

Council work session agenda

Tuesday, July 30, 2019

2:00 PM

Metro Regional Center, Council Chamber

2:00 Call to Order and Roll Call

2:05 Safety Briefing

Work Session Topics:

2:10 Regional Congestion Pricing Study Overview [18-5255](#)

Presenter(s): Margi Bradway, Metro
Elizabeth Mros-O'Hara, Metro

Attachments: [Work Session Worksheet](#)

2:55 2019 State Legislative Report [18-5257](#)

Presenter(s): Randy Tucker

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

3:25 Regional Investment Strategy: Transportation Investment Measure Program Concepts [18-5256](#)

Presenter(s): Elissa Gertler, Metro
Andy Shaw, Metro

Attachments: [Work Session Worksheet](#)

4:10 Chief Operating Officer Communication

4:15 Councilor Communication

4:20 Adjourn

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Regional Congestion Pricing Study Overview
Work Session Topics

Metro Council Work Session
Tuesday, July 30, 2019
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: July 30, 2019

LENGTH: 45 minutes

PRESENTATION TITLE: Regional Congestion Pricing Study Overview

DEPARTMENT: Planning and Development

PRESENTER(S): Margi Bradway, Deputy Director
Elizabeth Mros-O'Hara, Investment Areas Project Manager

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: To introduce the Regional Congestion Pricing Study (RCPS) and provide Council an opportunity to discuss the proposed scope of work including congestion pricing concepts, how the concepts will be evaluated, and how we will engage Metro leadership and regional partners.
- Outcome: Metro Council will be familiar with the technical study and provide staff direction on scope and approach.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION RECENT BACKGROUND – CURRENT CONGESTION PRICING EFFORTS

Our region's plans have long recognized congestion pricing as an effective tool to more efficiently utilize our transportation infrastructure, alleviate traffic congestion, and reduce greenhouse gas emissions. Most recently, the 2018 Regional Transportation Plan (RTP), the region's long-range transportation policy blueprint and funding strategy, identified a comprehensive regional study of congestion pricing as a near-term next step for implementing the plan. The 2018 RTP recognized the need to balance the planned \$15.4 billion in capital investments in the transportation system, with implementation of strategies and tools, such as congestion pricing, to manage travel demand, fill gaps, and address inequities. Based on this direction, the Regional Congestion Pricing Study (RCPS) will be the region's first effort to model, analyze, and compare different congestion pricing concepts.

Congestion pricing is the use of a price mechanism (i.e. tolls, parking fees) to make drivers aware of the costs they impose upon one another and transportation infrastructure when making trips. Pricing can lead travelers to change their behavior (i.e. shifting trip times from peak periods, traveling less often, changing travel modes, carpooling) which can result in less congestion.

Coordination with other efforts

The Metro RCPS will need to coordinate with two other congestion pricing efforts currently underway in our region - one being led by ODOT and the other by the City of Portland. The ODOT Value Pricing project is in the Pre-NEPA phase and is focused on tolling bottlenecks on Interstate 5 (I-5) and Interstate 205 (I-205) as required by the House Bill (HB) 2017 legislative mandate. Metro has been actively involved with ODOT's Value Pricing project. The City of Portland's Pricing for Equitable Mobility is focused on improving equity through the use of pricing and other tools on facilities within the city and that are under Portland's jurisdiction. The City of Portland efforts include transportation network companies (TNC) regulation, parking fees, and repurposing the uses of Portland street rights-of-way.

With ODOT and the OTC's work primarily focused on managing demand and congestion on I-205 and I-5 at key bottlenecks, and the City of Portland's focus on strategies within the city's jurisdictional purview, Metro is looking to answer larger questions about how congestion pricing can work in our region across jurisdictions given our region's transportation system and land use conditions. Key questions for consideration in RCPS include:

- What are the most effective pricing tools?
- What are the effects and impacts of different tools?
- How could these tools perform in our region?

The RCPS is still in the scoping phase and was introduced to Transportation Policy Alternative Committee on July 12, 2019, and Joint Policy Advisory Committee on Transportation July 18, 2019.

