

# **Metro**

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**Metro**

## **Minutes**

**Tuesday, February 14, 2017**

**2:00 PM**

**AGENDA REVISED 02/08/17**

**Metro Regional Center, Council Chamber**

**Council work session**

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**2:00 Call to Order and Roll Call**

**Councilors Present:**Council President Tom Hughes and  
Councilors Craig Dirksen, Shirley Craddick,  
Sam Chase, Carlotta Collette, and Kathryn  
Harrington

**Councilors Excused:** Councilor Bob Stacey

Council President Tom Hughes called the Metro Council  
work session to order at 2:03 p.m.

**2:05 Chief Operating Officer Communication**

Ms. Martha Bennett, Chief Operating Officer, had three  
general announcements:

- Legislative agendas would be presented in a new  
format.
- A celebration of life for Packy would take place on  
February 19, 2017at the Oregon Zoo. Mr. Thomas  
Lauderdale, a musician with Pink Martini, would  
perform a tribute for Packy during the event.
- Ms. Bennett would be attending a board meeting  
during the February 16, 2017 Council Meeting. Mr.  
Scott Robinson, Deputy Chief Operating Officer, would  
be taking Mrs. Bennett's place during the meeting.

**Work Session Topics:**

2:10 Economic Value Atlas Status Update

Mr. Jeff Raker, Associate Regional Planner, highlighted the  
Economic Value Atlas' (EVA) significance in aligning  
development and planning in order to strengthen the  
metropolitan economy. Mr. Raker also expressed that  
transportation and land use were key facets associated with  
the projected growth of the regional economy, and would  
play a role in the development of the EVA. According to Mr.

Raker, the objectives for the Economic Value Atlas were:

- Establishing a data picture of the regional economy in order to align investments.
- Prioritizing areas of focus in order to bridge local and regional economic development.
- Outlining a pathway associated with securing the project objectives.

Mr. Raker shared that the current toolset utilized by Metro staff to gauge the alignment of economic development and planning would build off of previous tools so that it may be applicable for future projects. Mr. Raker conveyed to the Council that the project is moving into Phase Two; the economic analysis phase would take place from spring to winter 2017. However, Phase Three would involve internal and external applications and eventually would require significant feedback and guidance from the Council. As an update to the project startup, Mr. Raker declared that the Oregon Department of Transportation (ODOT) had issued a Request for Proposal (RFP) in October 2016, and six proposals had been submitted by November 2016; contract negotiations were currently underway. In regards to Phase One, Mr. Raker acknowledged that two events related to engaging partnerships at the local and regional levels had already been conducted. A third event would take place on February 15, 2017, and would focus on connected global opportunities via public investments. The third event would attempt to discuss metropolitan investments that could attract global investment for local companies. Mr. Raker explained that Phase Two of the EVA would begin with market assessments and would last from February until April 2017; a final project report would be produced in December 2017 and project implementation would begin in April 2018.

***Council Discussion:***

Councilor Harrington asked Mr. Raker to better define the vision of the EVA in relation to land use. Councilor

Harrington also expressed her concern regarding the participatory aspect of the EVA. She stated that she would like a better defined role for Metro and she acknowledged the importance of the Phase One partnership engagement events in order to foster a strong coalition of participants. Councilor Craddick inquired on how the economic principle of the project would be used to drive decisions. She also sought clarification on how economically less developed and or developmentally slow regional economies would relate to those regions that are economically stronger. According to Councilor Craddick, both land use and transportation are intimately tied with any economy, and these components would determine the functionality of the EVA.

#### 3:10 Building the 2018 RTP Investment Strategy

Ms. Elissa Gertler, Director of Planning and Development, recalled that the Regional Transportation Plan (RTP) was required every four years and the plan was currently in development. Ms. Gertler announced that Metro was currently in Phase Three of the plan; Phase Three would last until May 2017. Ms. Gertler asked the Council to provide direction on the following principles:

- Alignment of investments with regional policy as transportation challenges are addressed along with other priorities.
- Defining regional pipeline built on policies and strategies formulated by Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.
- Development of a regional coalition for a comprehensive plan that could be funded and built.

Ms. Kim Ellis, Principal Transportation Planner, conveyed that Metro staff was working on developing a broad perspective for the RTP through forums, technical groups, communication with community leaders, and other stakeholders. Ms. Ellis emphasized the centralization of

