

Council work session agenda

Thursday, January 31, 2019

3:30 PM

Metro Regional Center, Council chamber

3:30 Call to Order and Roll Call

Work Session Topics:

3:40 Regional Investment Strategy: Regional Transportation [19-5148](#)
Investment Measure Outcomes

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

Attachments: [Work Session Worksheet](#)
[PowerPoint: Regional Investment Strategy Transportation](#)

3:35 Chief Operating Officer Communication

4:40 Councilor Communication

4:50 Adjourn

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានកាតបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

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**Regional Investment Strategy: Regional Transportation
Investment Measure Outcomes**

Work Session Topics

Metro Council Work Session
Thursday, January 31, 2019
Metro Regional Center, Council Chamber

REGIONAL INVESTMENT STRATEGY: REGIONAL TRANSPORTATION INVESTMENT MEASURE OUTCOMES

Date: Jan. 16, 2019

Prepared by: Craig Beebe, x1584,
craig.beebe@oregonmetro.gov

Department: GAPD

Presenters: Tyler Frisbee,
tyler.frisbee@oregonmetro.gov;
Andy Shaw, andy.shaw@oregonmetro.gov
Length: 60 min

Work session date: Jan. 31, 2019

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 the Council to consider referring 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 confirming appointment of 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 and support projects, programs, and policies that will advance 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? (Jan. 24)
- 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? (Jan. 24)
- Where are the corridors and other places most in need of transportation investment? (Jan. 31)

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Staff will present potential corridors to the Metro Council on Jan. 31. The Metro Council may choose to approve these for further consideration, or discuss modifications or additions. This set of corridors will likely serve as the larger list which future iterations of Metro Council and the Transportation Funding Task Force will use to further narrow investment priorities.

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 since early 2018 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.

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 work 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. The Metro Council may appoint the Transportation Funding Task Force on Feb. 7, 2019.

Metro Council will continue to direct staff in future iterative policy discussions, including 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 direction, corridors, task force

Council work session
January 31, 2019



Metro



Draft timeline

Jan. 24: Council direction discussion

Today: Refined direction, potential corridors, charge for task force

Feb. 7: Confirm Task Force

Late Feb.: Task Force seated

Late March: Next work session



Policy questions for today

Does the Metro Council affirm refined direction and potential corridors to begin the task force's work?

Does the Metro Council approve the task force's draft charge?



Refined direction: Structure

Does Council affirm refined direction for the structure of the investment measure?

Updated corridor definition

Multimodal travel routes that connect and serve neighborhood, town, regional centers; employment lands and industrial centers

Three components of measure

- First-phase corridor project lists
- Second-phase corridor projects
- Region-wide investments



Refined direction: Priorities

Does Council affirm refined direction for setting the investment measure's priorities?

Manage congestion

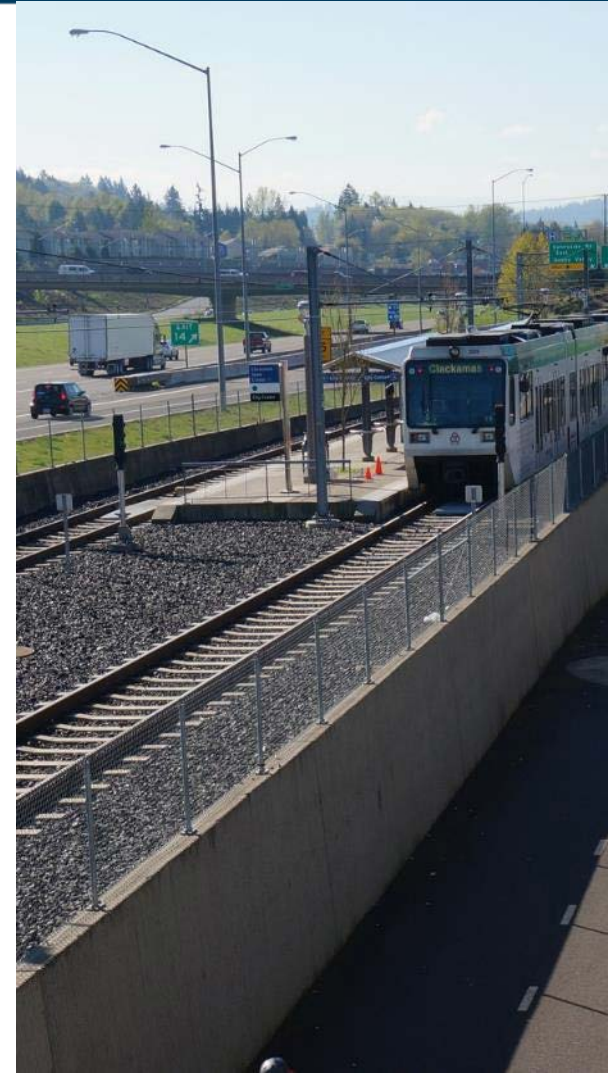
Easier, faster, safer, more affordable transit

Regional revenue for regional corridors – safety and mobility expectations for Interstates, state highways

Leverage investments in housing, parks/nature, etc.

Reflect priorities for communities of color identified in 2018 RTP, housing bond engagement

Emerging technologies



Refined direction: Process

Does Council affirm refined direction for the process of creating the investment measure?

Broad coalition, bring together diverse stakeholders

Communities of color fully represented in decision-making

Transparent process



Refined direction: Design & risk management

Does Council affirm refined direction for project design and risk management in the investment measure?

No measure funding for overruns

Increase accessibility

Regional design guidelines

Performance Based Practical Design

Project delivery risk assessments

New Starts federal match assumption



Refined direction: Outcomes

Does Council affirm refined direction for assessing the investment measure's potential outcomes?