REGIONAL CONGESTION PRICING ANALYSIS

Metro anticipates working in partnership with the Portland Bureau of Transportation (PBOT), TriMet, and in coordination with ODOT, to lead this exploratory technical study of congestion pricing approaches. The RCPS will look at different applications of congestion pricing to understand the outcomes and effects of different pricing policies and programs as applied in our region.

At this time, the RCPS will focus on a technical evaluation of pricing scenarios. Metro does not anticipate significant public outreach or convening of a project stakeholder committee for the work. However, targeted stakeholder involvement will be conducted. Guidance for the technical study will be sought from TPAC, JPACT, and the Metro Council during regularly scheduled project updates. The project will rely on TPAC for technical input, JPACT for policy input, and the Metro Council for overall guidance of the project.

Draft Purpose and Outcomes:

Metro's goal is to understand how the region could use congestion pricing to manage traffic demand to meet climate goals without adversely impacting safety or equity.

The RCPS findings will provide a baseline understanding of how different pricing tools can perform in our region. The findings will be used to educate and inform future discussions on implementing congestion pricing and policy recommendations. In addition, findings will inform the City of Portland efforts and the ODOT Value Pricing planning and environmental linkage work.

Summary of Approach and Key Evaluation Measures

The Regional Congestion Pricing Study will test the efficacy and performance of different pricing concepts through testing a series of modeling scenarios and informed by research, technical papers, and feedback from experts in the field. The study will evaluate congestion pricing as a tool to accomplish the four primary transportation regional priorities identified in the 2018 Regional Transportation Plan: addressing climate change, managing congestion, getting to Vision Zero (safety), and reducing disparities (equity).

The study will primarily focus on evaluating three to four scenarios that apply different pricing concepts as well as mitigation options to address equity and safety issues that may emerge or potentially be exacerbated by pricing. Pricing concepts likely to be assessed are:

- Cordon: vehicles pay to enter/travel in a congested area
- Vehicle Miles Traveled/Road User Charge: a charge based on how many miles are traveled
- Roadway: a direct charge to use a specific roadway or specific roadways
- Parking: charges to park in specific areas

The pricing scenarios will be modeled to see if they reduce congestion and greenhouse gas emissions. Those that move the needle, will then be evaluated for impacts to equity and safety. Metro will also explore potential mitigations for impacts.

Metro will hire a consultant team to help structure and evaluate our analysis and findings over the next two years and assembling a panel of congestion pricing experts to review and provide feedback on findings. Important strategic advice from our regional committees, Metro Council, and targeted stakeholders will be augmented with review by our consultants and the congestion pricing expert panel.

Example metrics to be assessed as part of the study includes:

- Greenhouse gas emissions and overall emissions reduction to understand congestion pricing effects to addressing climate change
- Mode shift, travel time, vehicle miles traveled, and diversion to understand congestion pricing effects to manage congestion and potential modal conflicts as it relates to safety
- Impacts and benefits accrued to areas with a higher density and concentration of people of color, limited English proficiency populations, and low-income households.
 - Examples may include transit travel time savings or delays, vehicle miles traveled in the area

QUESTIONS FOR COUNCIL CONSIDERATION

- Does Council agree with the general approach of the study?
- Are the four 2018 RTP priorities –congestion, climate change, safety, and equity- the right values to measure pricing scenarios against?
- Does Council have additional considerations related to the scenarios?

PACKET MATERIALS

- Would legislation be required for Council action ☐ Yes ☒ No
- If yes, is draft legislation attached? ☐ Yes ☒ No
- What other materials are you presenting today?
 - Draft summary scope of work
 - Draft timeline

Regional Congestion Pricing Study Draft Scope of Work and Timeline

Activity	Timeframe
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Kick off Regional Congestion Pricing Study with project introduction at TPAC, JPACT, and Metro Council work session	July 2019
Procure consultant to support work Define and prepare scenarios for congestion pricing analysis <ul style="list-style-type: none"> • Develop methodology details and package into technical memorandum • Prepare initial technical memorandums defining areas which are not being addressed and studied TPAC Workshop to review model abilities and constraints for understanding scenarios Return to TPAC with further refined methodology and approach for input	Fall – Winter 2019
Prepare technical memorandums and documentation Prepare tools and inputs for scenario runs	Early 2020
Run pricing concepts and scenarios <ul style="list-style-type: none"> • Review results with consultant team to help interpret results • Prepare technical memorandums of results • Develop and package committee materials Return to TPAC, JPACT, and Metro Council with results for discussion	Spring 2020
Post PAC Track comments, prepare modified technical inputs for second run of scenarios <ul style="list-style-type: none"> • Second run of scenarios with modifications • Review results with consultant team to interpret results, findings, recommended next steps 	Summer 2020
Prepare and package second run of scenarios for final analysis report <ul style="list-style-type: none"> • Develop project findings summary sheets and communication materials 	Fall 2020
Release final pricing analysis report <ul style="list-style-type: none"> • Expert panel event in conjunction with release of report 	End of 2020/Early 2021

