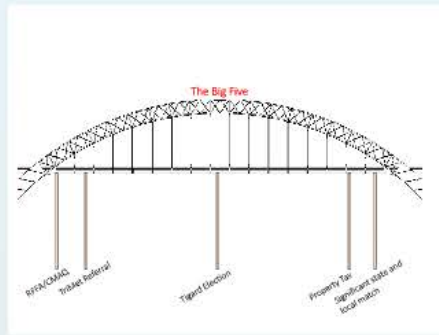
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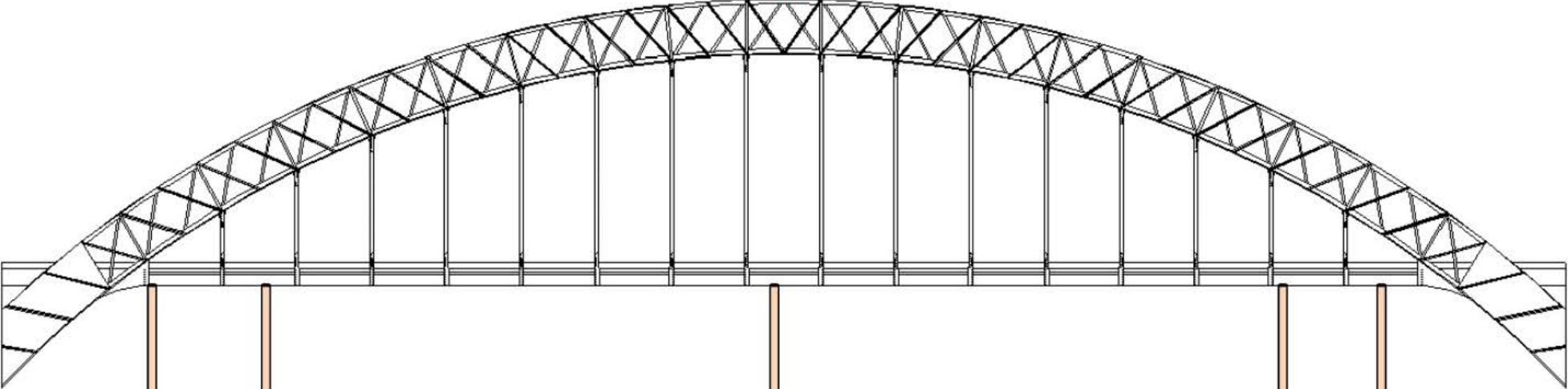
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# Reinforcing The Bridge