partnerships and development of a coalition, and for Metro to take ownership of the process. However, according to Ms. Ellis, due to the growth and changes of the metropolitan region, funding would be a major challenge for the RTP. Ms. Ellis noted that Metro was leading into the next phase of the RTP by using the 2040 Growth Concept as a foundation. According to Ms. Ellis, general feedback from forums conducted for the RTP suggested that equity should be at the forefront, and seismic resiliency should also be addressed in the upcoming RTP. She mentioned several goals related to the RTP including travel efficiency, economic competitiveness, and public health. Ms. Ellis also recalled the principles upon which Metro would reach those goals: equity, sustainability, and accountability. In regards to the RTP development process, Ms. Ellis shared that the current RTP would involve new approaches, such as: project evaluation, realistic funding, strategic funding related to pipeline of project, and expanded engagement with a coalition. Furthermore, Ms. Ellis indicated that leadership forums allowed stakeholders to communicate their vision of the RTP and their desire to work on the RTP as a coalition; she indicated that these leadership forums and other events have allowed for new voices to be engaged in the RTP development process. When discussing budget and funding issues, Ms. Ellis indicated that the unfunded gap was expected to grow in the 2018 RTP, with larger gaps in Transit Capital and Transit Operations. Moreover, Ms. Ellis explained that the growing funding gap was due to transportation systems becoming older and requiring extensive maintenance, essentially decreasing the available capital for expansion projects. Ms. Ellis explained that investment evaluation would be conducted to achieve the RTP goals by utilizing the following: system-level evaluation, transportation equity analysis, and project-level evaluation. In spring 2017, Ms. Ellis indicated that work for Digital Mobility would begin. The current initiatives for the project were to define the role of Digital Mobility in the region, and develop policy framework to guide regional response. Also

beginning in spring 2017, work for Structural Resilience would attempt to map vulnerable locations and emergency routes, as well as develop recommendations for the region's response. Ms. Ellis provided Council with an overview on future engagement activities and briefed the Council on the preliminary schedule for completing the RTP.

***Council Discussion:***

Councilor Collette acknowledged the scale and significance of the RTP and thanked Metro staff for their work so far. She also inquired about the possibility of least-cost taking effect during the project implementation. Councilor Craddick noted that Transit Operations were severely underfunded and that she would appreciate an update on funding capability during a future meeting. Councilor Craddick understood that the funding availability was based on the constrained funding outlook developed by Metro staff. Councilor Harrington noted that most efforts related to transportation projects tend to be for their maintenance. Furthermore, Councilor Harrington recognized that capital construction was last implemented around 25 years ago. She expressed concern the RTP project scope may focus too much on addressing maintenance, rather than capital construction. Councilor Harrington also mentioned that the definition for "constrained" on the graphic in the PowerPoint presentation which showcased funding gaps be better clarified. She stressed safety and resilience of existing, and future infrastructure in the metropolitan region. Councilor Harrington thanked staff for presenting a well structured update to the 2018 RTP. She recommended adding a bar to a graphic in the PowerPoint presentation that would showcase current funding alongside the constrained funding outlook. Councilor Collette also noted that fostering a strong coalition would be important in developing the RTP. Councilor Chase expressed his concern regarding maintenance and how that dynamic would fit into the RTP. He proposed that the vision

focus on the future of transportation development and not be dominated by issues arising from older infrastructure. Councilor Chase also asked staff whether maintenance would be the responsibility of local or regional jurisdictions. He also inquired about how transit affordability would fit into the RTP.

### **3:50 Councilor Liaison Updates and Council Communication**

Councilor Dirksen announced that he had attended a joint ways and means committee hearing at Portland Community College on February 11, 2017. Councilor Chase highlighted the increased political involvement of people around the metropolitan region. Councilor Dirksen added that he recently visited the Oregon Zoo and noted that staff and volunteers were optimistic and communicated their appreciation for Packy and his influence in the region and world. He also added that the final event for Phase One of the Economic Value Atlas project would take place on February 15, 2017 at the Port of Portland office. Ms. Bennett shared that Metro and Oregon Zoo are considering a tribute for Packy by making his birthday an annual event. Council President Hughes mentioned that HB 2095 had been amended with minor changes and would be introduced to the legislative council soon. Council President Hughes noted that HB 2095 had been sponsored by Betsy Johnson. Councilor Collette shared that she would be testifying to the Port of Cascade Locks Commission along with former Governor of Oregon, Barbara Roberts. The Council expressed their support for Senate Bill 186, which would allow Metro to validate land use designations adopted by Metro.

### **4:00 Adjourn**

Seeing no further business, Council President Tom Hughes adjourned the Metro Council work session at 4:06 p.m.



Respectfully submitted,

A handwritten signature in black ink, appearing to read "Amaanjit Singh". The signature is stylized with a large, sweeping initial 'A' and a long horizontal stroke extending to the right.

Amaanjit Singh, Council Policy Assistant

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEBRUARY 14, 2017**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>1.0</b>	Handout	02/14/2017	Metro's legislative agenda for supporting Oregon and greater Portland	021417cw-01
<b>2.0</b>	PowerPoint	02/14/2017	Economic Value Atlas	021417cw-02
<b>2.0</b>	Handout	02/14/2017	Economic Value Atlas 2016-18	021417cw-03
<b>3.0</b>	PowerPoint	02/14/2017	2018 Regional Transportation Plan: Building the RTP Investment Strategy	021417cw-04