

Metro

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Metro

Minutes

Tuesday, January 8, 2019

2:00 PM

Metro Regional Center, Council Chamber

Council work session

2:00 Call to Order and Roll Call

Council President Lynn Peterson called the Metro Council work session call to order at: 2:01 p.m.

2:05 Chief Operating Officer Communication

Andrew Scott, Deputy Chief Operating Officer, announced that Metro's Transportation Public Opinion Poll was available. He explained that this a quantitative survey in cooperation with FM3 to help Metro understand what people value and prioritize in regards to their everyday transportation use. He noted that staff will provide a briefing of the results later this month.

Mr. Scott also mentioned that a Housing Bond Implementation Frequently Asked Questions worksheet had been distributed via email for councilors and other staff to refer to in case any question regarding the subject were to arise from the public in the next few weeks.

Mr. Scott introduced Ms. Margi Bradway, Metro Staff, to provide a brief update on the Columbia River Crossing Principles. Ms. Bradway recapped recent conversations concerning the Columbia River Crossing and provided a handout that contained principles and outcomes discussed by council.

Council Discussion

Council President Peterson added that the conversation has already begun to reopen the project and Vancouver and Clark County were working to clarify their positions moving forward. She further emphasized that the Council should consider Metro's role in moving the conversation forward.

Councilor Craddick inquired whether Metro should make our goals regarding Climate SMART and transportation congestion, as they apply to this subject, more explicit.

Councilor Gonzalez voiced his agreement of the inquiry and also noted his interest in learning more about congestion pricing in the handout. Council President Peterson noted that congestion pricing was already a part of the official proposition. Council agreed to a future discussion regarding congestion pricing.

Councilor Chase recommended that improving air quality be included as a key component. Councilor Lewis added that localized traffic impact must also be taken into consideration as one of Metro balances the interests of state wide importance with the interest of the local neighborhoods.

Councilor Dirksen stated his support for including congestion pricing language. Councilor Stacey agreed and added that the appropriate application of congestion pricing would require an equitable approach for it to be feasible for all income ranges.

The Council discussed the use of the terminology “adequate transit capacity”, to which Council President Peterson and Councilor Dirksen stated their preference for the phrasing “Lightrail” to be included in some part of the proposal.

Work Session Topics:

2:10 Discuss Council Policy Priorities for 2022-2024 Regional Flexible Funds Allocation

Attachments: [Work Session Worksheet](#)
[Memo: 2021-24 MTIP and 2021-24 RFFA](#)
[Memo: 2022-24 RFFA Policy Framework Recommendation](#)
[2019-21 RFFA Timeline Draft](#)
[PowerPoint: 2022-24 RFFA](#)

Council President Peterson introduced Ms. Margi Bradway. Ms. Bradway reviewed policy framework for the Regional

Flexible Funds' investments and reported on its alignment with the draft 2018 Regional Flexible Funds Allocation (RFFA) policy direction. Ms. Bennett emphasized that this was a key policy issue to be discussed at future Council meetings. Ms. Bradway introduced Mr. Ted Leybold. Mr. Leybold shared some background about transportation funding. He addressed the need for the Metropolitan Transportation Implementation Plan (MTIP) to be updated this year and stated that more information regarding these updates will be brought to the Council at a later time.

Mr. Leybold then reviewed a variety of programs and projects that are covered by the RFFA and exemplified eligible uses for the funds in the following period including providing regional funding for large-scale transit investments, Metro's planning activities, and investing in capital projects funding.

Ms. Bradway introduced Mr. Dan Kaempff. Mr. Kaempff discussed the 2018 Regional Transportation Plan (RTP) and the direction it provides for the regional transportation system. He stated that after receiving feedback from the public and various stakeholders, the top four priorities were defined as the following: equity, climate smart, safety, and congestion relief.

Mr. Kaempff reviewed the planned policy framework for the RFFA for 2022-2024. He described the timeline for 2019 and emphasized the importance of having a funding decision by January 2020. He also reported that the final 2022-2024 RFFA forecast for the allocation process would be provided in March.

Ms. Bradway reviewed next steps and noted that, following the next Joint Policy Advisory Committee on Transportation (JPACT) and the Transportation Policy Alternatives Committee (TPAC) meetings, staff would return to Council

with final policy recommendations for review.

Council Discussion

The Council discussed the definition of a “regionally significant process” and how it could be applicable in this scenario. Councilor Chase asked for further clarification regarding enhanced transit and conveyed his support for investing some funds into a clean diesel program.

Council President Peterson suggested taking some of the extra fund money and starting to apply it to planning grants for areas of the city that may not have had funding for development in the past. Councilor Gonzalez stated his support of this suggestion and added that he would like to see a dedicated commitment to climate change initiatives within the priorities. Councilor Lewis conveyed her interest in an economic freight strategy.

