



600 NE Grand Ave.  
Portland, OR 97232-2736  
oregonmetro.gov

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

October 18, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick  
Nina DeConcini

Craig Dirksen (*Chair*)  
Anne McEnerny-Ogle  
Paul Savas  
Jessica Vega Pederson  
Chloe Eudaly  
Tim Knapp  
Doug Kelsey  
Bob Stacey

AFFILIATION

Metro Council  
Oregon Department of Environmental Quality  
(ODEQ)  
Metro Council  
City of Vancouver  
Clackamas County  
Multnomah County  
City of Portland  
City of Wilsonville, Cities of Clackamas County  
TriMet  
Metro Council

MEMBERS EXCUSED

Roy Rogers  
Denny Doyle  
Curtis Robinhold  
Rian Windsheimer  
Kris Strickler

AFFILIATION

Washington County  
City of Beaverton, Cities of Washington county  
Port of Portland  
Oregon Department of Transportation  
Washington State Department of Transportation

ALTERNATES PRESENT

Lori Stegmann  
Jef Dalin  
Mandy Putney  
Carly Francis  
Emerald Bogue

AFFILIATION

Multnomah County  
City of Cornelius, Cities of Washington County  
Oregon Department of Transportation  
Washington State Department of Transportation  
Port of Portland

OTHERS PRESENT: Mark Otternad, Nicole Hendrik, Todd Juhasz, Dwight Brasher, Lisa Wilson, Jeff Owen, Mike Bezner, Joanna Valencia, Katherine Kelly

STAFF: Elissa Gertler, Kim Ellis, Margi Bradway, Nathan Sykes, Beth Cohen, Ernest Hayes, Roger Gonzalez, Sara Farrokhzadian, and Sima Anekonda

## **1. CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS**

Chair Dirksen called meeting to order to 7:35 AM.

## **2. PUBLIC COMMUNICATION ON JPACT ITEMS**

Ms. Sharon Nasset, Third Bridge Now, stated that the Columbia River Crossing sought alternatives and additional capacity. Ms. Nasset explained that discussions with JPACT participants indicated that adding a freeway to connect various ports would have been a preferable alternative. She provided an image which detailed an a river crossing. Ms. Nasset highlighted that it would not be possible to build a replacement bridge without having an alternative route for commuters.

Mayor Gamba, Milwaukie was disappointed that the Audubon Society's comments would not be included in the RTP's strategy and policy moving forward. He expressed allocating funds to the RTP was inadvisable as it did not provide a sufficient enough amount of information. Mayor Gamba explained that the RTP did not meet the area's climate goals. He said that transportation dollars needed to be focused on solving climate issues. He encouraged the creation of a more thoughtful plan before funding was allocated to the RTP.

## **3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS**

Chair Dirksen welcomed Commissioner Chloe Eudaly and shared various scheduling updates. He stated that a presentation would be held on October 25<sup>th</sup> called "Building Regional Disaster Resilience: what worked in California and how it applies to Oregon". He said that the presenters were Abby Hall and Arrietta Chakos. He also noted that the December 20<sup>th</sup> JPACT meeting was cancelled.

Ms. Nina DeConcini announced that the November 15<sup>th</sup> JPACT meeting would occur on the same day that the Environmental Quality Commission would take up the Cleaner Air Oregon rules and the Industrial and Toxics rules. She said that JPACT participants were welcome to attend or submit comments.

Mayor Anne McEnery-Ogle said that the City of Vancouver passed a resolution for I-5's bridge replacement and added that the project had support from various jurisdictions, individuals represented on the Regional Transportation Council, and C-TRAN members.

Commissioner Paul Savas expressed excitement regarding TriMet's electrification program.

## **4. CONSENT AGENDA**

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Commissioner Savas asked for amendments to be made to his comments in the minutes regarding funding for the STIP – Safety Leverage Program and polling.

MOTION: Commissioner Savas motioned and Mayor Anne McErney-Ogle seconded to adopt the consent agenda.

ACTION: With all in favor, the motion passed.