2019 State Legislative Report
Work Session Topics

Metro Council Work Session
Tuesday, July 30, 2019
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: July 30, 2019 **TIME:** 2:55 PM **LENGTH:** 30 minutes

PRESENTATION TITLE: 2019 State Legislative Report

DEPARTMENT: Government Affairs and Policy Development

PRESENTER(S): Randy Tucker, (503) 797-1512, randy.tucker@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** Provide a summary of the outcomes of the 2019 Oregon legislative session with respect to the Metro Council's priorities and a look ahead to the 2020 session.
- **Outcome:** The Council may wish to discuss specific legislative concepts or principles or direct staff to develop policy or funding proposals for the 2020 legislative session.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The 2019 Oregon Legislature adjourned on June 30 after a legislative session that was both momentous and tumultuous. Passage of major priorities of the Democratic supermajority relating to housing, education, public employee retirement, paid family and medical leave, and more was sometimes overshadowed by acrimony that made national headlines. For Metro, results were mixed; see attached materials.

QUESTIONS FOR COUNCIL CONSIDERATION

- This is mainly an update; in future work sessions, staff will bring forward concepts the Council may wish to consider for its 2020 legislative agenda.
- Does the Council wish to provide early guidance for staff with respect to 2020 legislative priorities?

PACKET MATERIALS

- Would legislation be required for Council action ☒ Yes ☐ No
- If yes, is draft legislation attached? ☒ Yes ☐ No
- What other materials are you presenting today? Brief session report and list of relevant legislative outcomes

Date: July 16, 2019
To: Metro Council
From: Randy Tucker, Legislative Affairs Manager
Re: Report on 2019 Legislative Session

Background

As you will recall, earlier this year you adopted Resolution 19-4954, which established the Metro Council's overall legislative agenda and incorporated the Council's legislative principles. An annotated version of Exhibit A to Resolution 19-4954, which lists the Council's specific legislative priorities, is attached. The annotations describe outcomes of the session with respect to each legislative priority; the document also includes outcomes for other issues on which Metro staff engaged but that were not part of the Council's pre-session agenda.

Outcomes

The 2019 Legislature convened on January 22 and adjourned a few hours before its constitutional deadline of midnight on June 30. As you know, the session was marked by rancor and tumult as a Democratic supermajority pursued an ambitious agenda and Republicans in the Senate responded by twice fleeing the Capitol to deny their chamber a quorum.

Despite this turmoil, many of the Democratic leadership's highest priority bills, some of which were also included in your legislative agenda, passed and will become law. Among other things, high-profile legislation was enacted addressing housing, education funding, and public employee retirement. One notable failure was House Bill 2020, the climate "cap and invest" legislation that died in the Senate. As of this writing, it is nearly certain that there will be a continued push for action on climate, but it is not yet clear exactly what form that will take: executive action, legislation in a special session, legislation in the 2020 session, or something else.

For Metro, results of the 2019 session were mixed.

- As noted, HB 2020 failed. It included language calling on the Oregon Transportation to prioritize investments to implement the region's Climate Smart Strategy.
- HB 2001, the "middle housing" bill, passed, but while Metro supported the bill, it includes elements that are problematic both technically and on a policy level. Meanwhile, SB 608 passed, establishing a statewide rent stabilization policy and prohibiting no-cause evictions under defined circumstances. Both of these bills The Legislature also provided significant funding for affordable housing.
- Aside from HB 2001, nothing significant happened with respect to land use in the Portland region.
- The Legislature gave Metro increased authority to ask the region's voters to increase vehicle registration fees as part of the 2020 transportation ballot measure currently under development. However, efforts to obtain state funding for improvements to I-205 and for the Southwest Corridor light rail project were unsuccessful.

