

Metro

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Metro

Minutes

Tuesday, August 14, 2018

2:00 PM

Metro Regional Center, Council Chamber

Council work session

2:00 Call to Order and Roll Call

Council President Tom Hughes called the Metro Council work session to order at 2:01 p.m.

Present: 7 - Council President Tom Hughes, Councilor Sam Chase, Councilor Betty Dominguez, Councilor Shirley Craddick, Councilor Craig Dirksen, Councilor Kathryn Harrington, and Councilor Bob Stacey

2:05 Chief Operating Officer Communication

Ms. Andrew Scott, Metro Deputy Chief Operating Officer, discussed that regional trail count volunteers were still needed. He mentioned that registration and orientation was required. He announced the Tongan-American Resource Committee, one of Metro's 2018 Community Place-making grantees, was celebrating the 2nd annual Tonga day on August 18th. He reported on the Oregon Transportation Commission (OTC) meeting on August 16th in John Day and introduced Ms. Margi Bradway, Deputy Director of Planning and Development, to discuss draft letters to the OTC regarding climate change and congestion pricing.

Ms. Bradway stated that the OTC would make their final decision on congestion pricing. She discussed the draft letter which voiced support for congestion pricing and the proposal put forward by Oregon Department of Transportation (ODOT) staff. She explained OTC's plan for regional tolling and emphasized the effectiveness of regional tolling, however, stated that the ODOT should not lead this. Councilor Dirksen inquired on ODOT's staff recommendation in regard to the regional study of freeway system. He recalled that in a previous Pedestrian Advisory Committee meeting, he motioned that ODOT's plan include regional patterns, however the committee members did not support this. Councilor Stacey expressed that the value system of pricing was critical and should be studied at a

regional wide level. He discussed that those involved with this system should be leads on the plan. Councilor Chase agreed with Councilor Dirksen and expressed the need for a more comprehensive strategy. He expressed that the region should look at every option for congestion and pricing. Councilor Craddick recommended that revisions to item two in the letter. Councilor Harrington stated that her local jurisdiction had concerns over congestion and value pricing and spoke to the impact of the transportation network, emphasizing the importance of holding local officials and jurisdictions collectively responsible. Ms. Bradway presented the second draft letter to the OTC, regarding OTC's State Law Transportation Strategy on Climate Change. She noted that the OTC accepted the plan but were not adopting it. She remarked that the letter outlined support for this strategy and addressed Metro's work on climate change. Councilor Harrington asked about Metro's previous communications when Councilor Carlotta Collette was testifying before the OTC. She recommended that Metro be transparent with their support for this legislation and commitment to environmental efforts. Councilors granted permission for staff to send both letters once minor revisions were made.

Mr. Scott introduced Mr. Roger Gonzalez, Metro Chief of Staff, to present a letter in support of the Portland Institute of Contemporary Arts (PICA) application to the National Endowment of the Arts, Metro's town place-making grant. Mr. Gonzalez stated that, with this grant, PICA was proposing to be the operational hub for the partnership based initiative, the Black Arts Ecology of Portland. He explained the project would accommodate physical space, material and human resources, and artistic programming. He expressed PICA were seeking the \$200,000 grant and concluded by listing program activities. Council granted permission to send the letter of support.

Statewide Transportation Improvement Fund (STIF) - Process Update for Portland Metro Region

Council President Hughes introduced Ms. Bradway to present on the process update for the Statewide Transportation Improvement Fund (STIF).

Ms. Bradway referred to the transportation component of House Bill (HB) 2017 and reviewed that TriMet was tasked via statute to facilitate and allocate the negotiation of those funds. She introduced Mr. Tom Mills, Service Planning Manager at TriMet, who staffed and managed the processes. Mr. Mills discussed that HB 2017 included a large increment of funding for public transportation, explaining it was a tax on employee payroll. He stated that 90% of funds would go to TriMet, 5% would go to a state wide grant program, and another 5% would be allocated to long distance operations where 1% of that would be given to administration of funds by ODOT. Mr. Mills expressed that the tax went into effect in July 2018 and mentioned that the first batch of funds would be received in June 2019. He remarked that the legislation was specific on how TriMet should spend the funds. He noted the legislation recommended the following: increased frequency, expanded routes, targeted low-income areas, transition operating fleet to natural gas or electric busses, improved connections between areas inside and outside TriMet district, and provided student transportation.

Mr. Mills outlined the planning timeline. He outlined that funds would be spent on: low income fare, TriMet service in the region, regional coordination, school transportation, and a non-diesel bus program. He expanded upon the student program and the non-diesel program to address services and costs. He expressed interest in providing an analysis in equity to ensure the underserved areas were being addressed. He shared advocacy efforts for other

investments such as street car and ride connection for senior and disabled funding. He expressed support providing free youth passes, however acknowledged that 25% of funds were already dedicated to fare reduction. He conveyed there would be a 5-year ramp up of service. He announced a proposal for capital expenses and acknowledged the goal to provide accessible bus stops. He summarized the funding allocation proposal and explained how outreach was conducted in order to address priorities. Mr. Mills offered three service scenarios to the committee: coverage focused scenario, ridership scenario, and a combination of the two. He explained that each scenario served equity areas and low income areas. He described the coverage focus options and improvements for each scenario. He reiterated the transportation proposal for seniors and people with disabilities. He explained the proposal would include shuttles and service types in various areas, but noted that the Portland streetcar was requesting more funds to increase service to 12 minute frequencies.

Council Communication:

Councilor Dominguez questioned the duration for the low-income fare program. She requested clarification on the coverage scenario map and the tradeoff between the types of busses being used. Councilor Harrington asked if there were informational handouts to provide to the public. She addressed the senior and disabled request as well as the streetcar request, while Councilor Stacey urged the committee to consider that there was a tradeoff when increasing services in one area. Councilor Craddick stated that improvements in infrastructure would allow streetcars to travel more effectively. She then highlighted the need for more North/South transportation lines. Councilor Dirksen stated the he did not feel comfortable providing more funding to the additional requests at the expense of other services. He approved the youth passes and stated that

elderly and disabled services were already hugely subsidized. Councilor Chase voiced support for the low income fare program and asked how this project was progressing. President Tom Hughes stated that the TriMet program did resolve Hillsboro's transportation needs. Councilors supported the combined service scenario to provide needed service.

2:45 Councilor Communication

Councilor Craddick reported on the tour that occurred with the Parks and Nature staff and Stakeholder Committee, explaining Metro acquired multiple properties at Johnson Creek and noted the group visited Grant Butte Wetland. Councilor Stacey announced that he and Councilor Dirksen co-chaired the SW Steering Committee meeting in which they approved the initial route proposal. Councilor Dirksen described the Land Use Final Order Steering Committee discussion. President Hughes commented that the Regional Waste Plan final decision would not come before council until 2019. He concluded by summarizing the Innovation and Investment Grant Committee's grant selection process.

3:00 Adjourn

Seeing no further business, Council President Tom Hughes adjourned the
Metro Council work session at 4:01 p.m.

Respectfully submitted,



Sima Anekonda, Council Policy Assistant