## **5.0 ACTION ITEMS**

### **5.1 JPACT Recommendation to Metro council on Adoption of 2018 RTP and Strategies for Freight, Transit, and Safety**

*Key elements of the presentation included*

Ms. Kim Ellis clarified the role of the RTP and recognized the financial limitations the plan would face. She explained that the RTP established eligibility for projects to receive federal, state and regional funds. She also noted that this update would move to a 5-year cycle. She summarized that the RTP would help the region meet statewide transportation goals.

Ms. Ellis stated that a series of leadership forums and technical workgroups were conducted. She shared that the region was growing and would thus result in job constraints. She expressed that the update to the RTP's vision was precipitated by the engagement activities. She noted that the goals and objectives would guide planning efforts. Ms. Ellis described the following regional priorities: transportation equity, safety, congestion, travel options, and Climate Smart implementation. She stated that these priorities were analyzed in order to determine the budget.

Ms. Ellis conveyed that over \$15.4 billion were allocated to capital projects and another \$26 billion would go toward updated transit, roads, and bridges. She remarked that businesses and households were expected to benefit from the plan for the following reasons: growth in transit; improved safety, reliability and mobility; increased affordable travel options; and reduced air pollution.

Ms. Ellis conveyed that the RTP would set the foundation for future work, investment and collaboration. She stated that the RTP would also: keep federal dollars in the region, build local and regional plans and visions, allows major projects to move forward, and identify areas where more study was required.

Ms. Ellis detailed findings of the public comment period. She described the consultation meetings that were held with various agencies. She also noted that most comments dealt with minor issues, but did not suggest larger amendments.

She stated that the comments lead to amendments of the draft RTP. Ms. Ellis noted that Metro staff, TPAC, and MTAC all provided recommendations to the RTP as well.

Ms. Ellis said that Ordinance No. 18-1421 amended the RTP. She explained that Exhibit B reflected the updates to the goals and objectives section of the plan. She said that each of the four strategies had their own resolutions. She summarized an update to the Regional Transit Strategy which would bring a high capacity transit system plan and expand bus services across the region.

Ms. Ellis said that the Emerging Technology Strategy set principals and a policy framework to address evolving technology and the RTP's broader set of goals. She said that nearly forty comments addressed green area and green infrastructure.

Ms. Ellis summarized the TPAC recommendation to JPACT on the integration of green infrastructure and natural resources in the RTP. She explained TPAC recommendations included: adding green infrastructure and environmental objectives, add glossary of definitions, update design policies, add examples of potential mitigation strategies, and add examples of how green infrastructure would help achieve RTP goals. She acknowledged that design policies needed to be created for future staff and for the consideration of the next RTP.

Ms. Ellis added that MPAC made an additional recommendation for a timelier review of Title 3 and Title 13 inventories and implementation programs. She relayed MPAC's recommendation to review applications by 2025 or earlier. She mentioned that there was a significant amount of work needed to develop a region conservation strategy.

Ms. Ellis listed the final steps for adoption and asked that JPACT provide action. She stated that a legislative hearing would be held on November 8<sup>th</sup> and a final public hearing on December 6<sup>th</sup>. She noted that once the RTP and Exhibit C underwent changes, the plan would be submitted to federal partners. She said that investment dollars would continue to be pursued. Ms. Ellis stated that the action requested was for JPACT to approve and forward the ordinance and four resolutions to the Metro Council.

*MPAC Member Discussion Included:*

- Mayor Anne McErney-Ogle asked how the RTP would be amended in the middle of the 5-year process. Ms. Ellis explained that the RTP can be amended through a public process and would require JPACT's approval.
- Chair Dirksen sought clarity on greenhouse gas reductions when considering budget constraints. Ms. Ellis stated that the Climate Smart goals were expected to be met. She stated clarified that greenhouse gas emissions were expected to reduce by 40% per capita. She remarked that Appendix J updated to document

what was adopted into the Climate Smart strategy and include an assessment of how the strategy was being implemented. She explained that most monitoring targets that were initially established when the Climate Smart Strategy was adopted had been exceeded. She assured that if that plan was passed, the climate goals would be met. She added that were minor project list changes to Appendix C and that a model run would be conducted.