Safety

Mobility

Accessibility

Resiliency

Greenhouse gas emissions

Workforce development



Corridors

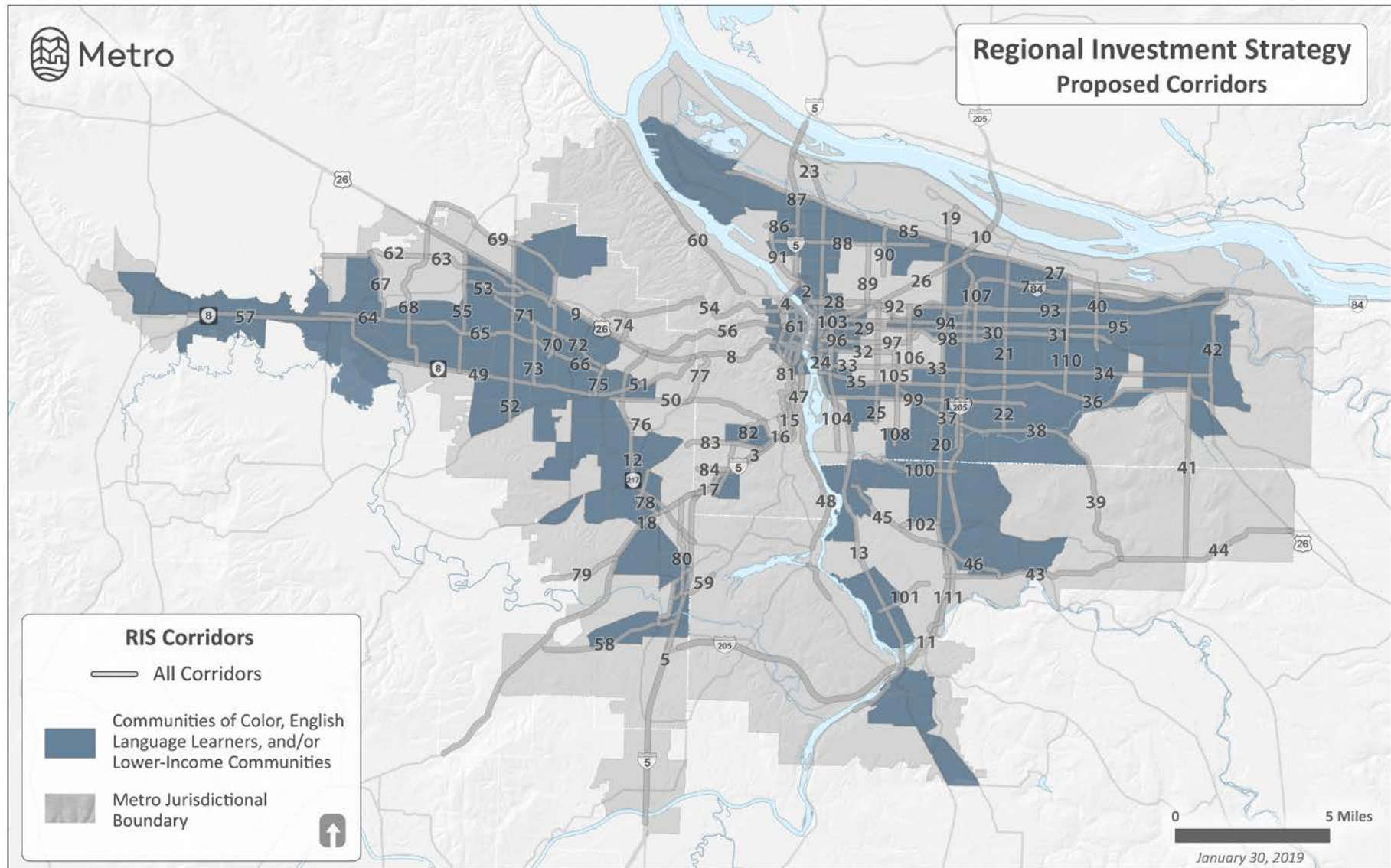
Key issues:

