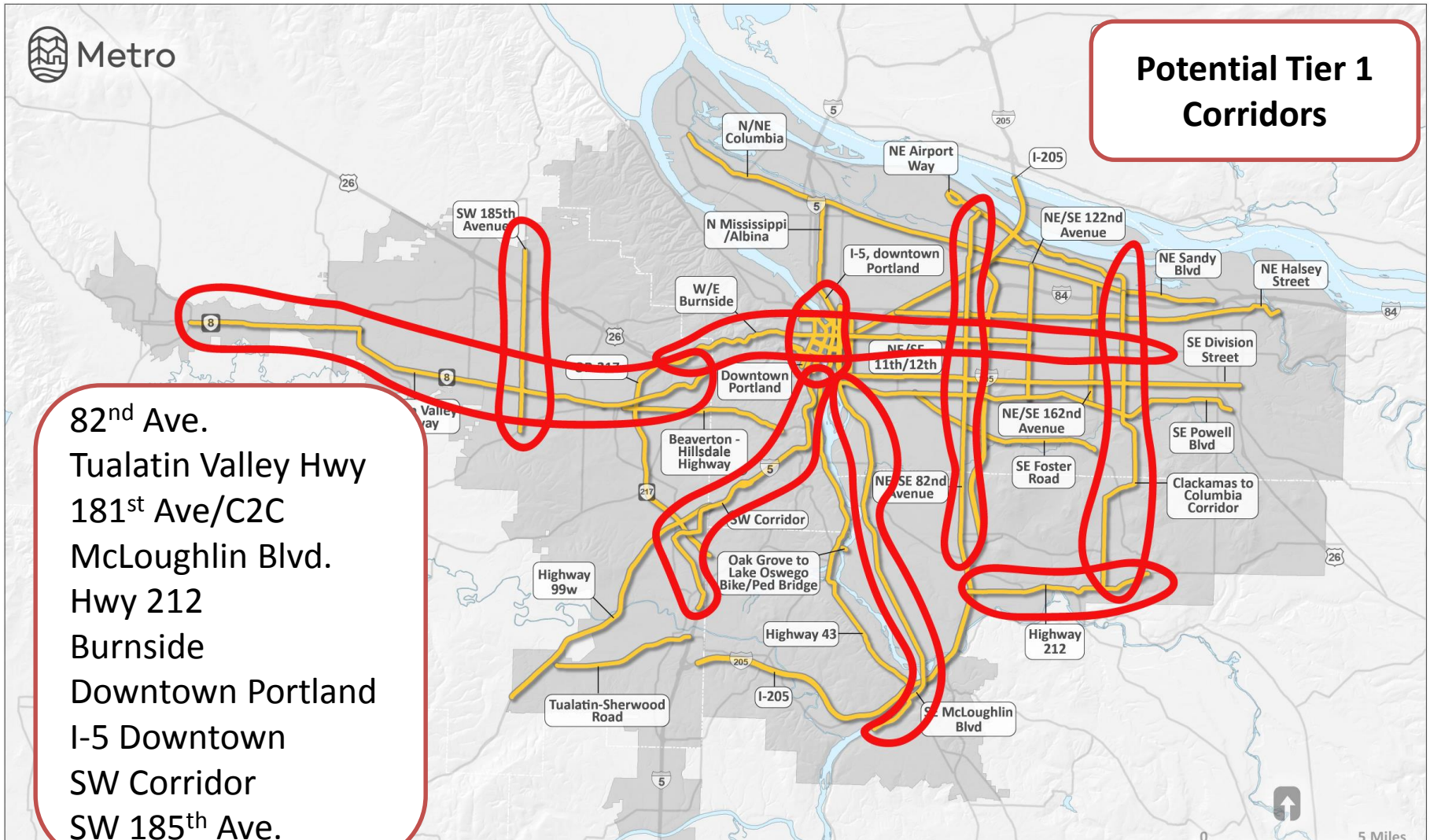
Task Force phases of work

Priority corridors & outcomes	Programs	Priority projects	Revenue mechanism	Account-ability & oversight	Final recommend-ation
Spring	Summer	Fall	Winter 2020	Spring 2020	May 2020

Staff corridor assessment: 5/15



Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

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

Reflects direction at Council work sessions on Jan. 24 and 31, 2019

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 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. If necessary, regional investment will be considered on components of the interstate system within our region in order to advance strategic regional priorities by supporting planning and design and off-system improvements that help better connect the interstate system with the regional 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.
- The regional investment measure will leverage regional and local investments in affordable housing, open space, wildlife habitat, and air and water quality.
- The transportation measure 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 outcomes:
    - Improves Safety
        - Significant progress toward zero deaths in all modes of transportation
    - Makes It Easier to Get Around
        - 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
    - Helps People Get Where They Need to Go
        - 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
    - Supports Resiliency
        - Package overall should invest in key resiliency needs in the region
    - Protects Clean Air
        - 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
        - Overall reduction in diesel particulate matter in the air
    - Supports Economic Growth
        - Number of jobs created
        - Number of jobs created for people of color