

REGIONAL INVESTMENT STRATEGY: TRANSPORTATION INVESTMENT MEASURE

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ISSUE STATEMENT

The Metro Council has directed staff to work with community and partners on a potential 2020 transportation investment measure. The measure is designed around project investments in some of the region's most congested and dangerous travel corridors and additional programs that make investments beyond these corridors.

At this work session, staff will provide an update on questions raised by Council at work session on Jan. 14, 2020, regarding proposed investments in the 82nd Avenue, Sunrise/Highway 212 and Clackamas-to-Columbia corridors. Staff will also provide an update on analyses of potential outcomes of measure investments.

ACTION REQUESTED

Provide further direction for issues or questions to explore regarding proposed Tier 1 investments and/or potential outcomes of the transportation investment measure.

IDENTIFIED POLICY OUTCOMES

The Metro Council has directed that a measure advance the Regional Transportation Plan, Strategic Plan to Advance Racial Equity, and Climate Smart Strategy; engage diverse partners and community members; and leverage affordable housing and parks and nature investments. The Metro Council approved specific policy outcomes for the potential transportation measure and appointed a Transportation Funding Task Force in early 2019.

In order to advance its desired policy outcomes, the Council has directed staff to develop a measure that focuses investments in key regional travel corridors and also includes regionwide investment programs to spread benefits throughout the region. Council direction on the measure structure is further described in the "Background" section below.

POLICY QUESTIONS

Based on the information staff provided today, should staff continue working with local partners on development of proposed measure investments at 82nd Avenue and Airport Way, the 172nd-190th connector road in the Clackamas-to-Columbia corridor, and the Sunrise/212 corridor?

Overall, is staff on track to bring you a Final Project Recommendation in April?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

In December, after months of engagement and discussion of staff investment recommendations, the Transportation Funding Task Force recommended roughly \$3.81 billion in measure investments in thirteen Tier 1 corridors. These investments would leverage more than \$2 billion in expected federal and local investments, and complement proposed regionwide programs making additional investments beyond the corridors.

Most of the Task Force's recommendations were unanimous. Two proposed investments fell short of unanimous consensus. The 82nd Avenue and Airport Way intersection project reached the threshold for a formal recommendation, while a proposed connector road from 172nd to 190th Avenue in the Clackamas-to-Columbia corridor received majority support from the Task Force but not the percentage required for a formal recommendation.

Staff and the Task Force co-chairs presented the Task Force's recommendations at work session on Jan. 7, 2020. On Jan. 14, the Council directed staff to proceed with the majority of the Task Force's recommendations, but requested more information regarding 82nd Ave. and Airport Way, the proposed connector road, and the Sunrise/212 corridor. At this work session, staff will respond to these requests. Council could direct staff to proceed with project development and/or request more information about these proposed investments.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Greater Portland is growing quickly. It's fundamental to our future to have a variety of safe and reliable options for people to get where they need to go – however they get there.

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 directed that this work must place advancing racial equity and addressing climate change at its core. The council has also directed staff to engage a wide range of community members, partners and leaders to identify smart solutions supported by a broad coalition.

Greater Portland voters' decisive approval of the regional affordable housing bond in 2018 and regional Parks and Nature bond renewal in 2019 demonstrates their eagerness to address the critical issues we face across the region. The Council is also considering referring a regional supportive housing funding measure to the ballot for the May 2020 election. A regional transportation measure in November 2020 represents a significant opportunity to continue connecting priorities to address urgent needs, investing to improve lives and increase opportunities throughout the region.

BACKGROUND

In December 2018, the Metro Council adopted a Regional Transportation Plan update, following years of engagement that included more than 19,000 engagements with residents, community and business leaders, and regional partners. Through the extensive engagement that shaped the plan, Metro heard clear desires for safe, smart, reliable and

affordable transportation options for everyone and every type of trip. The 2018 Regional Transportation Plan is built on key values of equity, climate, safety, and congestion relief.

At work sessions in January 2019, the Metro Council provided guidance on key outcomes, principles and the structure of a potential investment measure to help advance these values. The council also approved a charge for a diverse and regionally inclusive Regional Transportation Funding Task Force. Co-chaired by Commissioners Jessica Vega Pederson and Pam Treece, the Task Force has met 17 times. The Task Force has reviewed Metro Council direction and policy regarding the measure; identified additional desired outcomes; provided input to Council on priority corridors, regionwide programs and possible revenue mechanisms; and made recommendations on Tier 1 investments.

In June, informed by input from the Task Force and an online survey completed by approximately 3,500 area residents, the Metro Council directed staff to move 13 “Tier 1” corridors into further project identification, development and engagement. The council also identified 16 “Tier 2” corridors that could also be considered for funding if there is revenue capacity. Over summer 2019, three Local Investment Teams toured the Tier 1 corridors and provided feedback to inform staff and Task Force project recommendations.

Following a summer of in-depth engagement with community-based Local Investment Teams and project development with jurisdictional partners, Metro staff released a preliminary Tier 1 corridor projects and regionwide programs recommendation to the Transportation Funding Task Force on Oct. 18, 2019. The Task Force discussed these recommendations, proposed amendments, and finalized their own recommendations – most of them unanimous – on Dec. 19, 2019. The \$3.81 billion in proposed Tier 1 investments would leverage approximately \$2.22 billion in expected federal and local funds, for a total of approximately \$6.03 billion in recommended corridor investments.

In September 2019, informed by input from community forums in the spring and Task Force discussions in the summer, the Metro Council advanced nine regionwide programs to for potential inclusion in the measure, at an expected investment of \$50 million annually. Staff are developing these programs further with community and jurisdictional partners. At the Metro Council’s direction, staff are also developing a program to create community-based anti-displacement strategies in corridors funded through the measure. Staff plan to bring a refined program recommendation to the Metro Council in April.

The Metro Council will continue to direct staff in future iterative policy discussions, including options for project investments, possible additional corridors to include in the measure, regionwide programs, revenue mechanisms, oversight and accountability, and implementation. The council could consider referral to voters in late spring.

- Is legislation required for Council action? **Legislation will be required for referral.**