Congestion, safety,
transit, active
transportation,
freight, equity &
growth

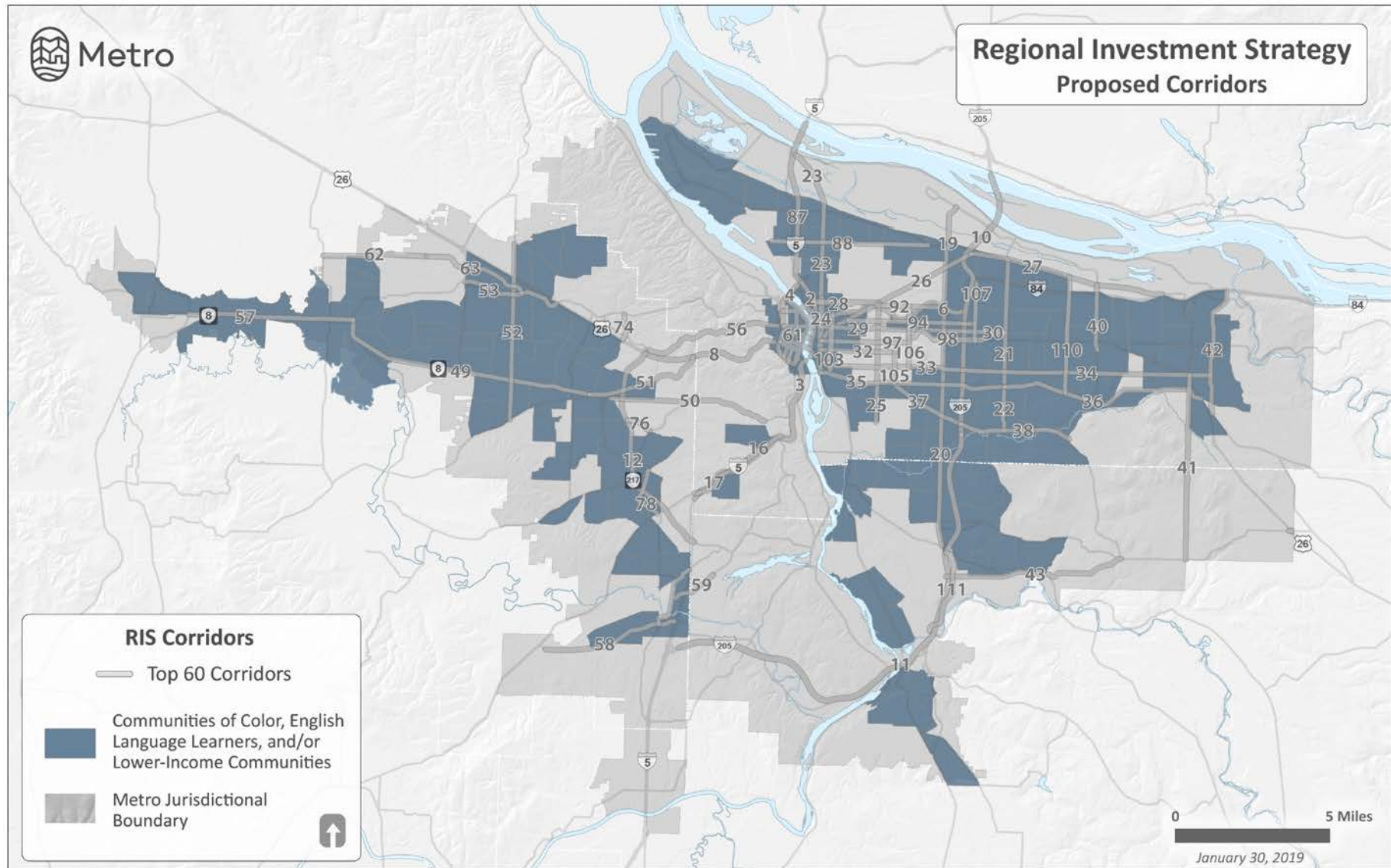
Foundation for Task
Force, engagement



Top 111 corridors



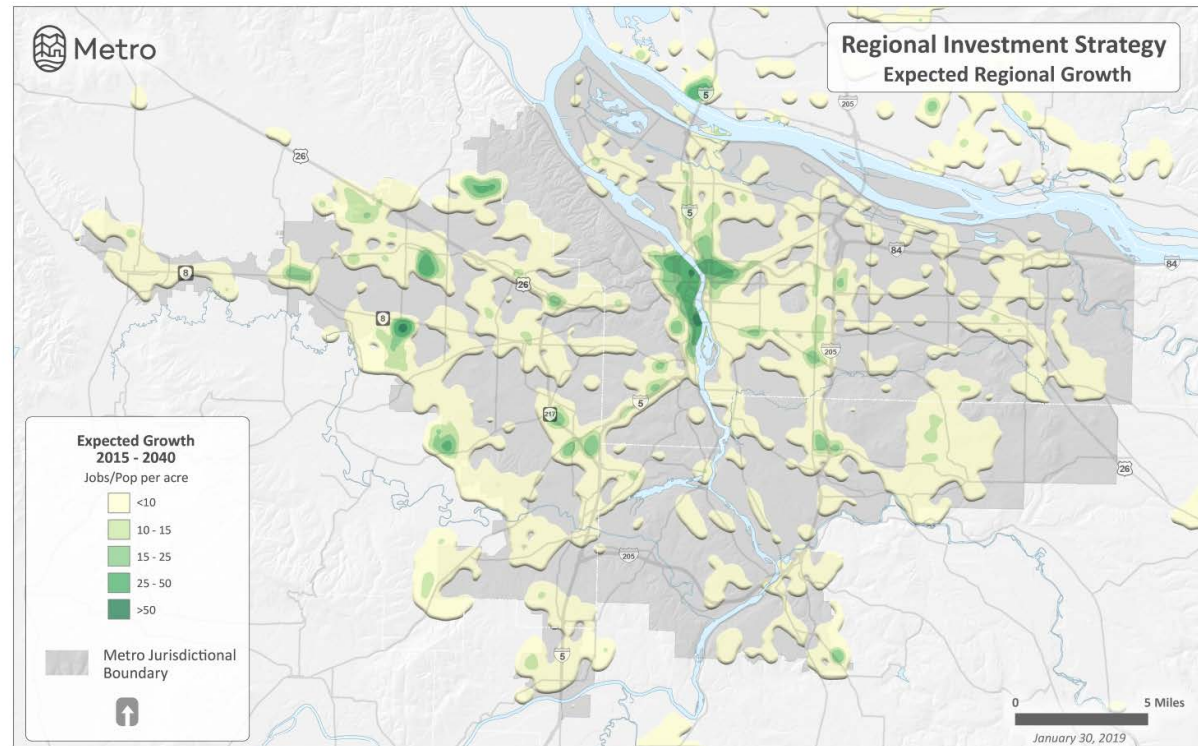
Top 60 corridors



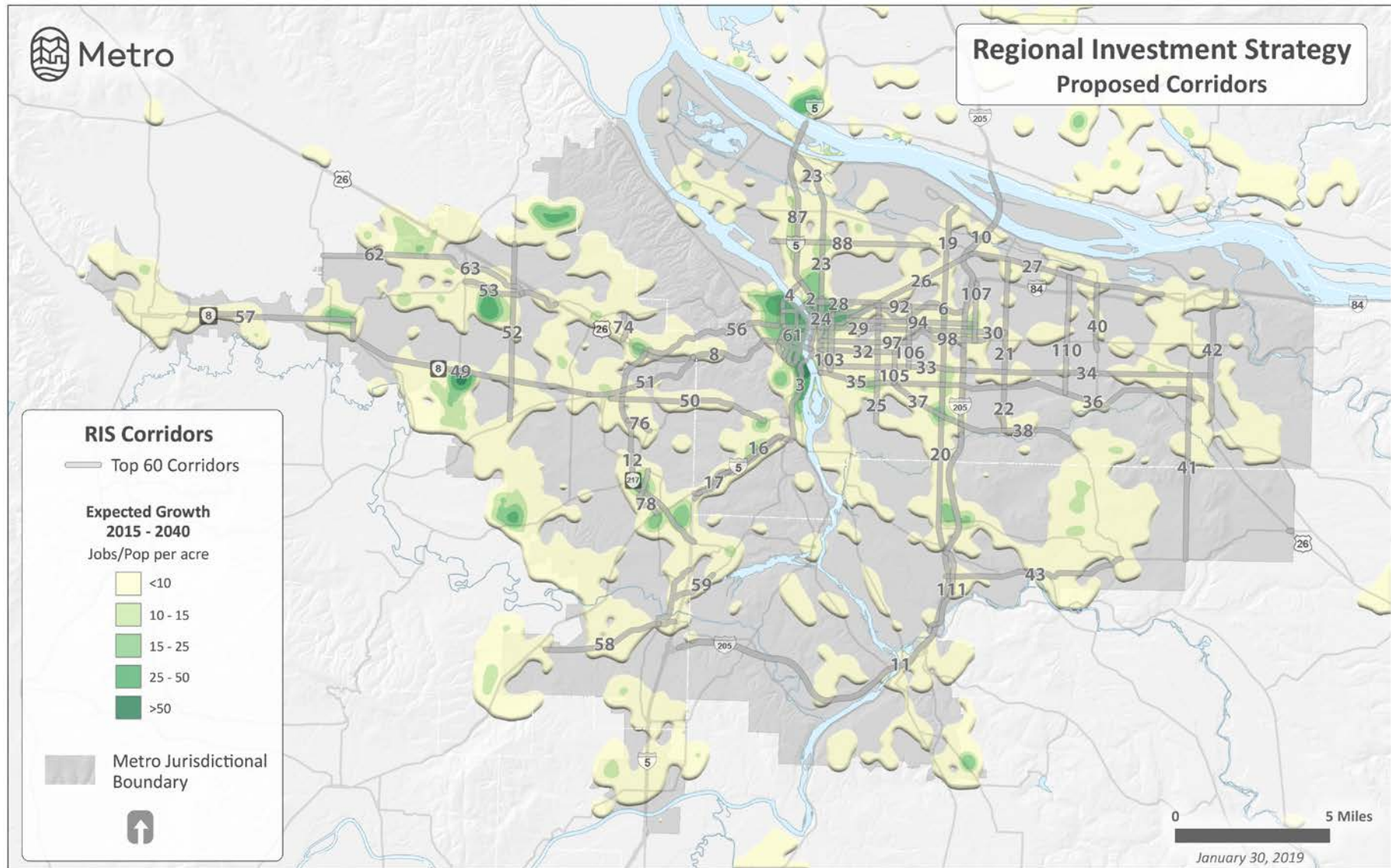