MOTION: Ms. Bogue moved and Commissioner Savas seconded to recommend the 2018 Regional Transportation Plan and the Strategies for Transit, Freight, Safety, and Emerging Technology to the Metro Council.

*Member Discussion Included:*

- Mayor Knapp stated that additional work on the RTP needed to be carried out. He spoke to specific comments in Exhibit C and detailed the groups who recommended more work be completed. He stated that the RTP not did move boldly enough in a variety of different areas. He said that alternative transit choice needed to be established in order to achieve the vision outlined by the RTP. He relayed concerns the concerns of other community leaders and business groups and stated that the transit system was disjointed. Mayor Knapp conveyed perspectives from Clackamas County Business Alliance, Clackamas County Coordinating Committee, and the Metropolitan Mayors Consortium. He recommended that Metro undertake a Transportation System Vision Process Project at the beginning of 2019. He stated that the project would utilize a taskforce composed of multiple stakeholders. He summarized that the 2018 RTP did not move boldly enough to achieve regional goals and did not provide freeway coordination.

MOTION: Mayor Knapp motioned and Commissioner Savas seconded to amend Section 8.2.3 of the 2018 RTP to have Metro undertake a Transportation System Vision Process Project composed of representatives from multiple stakeholders to facilitate several public forum sessions in the first quarter of 2019.

*Member Discussion Included:*

- Councilor Bob Stacey did not support Mayor Knapp's amendment. He said that the visioning process for the 2018 RTP took place in 2016 and in 2017. He explained that four forums were held and engaged MPAC and JPACT, local government, and community leaders. He stated that the area must take action toward accomplishing regional goals in 2019 and 2020. He stated that convening leaders from the business community, the community at large, and local elected officials would require a significant amount of resources. He said that it would take two years to build a community consensus. Councilor Stacey voted against Mayor Knapp's motion.

- Ms. Mandy Putney agreed that more conversations were required and mentioned that ODOT provided Clackamas a grant for transit planning.
- Commissioner Savas mentioned that he had previously asked for a convening of all the jurisdictions which maintained transportation facilities in the Metro region in 2013, however his request went unanswered. He voiced that it was late in the planning process to add an amendment given that it would not be circulated among interested parties. He clarified that he supported the concept, however emphasized the need to respect the planning process. Commissioner Savas broached the idea for Metro or JPACT to convene a meeting with operators and owners at the elected level to discuss how systems work together. He also mentioned that the next RTP needed to have a comprehensive visioning process.
- Mr. Doug Kelsey remarked the RTP followed the planning process. He stated that RTP needed to have larger goals. He remarked that the regional culture needed to evolve at a more rapid rate. He explained that he ultimately supported the RTP and highlighted areas for future improvement. Mr. Kelsey provided comments on increasing modal share and seeking engagement beyond municipal boundaries.
- Councilor Craddick stated that the RTP previously underwent a visioning process. She stated that this process relied on the visions of local jurisdictions. She then suggested that Clackamas County undergo a separate visioning process which could then be incorporated into the RTP.
- Mayor McErney-Ogle asked that Clark County also be involved in the visioning process.
- Commissioner Savas clarified his earlier comments and stated that there should be a regional visioning process at the elected level to promote collaboration. He said that doing so would address significant gaps in the transportation plan.
- Mayor Knapp suggested that Metro move more boldly and highlighted the need for a robust process. He stated the letters provided to JPACT mirrored his sentiments.
- Chair Dirksen detailed the visioning process the RTP underwent. He summarized that four leadership forums were held to provide people with the opportunity to share concerns. He stated that the Metro Council would undergo a major change towards the end of 2018 and stated that JPACT cannot direct the future Council on a specific action.
- Mayor Jef Dalin recalled that he participated in the visioning process and stated that he did not support the motion made by Mayor Knapp. He added that he believed that Metro needed to pursue larger actions.

