

# **Metro**

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**Metro**

## **Minutes**

**Tuesday, May 9, 2017**

**2:00 PM**

**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 Bob Stacey, Sam Chase, Craig Dirksen, Shirley Craddick, and Carlotta Collette

**Councilors Excused:** Kathryn Harrington

Council President Tom Hughes called the Metro Council work session to order at 2:05 p.m.

**2:05 Chief Operating Officer Communication**

Ms. Martha Bennett, Chief Operating Officer, made the following announcements and updates:

- Ms. Laura Odom, Parks and Nature Communications Manager, had sent an email to the Council regarding the Sandy River property acceptance. Ms. Bennett asked if any of the councilors would like a briefing from staff prior to the Council action at the Thursday, May 11 meeting.
- On the morning of Thursday, May 11, breakfast would be served on the Metro Regional Center's Apotheker Plaza to anyone who rode their bike to work.
- 32 applications for Parks Director were being reviewed. The screening committee was reading resumes and panel interviews of the applicants would soon be conducted.
- A wildflower walk would be held at Canemah Bluff on Mother's Day, May 14.

**Work Session Topics:****2:10 Regional Freight Strategy Update**

Mr. Tom Kloster, Planning Manager, and Mr. Tim Collins, Senior Transportation Planner, introduced the 2018 Regional Transportation Plan (RTP) Regional Freight Strategy. Mr. Collins stated that a regional freight policy framework and a strategy to improve the movement of goods throughout the region were in development. He informed the Council that

the Regional Freight Work Group provided technical input, advised Metro staff on the implementation of policy direction from the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Policy Advisory Committee (MPAC), and identified constraints and challenges to the freight system. He introduced the Council to the five freight policies in the RTP that guided implementation of the plan; he specifically emphasized the policies to reduce delay and increase reliability, protect industrial lands and freight investments, and address critical marine and rail needs. Mr. Collins referenced the Oregon Department of Transportation (ODOT)'s Freight Highway Bottleneck List, which highlighted unreliable bottleneck areas that caused delays and resulted in disproportionately high costs to the freight industry. He acknowledged the strategies and investments that could address freight challenges and opportunities. Mr. Collins highlighted making targeted capacity enhancements, as well as improvements to system management and technology, freight rail, and air and marine freight transport. Mr. Collins informed the Council of future updates to the Regional Freight Strategy, including the Regional Freight Network map. He indicated that next steps were to provide the Regional Freight Strategy presentation to MPAC and JPACT and to develop a technical draft of the Regional Freight Strategy by the end of 2017. Mr. Collins asked if the councilors would like to include a safety improvement policy in addition to the five regional freight policies outlined in the RTP, or if they believed any other issues should be addressed as part of the Regional Freight Strategy.

***Council Discussion:***

Councilor Collette was in favor of a sixth policy that specifically addressed bicyclist and pedestrian safety. Councilor Dirksen noted that increased safety was tied to the existing policies of reducing delays and increasing reliability of the freight system, but still thought that safety deserved its own policy. Councilor Craddick asked what it

meant to “protect industrial lands”. Mr. Collins responded that developable industrial lands were available; however, the freight network must be developed in order to access those sites. Councilor Craddick asked if the Regional Freight Network map served as a guide for freight drivers. Mr. Collins informed the Council that the map was a policy tool, but it did not guide freight drivers or determine their routes. Councilor Stacey shared his personal experiences as a cyclist with safety and sharing the roadways with large freight vehicles. Councilor Dirksen asked if the Freight Highway Delay Areas map presented to the Council identified every delay area; he expressed disbelief that certain recognized congestion areas, specifically portions of the I-205 and highway 217, were not listed on the map. Mr. Collins noted that the map did not include all of the bottlenecks in the region. Councilor Chase spoke about the cost of delays, how the freight industry calculated those costs, and how to determine where investments in the freight system would generate the most savings. The Council expressed particular interest in safety as it related to freight movement throughout the region. Council President Hughes echoed the Council’s views about the importance of safety, and noted the impact of accidents on the speed and reliability of roadways.

**2:40 Metro Diversity Action Plan Update**

Ms. Patty Unfred, Diversity, Equity, and Inclusion Program Director, introduced the Diversity Action Plan update. She introduced Ms. Kari Meyer, Hazardous Waste Specialist, and Mr. Nathan Baptiste, newly appointed Diversity Program Manager.

Ms. Meyer discussed working out of the 2012 Diversity Action Plan and the successes and challenges that had been faced. Ms. Meyer acknowledged other members of the agency who participated in the process. She highlighted four goals identified in the 2012 Diversity Action Plan that were retained in the updated plan: workplace culture, recruitment

and retention, community engagement and committee representation, and procurement. She noted that the Diversity Action Plan needed to be aligned with the goals and objectives, content of actions, and prioritization of actions in the Strategic Plan to Advance Racial Equity, Diversity, and Inclusion. Ms. Meyer highlighted that measures and targets were the biggest area of refinement from the 2012 Diversity Action Plan. She informed the Council of new prioritized actions. Ms. Meyer stated that another large change from the 2012 Diversity Action Plan was the implementation of the plan; the updated plan would transition to a project management format in order to achieve its goals and improve efficiency and effectiveness.

***Council Discussion:***

Councilor Craddick confirmed that the Diversity Action Plan provided to the Council was up to date and inquired about what specifically had changed from the 2012 Diversity Action Plan. Ms. Meyer offered to personally discuss the changes that had been made with Councilor Craddick. Councilor Chase appreciated unconscious bias trainings. Councilor Dirksen noted that his favorite part of the Diversity Action Plan was its depiction of the plan implementation as a continuous process. The Council thanked staff for their work.