Thinking ahead for growth

Potential concepts raised include:

- Downtown transit tunnel
- Improved bus network and/or express bus routes
- Clackamas-to-Columbia corridor (C2C)
- Oak Grove-Lake Oswego walk/bike bridge

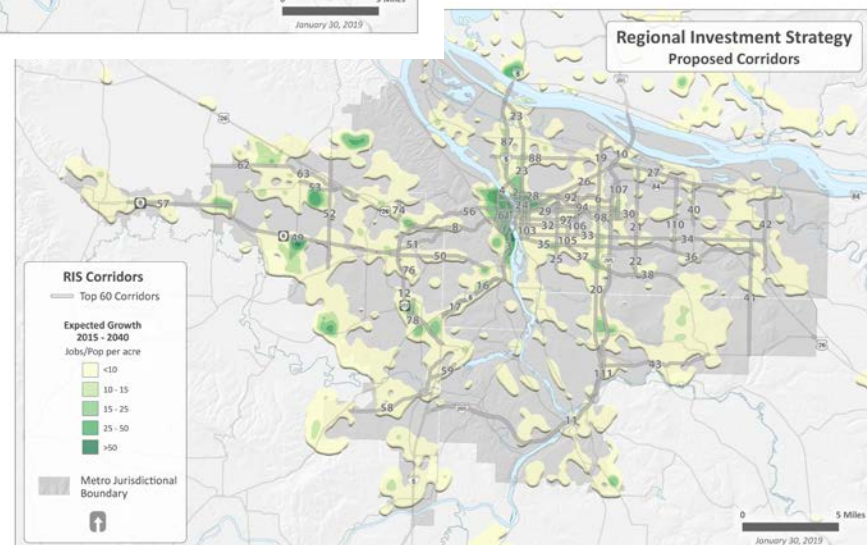
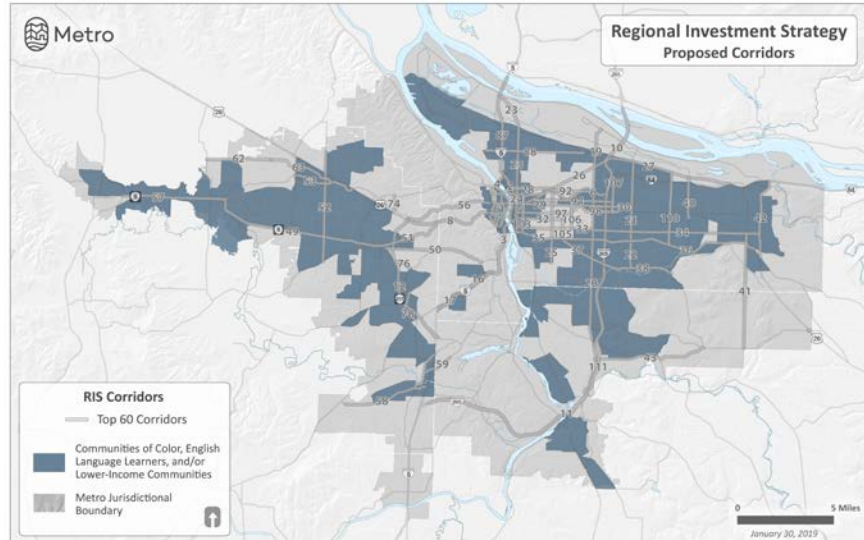