- HB 3427, the Student Success Act provided significant new education funding but pre-empted local governments from taxing commercial activity in ways that may affect the 2020 regional transportation ballot measure.
- Metro led the effort to pass HB 3431, a bill that exempts visitor venues from overbroad statutory requirements related to blind vendors when issuing contracts for food and beverage services.
- HB 2772, the household hazardous waste product stewardship bill, passed out of its policy committee for the third consecutive session, and for the third consecutive session died in Ways and Means, despite having an ultimate cost to Oregon taxpayers of zero.
- Legislation creating a product stewardship program for pharmaceutical drugs passed, while product stewardship legislation for mattresses failed.
- Legislation passed that will prohibit single-use plastic checkout bags and require that plastic straws be distributed only upon request. However, legislation to prohibit the use of polystyrene foam food containers failed.
- Legislation to create a tax credit for brownfield redevelopment did not pass. (Staff has determined that the Legislature is not likely to create a new tax credit; we will work with the Oregon Brownfields Coalition to develop a restructured proposal for 2021.)

Looking forward to 2020

Naturally, I will work with you later this year to develop your legislative agenda for the 2020 session. At this time, it is possible to anticipate several items that seem like appropriate elements of that agenda:

- **Climate:** depending on larger circumstances, seek further improvements to climate legislation to ensure that it better supports implementation of Climate Smart Strategy
- **Household hazardous waste:** bring back HHW product stewardship legislation with a broader coalition and possibly some policy improvements
- **Transportation:** explore opportunities to provide additional revenue-raising authority for 2020 ballot measure; work with regional partners to obtain state share of funding for Southwest Corridor and I-205
- **Other:** seek technical fixes to 2019 housing legislation; play supporting role in efforts to pass legislation related to geospatial framework data and to provide funding for reopening of Willamette Locks

METRO COUNCIL LEGISLATIVE PRIORITIES 2019 Legislative Session

TOP PRIORITY ITEMS

- **Climate:** Support legislation to create a “cap and invest” system to reduce greenhouse gas emissions and incentivize investment in clean energy. Seek specific provisions that support implementation of the Portland region’s Climate Smart Strategy to reduce transportation-related greenhouse gas emissions. Seek opportunities to support other climate-related investments related to Metro’s other areas of responsibility.

HB 2020 failed. It proposed a statewide “cap and invest” program that would have gone into effect in 2021. It directed the Oregon Transportation Commission to “prioritize” implementation of the Climate Smart Strategy (along with several other priorities) with transportation-related funds generated by the auctions of emissions allowances called for by the legislation. This issue is likely to be back in the 2020 session.

- **Household hazardous waste:** Establish a program based on producer responsibility and product stewardship principles to manage household hazardous waste.

HB 2772 failed. While we were able to eliminate some of the opposition to this bill with minor amendments, the most prominent manufacturers groups continue to oppose. This is the third session in a row that HHW product stewardship legislation has been approved by the relevant policy committee and died in Ways and Means.

- **Affordable housing:** Support legislation increasing state housing funding, improving tenant protections, and providing additional tools and authority to local governments to address housing supply and affordability.

SB 608 passed. It creates new protections for renters against exorbitant rent increases and no-cause evictions.

HB 2001 passed. It requires most communities within Metro to allow duplexes, triplexes, quads and cottage clusters in areas zoned to allow single family dwellings. It also includes provisions that affect Metro’s calculations of housing capacity and housing need in future growth management decisions.

HB 2003 passed. It requires the state to develop a methodology for, and then to conduct, a one-time regional housing needs analysis for certain cities and Metro, and then to estimate existing housing stock, conduct a housing shortage analysis and estimate needed housing units for the next 20 years. The bill includes confusing language requiring Metro to “allocate housing capacity” in certain situations.

Significant funding was provided for several housing programs. Highlights include:

- \$150 million for the Local Innovation and Fast Track rental housing development program
- \$50 million to build new permanent supportive housing
- \$50 million for emergency rent assistance and shelter
- \$25 million to preserve and maintain access to affordable housing
- \$15 million to create an acquisition fund for low-cost market rate housing

- **Urban growth management:** Ensure that the Legislature establishes the policy framework and process for local land use decisions and respects the authority of local governments, including Metro, to make specific decisions on local land use matters. Oppose efforts to legislatively determine specific land use designations in the region.