**3:20 Legislative Update**

Mr. Andy Shaw, Policy Advisor, spoke about land use and the mid-cycle urban growth boundary decision. Mr. Shaw informed the Council that some of the land use bills presented to the legislature had received pushback from parties who perceived that the bills prioritized the Metro region over other areas of the state. Mr. Shaw noted that reserves discussions were mostly complete. Mr. Shaw provided the Council with a state transportation package update. He shared the Joint Committee on Transportation Preservation & Modernization's framework for the transportation package. He noted that a new vehicle excise tax was a central part of the package; he clarified that a

privilege tax would be placed on vehicle purchases at the dealership, and that the tax would be used as a primary funding source for the region's bottleneck projects. The new vehicle excise tax would also fund multimodal projects, with surplus funds being provided to other Metropolitan Planning Organizations (MPOs) throughout the state. Mr. Shaw provided an overview of the 2017 transportation proposal, which would include a gas tax, a vehicle registration fee, a title fee, a new vehicle excise tax, a bicycle tax to fund trail development, and a payroll tax to fund transit operation improvements.

***Council Discussion:***

Councilor Craddick asked if there were any concerns from the counties regarding vehicle registration fees. Councilor Collette asked if MPO funding could cover the Congestion Mitigation and Air Quality (CMAQ) funding gap. Councilor Collette also inquired about the proposed transportation funds that would be allocated to small cities. Mr. Shaw informed the councilor that the small cities money was an internal distribution method which assured that even small cities that generated modest revenue would receive a standard minimum level of funding. Councilor Craddick asked if there were any concerns regarding the transportation proposal. Mr. Shaw noted that the nature of the surcharge was an area of concern to certain interests; trucking interests wanted the surcharge to be referred to the state's ballot. Councilor Stacey asked if the metropolitan or statewide electorate would be more likely to vote for a package of the proposed magnitude. Mr. Shaw stated that a local gas tax and new vehicle surcharge were not desirable to local voters, and local voters were less likely to approve a localized tax increase. However, Mr. Shaw conveyed that the package was balanced and served the interests of many statewide, and that the local surcharge was more likely to be approved by voters as part of a state level package. Councilor Stacey thought it was wise to keep the surcharge part of the state package. Council President Hughes noted

that the package would serve the needs of many throughout the entire state of Oregon. Council President Hughes questioned how long the state intended to postpone necessary transportation improvements, and condemned special interest groups for withholding from paying into a package that would benefit them in the long term. Mr. Shaw asked the councilors how they thought the money should be allocated at the local level, assuming a state imposed surcharge; he asked if the Council thought the governance structure should include JPACT, or JPACT and the Metro Council. The Council discussed amending the JPACT bylaws so that "abstain" votes no longer counted as "no" votes. Ms. Alison Kean, Senior Attorney, advised against changing JPACT bylaws, as doing so could remove federal certification of the JPACT MPO. She instead recommended the creation of a JPACT subcommittee. Mr. Shaw described a process that would route projects through a JPACT subcommittee which included members from throughout the region, followed by JPACT, then finally Metro for procedural and substantive review. A project would be referred to the Oregon Transportation Commission (OTC) only if there was an appeal against the project. Councilor Chase discussed potential worst case scenarios that could result if the JPACT subcommittee made decisions with which the Metro Council disagreed. Mr. Shaw stated that Metro's substantive review was critical because Metro could evaluate projects on the basis of whether or not they were consistent with regional 2040 goals. Councilor Stacey noted that projects did not necessarily have to violate long-range land use or transportation plans in order to be inequitable and ignore certain areas of the region in favor of others; Councilor Stacey argued that the Metro Council should have more authority. Mr. Shaw noted that money from the process outlined would likely not be enough to fund any project construction; it would only be used to fund project planning. Council President Hughes agreed that the Council needed substantive comment and debate on projects submitted for approval by JPACT. He stated that the Metro Council must



consider the overall transportation needs of the region, and that the Council possessed the right to deny any projects it felt were not aligned with agency goals.

**3:40 Councilor Communication**

Councilor Craddick discussed a recent Levee Ready Columbia meeting held at the Metro Regional Center. Councilor Chase discussed innovative legislation that had recently been passed in LA and informed the Council that the chair of LA County would be visiting Portland in June; Councilor Chase proposed a meeting with the chair to discuss LA initiatives and asked if there was any interest within the Council to partake. Councilor Dirksen discussed a Region 1 Area Commission on Transportation (ACT) meeting.

**4:00 Adjourn**

Seeing no further business, Council President Tom Hughes adjourned the Metro Council work session at 4:26 p.m.

Respectfully submitted,



Taylor Unterberg, Council Policy Assistant

**EXECUTIVE SESSION ORS 192.660(2)(h), TO CONSULT WITH COUNSEL CONCERNING THE LEGAL RIGHTS AND DUTIES OF A PUBLIC BODY WITH REGARD TO CURRENT LITIGATION OR LITIGATION LIKELY TO BE FILED.**

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 9, 2017**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>1.0</b>	PowerPoint	05/09/17	Regional Freight Strategy	050917cw-01
<b>1.0</b>	PowerPoint	05/09/17	Diversity Action Plan Update	050917cw-02
<b>2.0</b>	Handout	05/09/17	2017 Transportation Proposal	050917cw-03