Growth & Top 60 corridors



Corridors discussion

Are these the right corridors to use as a foundation for the Task Force's work?



Transportation Funding Task Force

Advises the
Metro Council

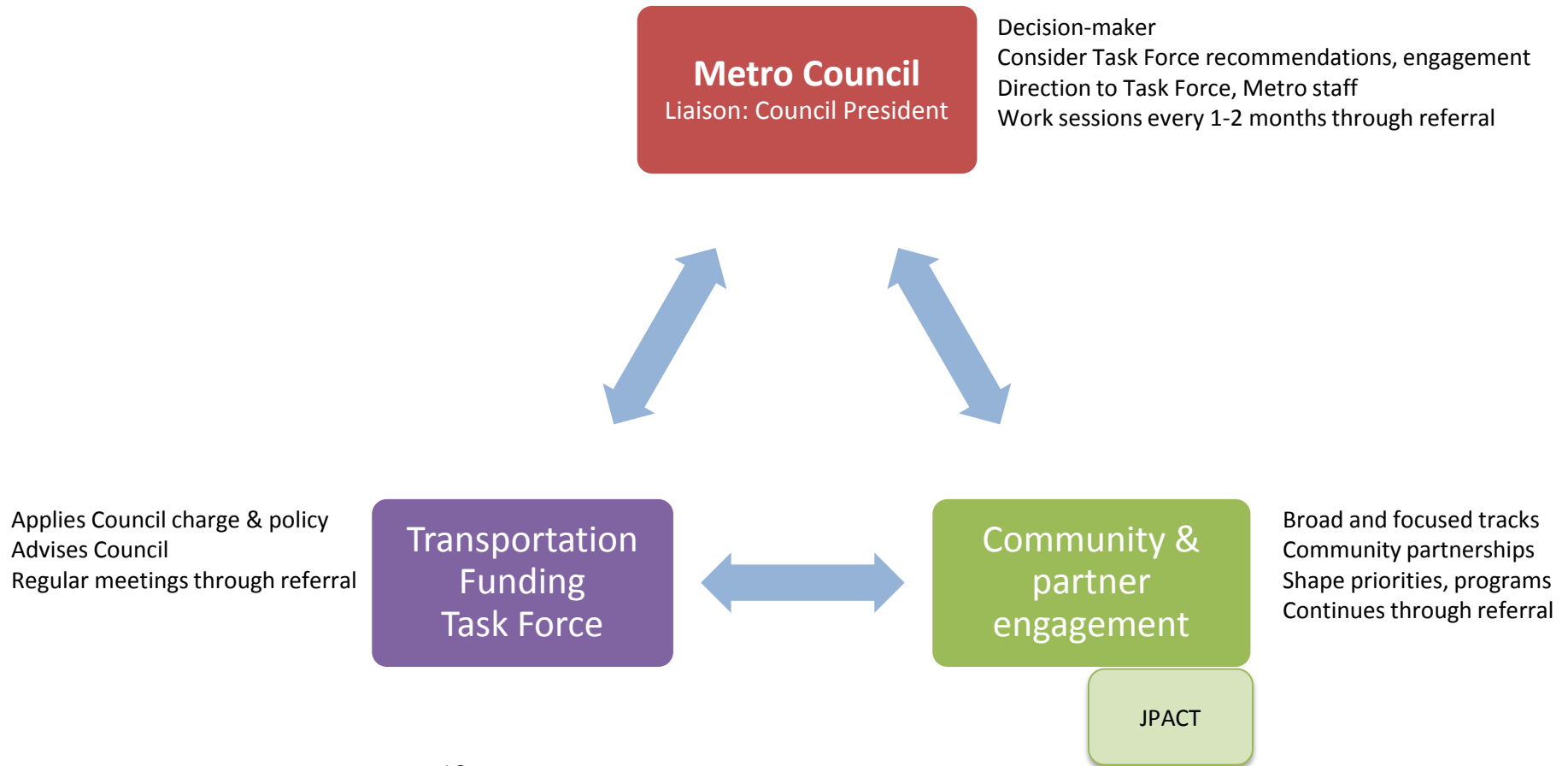
Works from
existing Metro
policy

Mix of elected,
community,
business leaders

Appointment and
charge; key
questions



Decision-making



Discussion: Task Force

Is this the right charge for the Task Force to begin its work advising Council?