Aside from HB 2001 (above), no significant legislation passed affecting growth management in the Portland region.

SB 10 failed. It would have required cities with populations greater than 60,000 to zone for significantly increased levels of density near “priority transit stops.” Areas within Metro were exempted from the last version of the bill in deference to the work that has already been done in this region to facilitate efficient development in transit corridors.

- **Transportation projects:** Provide funding to support project development and eventual construction of Southwest Corridor and I-205 projects.

HB 3209 failed. It would have authorized general obligation bonds for construction of the I-205 projects.

No funding was provided for the Southwest Corridor light rail project in HB 5030 (the lottery bond allocation bill).

- **Brownfield cleanup and redevelopment:** Establish a state brownfield cleanup tax credit and support recapitalization of the state’s Brownfields Redevelopment Fund.

The Brownfields Redevelopment Fund received \$5 million in HB 5030 (the lottery bond allocation bill).

HB 2575 failed. It would have established a tax credit for brownfield cleanup and redevelopment.

OTHER ITEMS

- **Columbia River levees:** Support legislation to consolidate drainage districts and provide funding to support recertification of Columbia River levees.

SB 431 passed and \$15 million for levees statewide was allocated in HB 5030 (the lottery bond allocation bill).

- **Plastics:** Support a statewide ban on single-use plastics, including plastic bags, that does not pre-empt local authority or create an undue burden on low-income consumers.

HB 2509 passed. It prohibits retailers from providing single-use plastic check-out bags and requires at least a 5-cent charge for paper or reusable plastic check-out bags.

HB 2883 failed. It would have prohibited the use of polystyrene foam food containers.

SB 90 passed. It prohibits food and beverage providers or convenience stores from providing single-use plastic straws except upon request.

- **Paid parental and family leave:** Support legislation to establish a statewide program and policy for paid parental and family leave.

HB 2005 passed. It creates a paid family and medical leave insurance program to provide employees compensated time off from work to (a) care for and bond with a child during the first year of the child's birth or arrival through adoption or foster care; (b) provide care for a family member who has a serious health condition; (c) recover from their own serious health condition; and (d) take leave related to domestic violence, stalking, sexual assault or harassment.

- **Industrial site readiness:** Provide funding to implement statute authorizing loans to make land inside urban growth boundaries available for industrial development and job creation through infrastructure investment, brownfield cleanup, land aggregation, and other means. Support statutory changes to make statute clearer and easier to implement.

SB 34 failed. It included statutory changes to make the program easier to implement.

No funding was provided in HB 5030 (the lottery bond allocation bill) to support the loan element of the Oregon Industrial Site Readiness Program.

- **Product stewardship:** Support legislation creating programs for managing discarded pharmaceutical drugs and mattresses based on producer responsibility and product stewardship principles.

HB 3273 passed. It creates a product stewardship program for pharmaceutical drugs.

SB 276 failed. It would have created a product stewardship program for mattresses.

- **Jurisdictional transfer:** Advance efforts to identify candidate highways for jurisdictional transfer and provide funds to facilitate transfers.

HB 2846 failed.

- **Emerging transportation technologies:** Ensure that legislation establishing statewide policy frameworks for ride-hailing companies, automated vehicles and other technology-driven transportation innovations do not unreasonably limit local government authority or access to data needed for sound transportation management and planning.

HB 2770 failed. It would have established standards for the testing of automated vehicles.

HB 3023 failed. It would have established a statewide regulatory framework for transportation network companies but pre-empted local government authority to regulate or collect data from these companies.

HB 3379 failed. It would have established a statewide regulatory framework for transportation network companies that did NOT pre-empt local government authority.

- **Geographic data:** Support legislation to create and fund central state repository for standardized geographic "framework" data.

No legislation passed on this topic but a bill has been drafted for consideration in the 2020 session.

- **Oregon Conservation Strategy:** Support creation of an Oregon Conservation and Recreation Fund dedicated to the conservation and management of Oregon's non-game fish and wildlife and their habitats.