# The Big Five

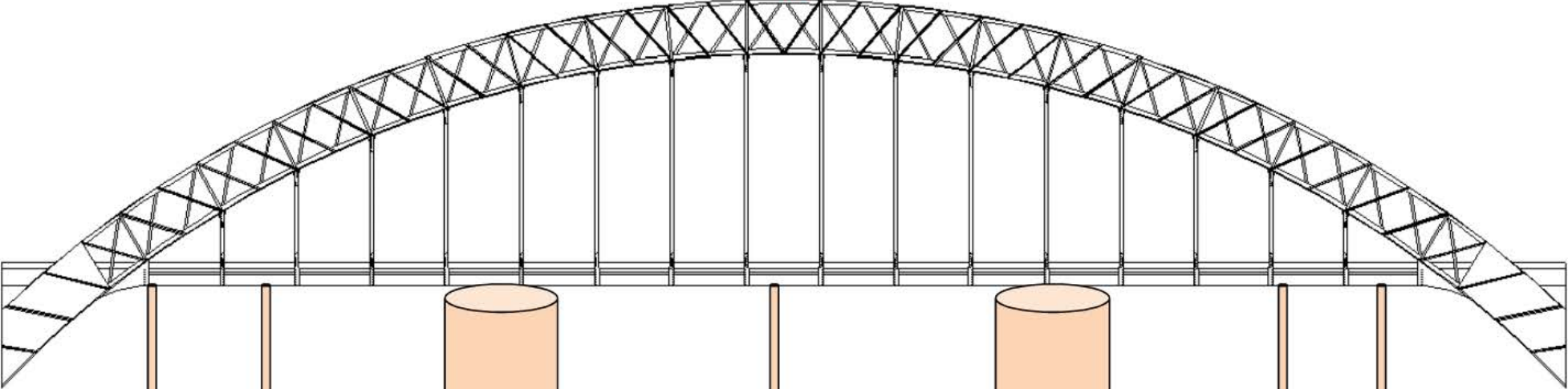


RFFA/CMAQ  
TriMet Referral

Tigard Election

Property Tax  
Significant state and  
local match

# The Big Five



RFFA/CMAQ

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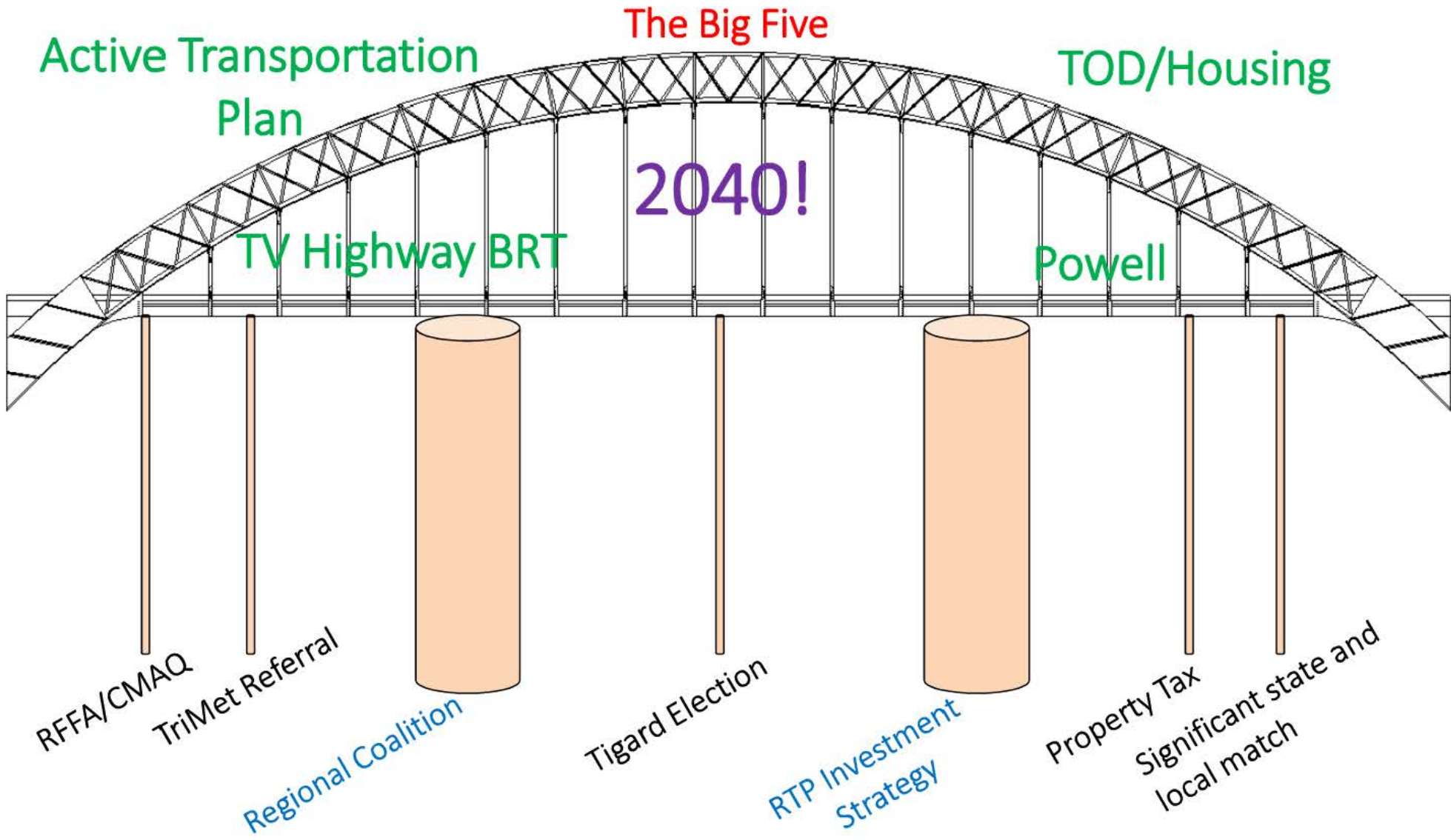
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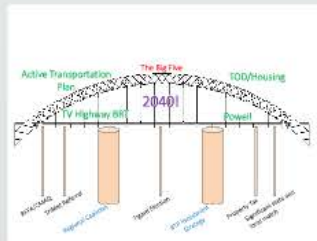
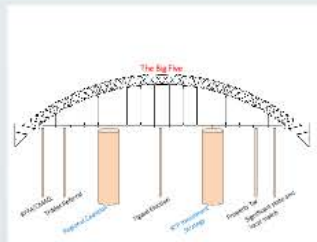
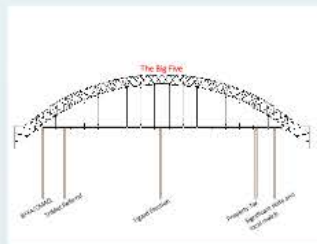
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Property Tax