Next steps

Feb. 7 Council meeting

Confirm Task Force members
(resolution)

Late February

Task Force begins meeting

Late March (and continuing)

Council work session



oregonmetro.gov



Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

REFINED DRAFT Tentative Metro Council Direction on Regional Transportation Investment Measure Framework and Package Development

Includes 1/31/19 Proposed Amendments (redline)

Council Direction on Structure

The Metro Council envisions a three-part structure for the regional investment measure, with two components focusing on a system of key transportation corridors, and one component focusing on regionwide investments.

- Corridor Definition
 - Corridors are major multimodal travel routes that connect and serve neighborhood, town and regional centers, employment lands, and industrial centers, within the metropolitan boundary
- Three Components
 - Corridors
 - First-Phase Project Lists: Specific projects ready to be built that will help a corridor meet regional safety, mobility, and accessibility goals.
 - Second-Phase Community Directed Investments: Projects needed to address long-term corridor challenges, but not ready to be built within a 5-year timeline. These investments will have to meet specific criteria and address an identified need on the corridor.
 - Regionwide Investments
 - Regionwide programs to provide stabilized, long-term funding to support regional goals, possibly including:
 - Regionwide intelligent transportation and smart city investments
 - Regionwide Safe Routes to Schools and Safe Routes to Transit funding
 - Regionwide off-street trails funding
 - Regionwide fare reduction programs in addition to those already funded
 - Regionwide efforts to electrify transit vehicles

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 regional investment measure should prioritize investments that help manage congestion.
- Our imperative to reduce greenhouse gas emissions and prepare for a climate-change future is increasing. The regional investment measure should make it easier, faster, more reliable, and more affordable for everyone to get around by transit.
- Regionally-raised revenue ~~should will be~~ invested in regional corridors, including State Highways that serve as arterials, and city and county arterial streets. ~~routes.~~ Regional investment can help these corridors better serve their communities and

regional transportation goals. Safety and mobility improvements for all users in these corridors is a key priority requirement for the regional investment measure.

- Interstate System: These corridors move people and goods through the state. The Metro Council expects the state to ~~be continue its~~ primary responsibility for investing in this statewide system. ~~If necessary, Regional investment will~~ can be considered on components of the interstate system within our region in order to advance their state investment priorities, regional system alongside the state system.
- State Highways: Key projects that help limited-access state highways and expressways better integrate with the regional system may be considered for the regional investment measure.
 - ~~State Highways that serve as arterials, and city and county routes. Regional investment can help these corridors better serve their communities and regional transportation goals. Safety and mobility improvements in these corridors is a key priority for the regional investment measure.~~
- The regional investment measure ~~should will~~ leverage regional and local investments in affordable housing, open space, wildlife habitat, and air and water quality.
- The T2020 Transportation package ~~should will~~ invest in increasing transit access and improving safety, with priority for parts of the region that have historically been underserved. Engagement processes from the affordable housing measure and the Regional Transportation Plan have emphasized that the most important investments for improving outcomes for people of color are improving safety, increasing transit access, and stabilizing the community to minimize the risk of gentrification in places where people of color live, work, and play.
- The regional investment measure ~~should will~~ help the region continue using emerging technologies to support transit and better manage and optimize the system.

Council Direction: Process

- The process of creating and implementing the regional investment measure will build a broad coalition and bring together diverse stakeholders.
- The process will align with Metro Council's Strategy to Advance Racial Equity and ensure that people of color, who have been negatively impacted by past transportation investments, are well represented in the decision-making process.
- The process will be transparent with materials and decision-making readily available to the public.

Council Direction: Design and Risk Management

- Funds from the regional investment measure will be committed at the time of the measure's referral and will not be used to support project cost overruns.
- Projects must increase safety, mobility, and accessibility for people of all ages and abilities.
- ~~Our region has many roads that act like local arterials but are actually considered part of the state system. Any regional investment, regardless of facility ownership, on these roads~~ will require that the projects roads meet regional design guidelines and

regional needs, particularly around safety, accessibility, and transit mobility. Jurisdictional transfer from the state may be required-necessary in some situations.

- Projects shall be designed using Performance Based Practical Design principles and will adhere to regional design guidelines. These design guidelines will also serve as the basis for all cost estimates.
- The Metro Council will factor a project's delivery risk assessment into its decision about including projects in the regional investment measure. The Metro Council expects projects to be delivered on time, on budget and consistent with the scope of the project as described to voters.
- Given the volatility of the federal government, any potential New Starts projects, except for the SW Corridor, shall-will assume no more than a 30% federal match for planning purposes.

Council Direction: Outcomes

- ~~Before deciding whether or not to refer~~ The Metro Council will ensure that the regional investment measure it refers to the ballot, Council will consider how the package succeeds in meeting the following performance measures:
 - Safety
 - ~~Towards~~ Significant progress toward 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
 - Overall increase in roadway and transit reliability
 - 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
 - Greenhouse gas emission reduction
 - Overall decrease in vehicle miles traveled
 - Overall decrease in greenhouse gas emissions ~~at a level that~~ meets-aligns with the regional Climate Smart Strategy targets to the extent achievable by the scale of the overall investment -goals
 - Overall increase in transit reliability and speed
 - Workforce development
 - Number of jobs created
 - Number of jobs created for people of color

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

REFINED DRAFT Tentative Metro Council Direction on Regional Transportation Investment Measure Framework and Package Development

Includes Proposed Amendments

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

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 regional investment measure should prioritize investments that help manage congestion.
- Our imperative to reduce greenhouse gas emissions and prepare for a climate-change future is increasing. The regional investment measure should make it easier, faster, more reliable, and more affordable for everyone to get around by transit.
- Regionally-raised revenue will be invested in regional corridors, including State Highways that serve as arterials, and city and county arterial streets. Regional investment can help these corridors better serve their communities and regional

transportation goals. Safety and mobility improvements for all users in these corridors is a key requirement for regional investment.