HB 2829 passed. It creates the Oregon Conservation and Recreation Fund and seeds it with \$1M once an equivalent amount has been raised from other sources.

HB 2834 passed. It directs ODFW, in cooperation with ODOT, to develop a Wildlife Corridor Action Plan to reduce collisions between vehicles and wildlife.

- **Willamette Falls Locks:** Support funding to repair and reopen the Locks and transfer ownership to the Department of State Lands.

No funding was provided in HB 5030 (the lottery bond allocation bill). A budget note was attached to HB 5024, which included funding for the Willamette Falls Locks Commission, urging the Commission to resubmit its request in the 2020 session after answering several questions related to ownership, funding and other matters.

- **Air quality:** Establish requirements and incentives to reduce diesel particulate emissions, increase the use of clean diesel engines, and reduce diesel engine idling.

HB 2007 passed. It was narrowed to apply only to Multnomah, Clackamas and Washington Counties. In those counties, it prohibits the addition of older diesel trucks to the fleet, establishes a timeline for the phaseout of older trucks currently in the fleet, and creates state contracting incentives for the use of newer and cleaner diesel construction equipment.

- **Tax Supervising and Conservation Commission:** Increase the cap and growth factor for the TSCC's budget.

HB 2504 passed.

- **Qualification-based selection:** Establish an alternative approach to contracting for certain categories of professional services that enables a contracting agency to consider price as a factor before selecting a contractor.

HB 2769 passed.

OTHER BILLS OF INTEREST (not addressed in Council's pre-session priorities)

HB 3431 passed. It exempts "visitor venues" (including all of the venues owned or operated by Metro) from the requirement to provide priority to blind vendors for vending contracts; the priority is retained at these venues only for vending machines.

HB 2592 passed. It is an omnibus bill that makes several technical changes to transportation statutes but also includes an amendment authorizing Metro to impose a voter-approved vehicle registration fee separate, for purposes of limiting the amount of the fee, from vehicle registration fees in cities and counties within Metro.

SB 226 passed. It declares that the City of Damascus is disincorporated, notwithstanding a court ruling invalidating the most recent election where Damascus voters chose to disincorporate.

HB 3427 passed. This is the “Student Success Act” that imposes taxes raising more than \$1 billion annually for education and pre-empts local governments from imposing taxes on commercial activity.

SB 978 failed. This was the omnibus gun safety bill that leadership agreed to set aside the first time the Senate Republicans denied quorum. It included language that would have given Metro more authority to regulate the carrying of guns on Metro properties, including those where large numbers of families gather.

SB 413 failed. It would have authorized the creation of districts for the construction, financing and operation of limited access highways, and exempted those districts from many local and state land use and transportation laws.

HB 3084 failed. It would have pre-empted local governments from taxing alternative daily cover.

**Regional Investment Strategy: Transportation
Investment Measure Program Concepts**
Work Session Topics

Metro Council Work Session
Tuesday, July 30, 2019
Metro Regional Center, Council Chamber

REGIONAL INVESTMENT STRATEGY:
TRANSPORTATION INVESTMENT MEASURE PROGRAM CONCEPTS

Date: 7/16/19

Prepared by: Toby Van Fleet, x7556,
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Work session date: July 30, 2019

Length: 45 min.

ISSUE STATEMENT

It is fundamental to greater Portland's future to have a variety of safe, affordable, and reliable options for people to get where they need to go – whether they are driving, riding a bus or train, biking or walking. Since March, the Transportation Funding Task Force has met repeatedly to discuss the Metro Council's direction on a potential transportation investment measure, identify shared values, prioritize corridors, and explore regionwide program concepts for the measure. At this work session, staff will present the program concepts the Task Force has identified and key themes from recent community engagement. Staff will seek feedback from Council direction on regionwide programs that can be part of the measure package.

ACTION REQUESTED

Feedback from Council on program concepts that have been discussed by the Transportation Funding Task Force.