Significant state and local match

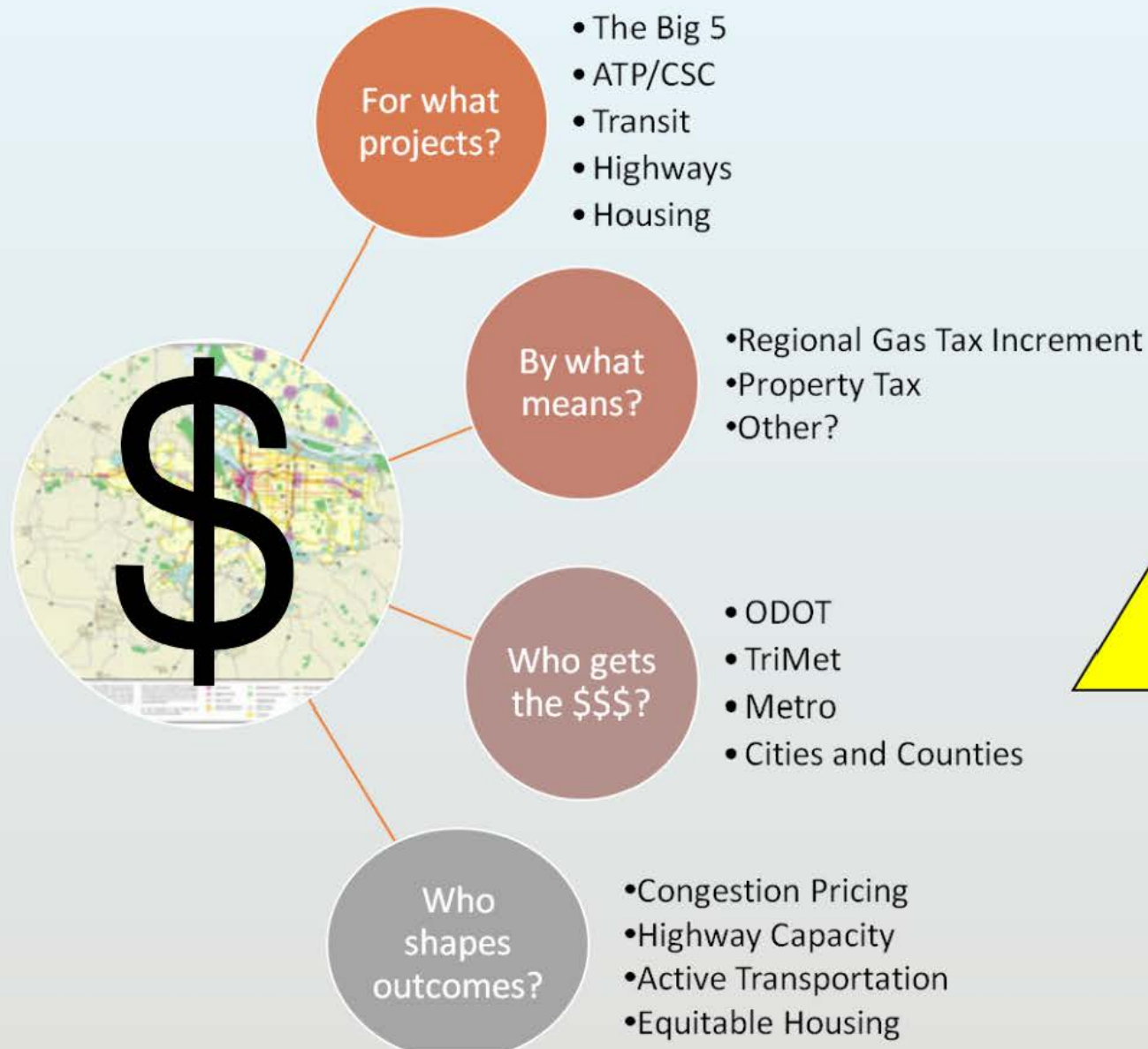


# Reinforcing The Bridge





# All Routes Require Raising New Revenue



**THERE IS NO  
LOW RISK, HIGH  
REWARD  
ROUTE**



You Tube

# Ready to Hit the Road?

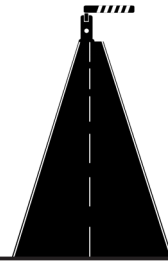
	STAY THE COURSE	THE SCENIC ROUTE	SHARE THE WHEEL
<b>POLICY/PLANNING</b>	<ul style="list-style-type: none"> <li>• RTP unfunded</li> <li>• ATP, CSC, etc unfunded</li> <li>• RFFA committed to 2034 for Big 5</li> <li>• TOD/Housing efforts have moderate resources</li> </ul>	<ul style="list-style-type: none"> <li>• RTP Investment Strategy identifies a unified vision and clear priority projects</li> <li>• Major new resources mean major new programmatic efforts</li> </ul>	<ul style="list-style-type: none"> <li>• RTP Investment Strategy identifies a unified vision and clear priority projects</li> <li>• Can begin project development on new HCT and ATP projects</li> </ul>
<b>2017 LEGISLATURE</b>	<ul style="list-style-type: none"> <li>• Top Priority: Gas Tax Increase for Bottlenecks</li> <li>• All New ODOT revenue for Bottlenecks</li> </ul>	<ul style="list-style-type: none"> <li>• Top Priority: Regional Revenue Powers</li> <li>• New highway capacity tied to pricing</li> <li>• Gas tax increment to JPACT not ODOT</li> </ul>	<ul style="list-style-type: none"> <li>• Top Priority: Set Precedent for Future Regional Investments</li> <li>• Gas tax for bottlenecks, regional increment for JPACT?</li> </ul>
<b>POLITICAL LEADERSHIP</b>	<ul style="list-style-type: none"> <li>• TriMet leads strategy</li> <li>• TriMet refers property tax measure 50/50 transit/roads</li> <li>• Metro Council must support in order to fund SWC</li> </ul>	<ul style="list-style-type: none"> <li>• Metro