3:15 Break

3:25 2019 Legislative Agenda

Attachments: [Work Session Worksheet](#)
[Resolution No. 19-4954](#)
[Exhibit A: Priorities](#)
[Exhibit B: Principles](#)
[Climate Legislation 2019](#)
[Equitable Housing 2019](#)
[Land Use 2019](#)
[OGIC Framework Data 2019](#)
[Ride-hailing 2019](#)
[Transportation Projects 2019](#)
[Willamette Falls Locks 2019](#)

Council President Peterson introduced Mr. Randy Tucker. Mr. Tucker provided background on the upcoming federal legislative session. He stated that the top four priorities from the Oregon House leadership were as follows: revenue

reform (school funding), Medicaid funding, climate change, and housing.

Mr. Tucker also remarked that materials for adoption regarding the 2019 Legislative Agenda would be finalized by end of January and noted Council President Peterson was confirmed to be legislative liaison. He noted that Jack Dempsey had recently been hired as a lobbyist to do general lobbying on behalf of Metro and will be working closely with Mr. Tucker.

Council Discussion

Councilor Craddick conveyed her interest in adding legislation related to plastic bag usage to the agenda, to which the Council agreed.

Exhibit A: Priorities & Exhibit B: Principles:

Mr. Tucker briefly reviewed the contents of the Council's priorities and principles for the upcoming year and recommended clarifying the product stewardship language to better express the intent of the priority.

Council Discussion

Councilor Gonzalez emphasized the importance of waste management and reduction as a priority and asked if product stewardship legislation included other waste such as construction waste. Mr. Tucker explained that product stewardship primarily focused on consumer products that the average citizen may discard improperly, noting that adjustments could be made to the language in the principle to include general solid waste.

Councilor Lewis suggested that the wording "transportation planning" be adjusted to encompass all of Metro's projects.

Council President Peterson inquired about the Columbia River Crossing and raised concerns over the State of Oregon's understanding of Metro's role in finalizing the project.

Council President Peterson acknowledged that further discussion was needed on the regional transportation principles. Councilor Gonzalez requested affordable housing could be an additional category in the principles.

Land Use 2019

Mr. Tucker announced that no land use specific bill or legislation resided at the state-level. However, he recalled the effort by the City of Hillsboro to change rural reserves back into urban reserves late last year and confirmed that productive and cordial conversations with the city were still in process.

Council Discussion

Councilor Gonzalez expressed his interest in potential land use legislation relating to the Port of Portland. Councilor Stacey inquired about future demand for riverfront industrial unloading and loading would be, and whether the land around that area would be the right choice to preserve in the long-term. Council President Peterson summarized that the Council would be interested to know what is coming forward in regard to land use legislation, and recommended developing a plan to align our economic land use strategies as was done with Metro's transportation strategies.

Oregon Geographic Information Council (OGIC) Framework Data 2019

Mr. Tucker introduced Mr. Jeff Frkonja, Metro's Research Center Director, to provide further detail on the OGIC Framework Data project. Mr. Frkonja explained that the

project is a result of the state attempting to replicate success from Metro's work in data analysis and forecasting on a state-wide level.

Mr. Frkonja stated that supporting the state would provide Metro with increased access to state-wide resources, including facilities and funding. He added that if the state becomes more capable in this realm, then it will become a more empowered partner in other collaborative efforts with Metro. Mr. Frkonja described the costs and financial implications of the project, stating that the first ask is for \$18 million to fund the necessary initial capacity building.

Council Discussion

The Council agreed to support the OGIC Framework Data project.

Ride-hailing 2019 (Guest Elliot Rose)

Mr. Tucker explained the impact automated vehicles and ride-hailing services have on local government management of transportation systems. He added that these services also create and hold vast amounts of data. Mr. Tucker also stated that preemption and data sharing might be of particular interest for the Council to support in the following year. He explained that ride-hailing and automated vehicle companies are interested in having standard regulation that removes the opportunity for local governments to manage their use of street systems. Additionally, as these companies create and hold large quantities of data, he encouraged the Council to support the authority of local government to oversee this data collection.

Council Discussion

The Council agreed to support the described ride-hailing

initiatives.

Willamette Falls Locks 2019

Mr. Tucker introduced Mr. Andy Cotugno, Metro's liaison on this project. Mr. Cotugno described the cost of repairs in the Willamette Falls Locks proposal, which is estimated at \$15.5 million with additional yearly maintenance costs. He also added that the Oregon Department of State Lands has volunteered to be the recipient of this project. However, Mr. Cotugno further explained that since the Oregon Department of State Lands would not be overseeing the operations of the Willamette Falls Locks, there is current discussion for them to partner with a public corporation for the operational needs of the facility.

Council Discussion

The Council agreed to support the Willamette Falls Locks 2019 project.

Climate Legislation 2019 & Equitable Housing 2019

Council decided to move these topics for discussion at the next Council work session on Thursday January 10, 2019.

4:25 Councilor Communication

Councilor Craddick announced that Multnomah County's initial decision to reallocate hotel tax funds to focus on issues relating to homelessness had been postponed. She added that Metro received a \$2 million grant to assist in upgrading the Shell at the Arlene Schnitzer Concert Hall.

4:35 Adjourn

Seeing no further business, Council President Lynn Peterson adjourned the Metro Council work session at 4:33 p.m.

Respectfully submitted,

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Janani Srinivasan, Council Policy Assistant