- Interstate System: These corridors move people and goods through the state. The Metro Council expects the state to continue its responsibility for investment in this statewide system. Regional investment will be considered on components of the interstate system within our region in order to advance their state investment priorities.
- State Highways: Key projects that help limited-access state highways and expressways better integrate with the regional system may be considered for the regional investment measure.
- The regional investment measure will leverage regional and local investments in affordable housing, open space, wildlife habitat, and air and water quality.
- The T2020 Transportation package will invest in increasing transit access and improving safety, with priority for parts of the region that have historically been underserved. Engagement processes from the affordable housing measure and the Regional Transportation Plan have emphasized that the most important investments for improving outcomes for people of color are improving safety, increasing transit access, and stabilizing the community to minimize the risk of gentrification in places where people of color live, work, and play.
- The regional investment measure will help the region continue using emerging technologies to support transit and better manage and optimize the system.

Council Direction: Process

- The process of creating and implementing the regional investment measure will build a broad coalition and bring together diverse stakeholders.
- The process will align with Metro Council's Strategy to Advance Racial Equity and ensure that people of color, who have been negatively impacted by past transportation investments, are well represented in the decision-making process.
- The process will be transparent with materials and decision-making readily available to the public.

Council Direction: Design and Risk Management

- Funds from the regional investment measure will be committed at the time of the measure's referral and will not be used to support project cost overruns.
- Projects must increase safety, mobility, and accessibility for people of all ages and abilities.
- Any regional investment, regardless of facility ownership, will require that the projects meet regional design guidelines and regional needs, particularly around safety, accessibility, and transit mobility. Jurisdictional transfer from the state may be necessary in some situations.
- Projects shall be designed using Performance Based Practical Design principles and will adhere to regional design guidelines. These design guidelines will also serve as the basis for all cost estimates.

- The Metro Council will factor a project's delivery risk assessment into its decision about including projects in the regional investment measure. The Metro Council expects projects to be delivered on time, on budget and consistent with the scope of the project as described to voters.
- Given the volatility of the federal government, any potential New Starts projects, except for the SW Corridor, will assume no more than a 30% federal match for planning purposes.

Council Direction: Outcomes

- The Metro Council will ensure that the regional investment measure it refers to the ballot will meet the following performance measures:
 - Safety
 - Significant progress toward 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
 - Improvements in roadway and transit reliability
 - 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
 - Greenhouse gas emission reduction
 - Overall decrease in vehicle miles traveled
 - Overall decrease in greenhouse gas emissions that meets the regional Climate Smart Strategy targets to the extent achievable by the scale of the overall investment
 - Overall increase in transit reliability and speed
 - 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 1/31/19

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

February XX, 2019

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Regional Investment Strategy Proposed Corridors