leads strategy</li> <li>• Metro determines funding mechanism(s) and desired outcomes</li> <li>• Metro Council champions vision to build a coalition</li> </ul>	<ul style="list-style-type: none"> <li>• Metro leads strategy independent of and coordinated with TriMet</li> <li>• Metro Council champions vision to build a coalition</li> </ul>

# Congestion Pricing

## Tolling in the U.S.

5,000

Miles of tolled roads



294

Miles of High Occupancy  
Toll (HOT) lanes

In 2014, congestion caused urban Americans to travel an extra 6.9 billion hours and purchase an extra 3.1 billion gallons of fuel.

The total congestion cost adds up to \$160 billion.

## What is “congestion pricing”?

Congestion pricing is defined as tolling all lanes—or in some way pricing a large share of the roadway—across a significant portion of the road system in a city or region so that vehicles pay a toll that varies with road travel demand.

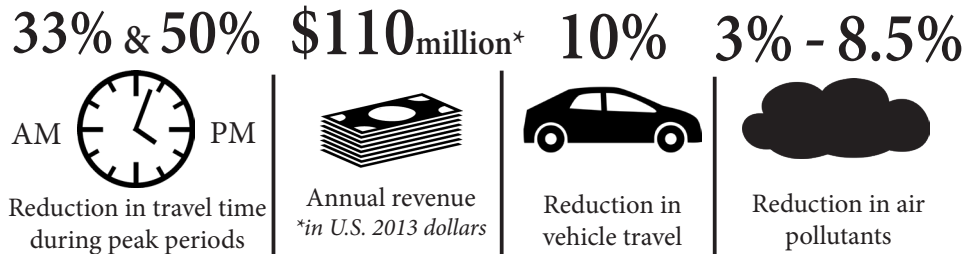
In essence, driving at times of high demand costs more.

## What is a “cordon toll”?

Cordon pricing is a system in which vehicles entering a defined geographic area, typically a city center, are assessed a fee during peak travel hours.

## Case Study: Stockholm, Sweden

Stockholm has had a cordon toll in place since 2007 that varies on a fixed schedule designed to respond to peak period congestion.



## Benefits of congestion pricing



Increased capacity of the existing network

Increased reliability and productivity for freight transportation



Increased resources for network improvements

Funds will be raised from motorists who drive in congested areas at peak periods



Reduced greenhouse gas emissions

### Sources:

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