IDENTIFIED POLICY OUTCOMES

The Metro Council has previously indicated its desire that a regional measure:

- Be truly regional, delivering benefits to community members, businesses and travelers throughout greater Portland's counties, cities and communities
- 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 and easier to use a variety of transportation options that serve people's needs getting around, including driving, taking transit, bicycling, walking and rolling
- Align with the policies adopted in the Regional Transportation Plan
- 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

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

POLICY QUESTION

- Which program concepts should proceed into a potential investment measure?
Council will be asked to make a decision on this question in the fall.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

The Transportation Funding Task Force is meeting July 24 to continue to discuss regionwide program concepts. On July 30 staff will update Metro Council on the Task Force's program conversation so far and seek guidance. In August, the Task Force is expected to provide feedback on a framework for regional programs. Soon after that August meeting, the Task Force's feedback will be shared with the Metro Council, and in September Council will be asked to direct staff as to what programs Council would like included in a possible regional transportation measure. In advance of that September Council decision, staff will be asking Council in this session about possible governance options for regionwide programs to better understand Council's comfort with possible program setups.

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 is growing quickly, with more than 2,000 new residents each month. It's fundamental to our future to have a variety of safe, affordable and reliable options for people to get where they need to go – whether they are driving, riding a bus or train, biking or walking.

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 people travel. 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 last November demonstrates greater Portland voters' eagerness to work together to address the critical issues we face. The council is now working with jurisdictional partners, housing providers and the community to create needed affordable homes through the bond. The Metro Council has referred a parks and nature bond renewal to voters – for November 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 represents a significant opportunity to connect priorities and make meaningful, strategic investments that improve lives and increase opportunities throughout the region.

BACKGROUND

In December 2018, the Metro Council adopted a significant Regional Transportation Plan update, following years of engagement that included more than 19,000 touchpoints with community members, community and business leaders, and regional partners. Through the extensive engagement that shaped the plan, Metro heard clear desires from community members 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.

At two work sessions in January, the Metro Council provided guidance on key outcomes, principles and the structure of a potential transportation investment measure that could help advance this vision. The council also approved a charge to provide direction for the Regional Transportation Funding Task Force, whose membership includes perspectives from around the region about the ways we use the transportation system.

Staff provided an update on the Task Force's work at the Metro Council's April 2 work session. The Task Force has reviewed Metro Council direction and policy applying to the regional investment measure, including Metro's racial equity and climate strategies and the 2018 Regional Transportation Plan. They have identified key values to advance in the measure, building on the direction received from the Metro Council. They have proposed additional corridors for consideration, reviewed staff evaluations of corridors' potential to advance key values, and completed an evaluation exercise identifying their individual corridor priorities. Finally, after reviewing an assessment of corridor investment readiness and opportunities, the Task Force provided feedback for prioritizing corridors into several tiers to guide further development of the investment measure. On June 4, Metro Council directed staff to move 13 corridors further into project development as key priority corridors for a potential transportation funding measure, and asked staff to work with local jurisdictions and community members on those corridors to determine whether those projects could be included in a possible measure. Council also identified an additional 16 corridors that could be considered for additional funding if there is revenue capacity.

Project feedback activities this summer are focused on three local investment teams of 6 to 10 community members from each county. These teams, with membership identified through consultation with the Metro Council, Task Force co-chairs, local partners and community advocates, began meeting and touring corridors in July to review potential investments, and provide feedback on those potential investments by September. These evaluations will be provided to the Task Force to assist in its deliberations of short- and long-term project investments in each high-priority corridor for possible inclusion in the investment measure. The Task Force is expected to provide a project recommendation to the Metro Council this fall.

Also during the spring, Regional Investment Strategy staff worked together to conduct coordinated, focused engagement around the three arms of the Regional Investment Strategy, including transportation, affordable housing, and parks and nature. These activities included community forums, culturally-specific discussion groups led by community partners, and a community leaders forum bringing together many kinds of expertise and experience into a shared conversation of the region's challenges and how potential investments can help address them. Staff also released a transportation investment survey in English and four other languages that received more than 3,500 responses collectively, with each respondent sharing unique experiences of getting around the region and what could make it better. That feedback is being used both to inform conversations about possible regionwide programs, as well as the Local Investment Team conversations about possible corridor projects.

By the date of this work session, the Task Force, co-chaired by Multnomah County Commissioner Jessica Vega Pederson and Washington County Commissioner Pam Treece, will have met nine times since its membership was confirmed by the Metro Council in February.

The 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? **No**
- If yes, is draft legislation attached? **No**