ACTION: The motion offered by Mayor Knapp failed with one vote in favor and fourteen against.

*Member Discussion Included:*

- Mayor Knapp stated that he appreciated the discussion regarding the RTP amendment
- Commissioner Chloe Eudaly thanked JPACT and stated that she shared a number of concerns put forth by the Audubon Society. She highlighted the importance of anti-displacement efforts and the housing strategy. She also noted that the region would be a destination for climate refugees.
- Commissioner Savas stated that the visioning process conducted for the RTP was not vigorous enough to mitigate concerns.

Chair Dirksen called for a vote on Ms. Bogue's original motion to recommend the 2018 RTP and strategies.

ACTION: With all in favor the motion passed.

## **7.0 INFORMATION/DISCUSSION ITEMS**

### **7.1 Economic Value Atlas**

*Key elements of the presentation included:*

Mr. Jeff Raker stated that he sought to align economic development and workforce development. He said that transportation and land use planning was key in visioning. He introduced the Economic Value Atlas that established tools and analysis aligning planning, infrastructure, and economic development to build agreement on investments to strengthen the region's economy. He stated that industrial employment lands were being identified. He stated different variables were being considered along with economic livability. He explained that there was a desire to find connections between different economic interests. Mr. Raker stated that the context tour was an urban livability structure assessment which outlined different variables such as block sizes, sidewalk density, and transit access.

Mr. Raker remarked that the Economic Value Atlas was in the mutual development phase and would be finalized in beta form by December 2018. He noted that applications would be explored with the support of the Brookings Institute. He stated that specific industries, wage profiles, and impacts on families were all being researched and explored.

Mr. Raker summarized the set of twelve shared economic values that would fit into the framework of Greater Portland 2020 strategy, the regional economic strategy which was approved at the federal level. He said that that large framing would help establish a set of values that could be assessed across the landscape.

Mr. Raker stated that the Brookings Institute helped establish a set of innovative indicators and measures that might reflect different values. He stated that variables were being mapped out at both the regional and tract level and would be integrated with a decision support tool. He said that that different stories would be provided in order to highlight elements of the greater economic picture.

Mr. Raker touched on possible applications could provide guidance to county's for where affordable housing could be established. He announced that a set of corridors would be evaluated to provide contextual information and determine what project investments were necessary. He explained that a number of indicators would be integrated into transportation decisions.

Mr. Raker remarked that Puget Sound took inventory on industrial lands to better define core industrial areas and specific industrial uses. He said that thirty data sets were combined to provide a real-time, multilayered assessment. He said that the tool would provide tract selection and the type of an area.

Mr. Raker mentioned issues of rent burden experienced by individuals living in Eastern Portland. He said that the tool would elevate inclusive economic needs. He provided images to JPACT to showcase tract information. He emphasized that the visualization tool contained applications that would be useful at the local level. Mr. Raker stated that the tool would assist jurisdictions in evaluating existing industry conditions and exhibit competitive advantages or disadvantages.

#### *Member Communication*

- Dirksen expressed excitement over the new tool's ability to consider expenses.
- Commissioner Savas inquired about the definition of affordability.

## **8.0 ADJOURN**

JPACT Chair Dirksen adjourned the meeting at 9:03 AM.

Respectfully Submitted,

A handwritten signature in black ink, appearing to be 'Sima Anekonda', with a stylized, flowing script.

Sima Anekonda  
Recording Secretary



**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCTOBER 18, 2018**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>2.0</b>	Handout	10/18/18	Image of Columbia River Crossing	101818j-01
<b>5.1</b>	Presentation	10/18/18	Adoption of the 2018 Regional Transportation Plan and Strategies	101818j-02
<b>5.1</b>	Handout	10/18/18	Memo: Recommendation on integration of green infrastructure and natural resources protection in the 2018 Regional Transportation Plan	101818j-03
<b>5.2</b>	Presentation	10/18/18	Economic Value Atlas	092018j-02