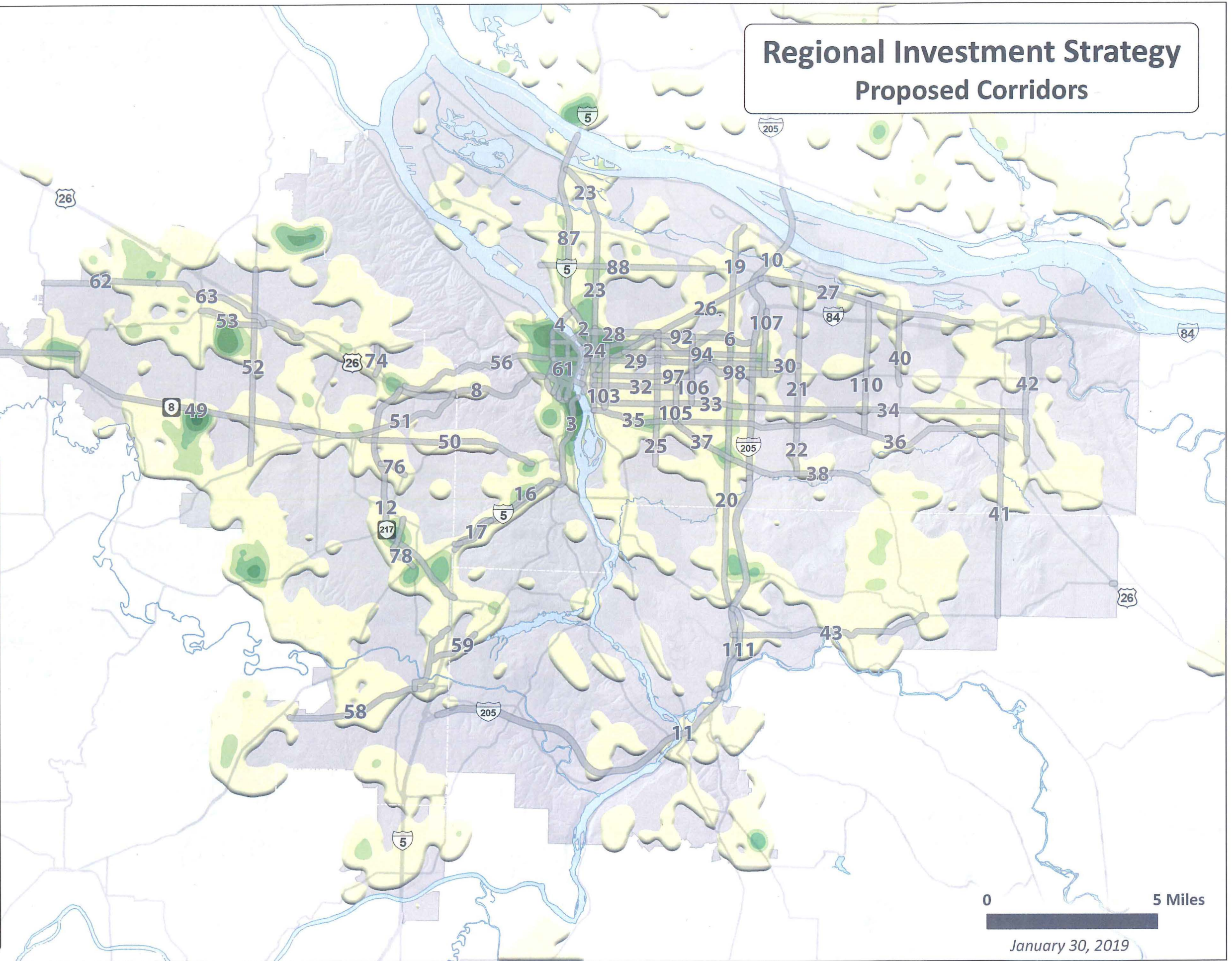
RIS Corridors

— Top 60 Corridors

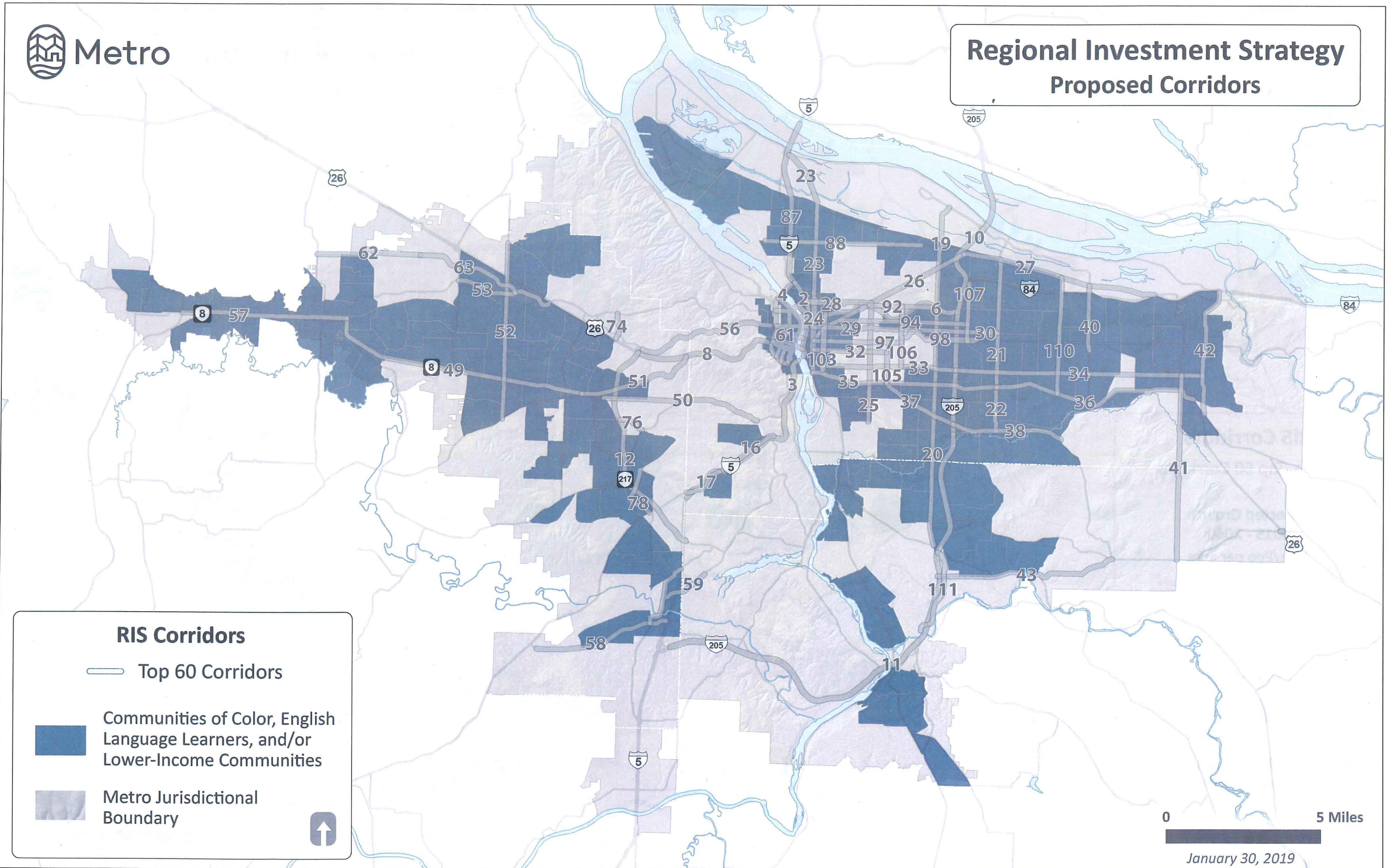
**Expected Growth
2015 - 2040
Jobs/Pop per acre**

	<10
	10 - 15
	15 - 25
	25 - 50
	>50

Metro Jurisdictional Boundary



Regional Investment Strategy Proposed Corridors



RIS Corridors

— Top 60 Corridors

Communities of Color, English
Language Learners, and/or
Lower-Income Communities

Metro Jurisdictional
Boundary



0 5 Miles

January 30, 2019