



600 NE Grand Ave.  
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oregonmetro.gov

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

September 20, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick  
Nina DeConcini  
Craig Dirksen (*Chair*)  
Denny Doyle  
Anne McEnerny-Ogle  
Paul Savas  
Bob Stacey  
Jessica Vega Pederson  
Curtis Robinhold  
Kris Strickler

AFFILIATION

Metro Council  
Oregon Department of Environmental Quality (ODEQ)  
Metro Council  
City of Beaverton, Cities of Washington County  
City of Vancouver  
Clackamas County  
Metro Council  
Multnomah County  
Port of Portland  
Washington State Department of Transportation

MEMBERS EXCUSED

Roy Rogers  
Tim Knapp  
Chloe Eudaly

AFFILIATION

Washington County  
City of Wilsonville, Cities of Clackamas County  
City of Portland

ALTERNATES PRESENT

Mark Gamba  
Doug Kelsey  
Mandy Putney  
Andrew Singelakis  
Chris Warner

AFFILIATION

City of Milwaukie, Cities of Clackamas County  
TriMet  
Oregon Department of Transportation  
Washington County  
City of Portland

OTHERS PRESENT: Lisa Wilson Jeff Gudman, Theresa M. Kohlhoff, Todd Juhasz, Jef Dalin, Sharon Nasset, Jeff Own, Chris Dufferbach, and Jon Makler,

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**

JPACT Chair Craig Dirksen called the meeting to order at 7:34 AM. He asked members, alternates and meeting attendees to introduce themselves.

**2. PUBLIC COMMUNICATION ON JPACT ITEMS**

Sharon Nasset, Third Bridge Now: Ms. Nasset discussed the work of the organization she was representing. She stated that the Regional Transportation Plan (RTP) was not a comprehensive plan. She detailed 70% to 80% of Columbia River crossing was adequate for any bridge project in the I-5 trade corridor. She said that that I-305 did not have the same major impediments of the bridge. She reminded which bridges were seismically upgraded and those which were not. She wondered why the I-305 was not being considered.

Lisa Wilson: Ms. Wilson stated that she and her husband owned a home in the Lloyd Center area. She stated that she was a member of Bus Riders Unite! which was a public transit advocacy group led by people of color and others who were low-income and transit dependent. She referred to the previous JPACT meeting and responded to Bernie Bottomly's comments regarding public outreach on HB 2017 and security on public transit. She explained that she attended a workshop with the Immigrant and Refugee Community Organization (IRCO) and emphasized that individuals of different races, ethnicities, and cultural backgrounds had participated. Ms. Wilson relayed that individuals expressed concern over the security measures on public transit. She urged MPAC to consider nuance of increasing security on transit.

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

*There were none.*

### **4. CONSENT AGENDA**

Ms. Putney clarified the representative of ODOT and requested an amendment be made to Mayor Knapp's statement regarding I-205.

MOTION: Councilor Bob Stacey moved and Mayor Mark Gamba seconded to adopt the consent agenda.

ACTION: With all in favor, the motion passed.

## **5.0 INFORMATION/DISCUSSION ITEMS**

### **5.1 2021-2024 STIP – Safety Leverage Program**

Ms. Mandy Putney provided an overview of the 21-24 STIP Development Process and stated that a multidisciplinary team scoped refinement of cost estimates. She stated that jurisdictions were invited to participate in the process and indicated that cost estimates would be available in the next few months. She said that in early spring, 100% Lists would be drafted and mentioned that there was about \$27 million of leverage program funds. Ms. Putney indicated that work was being done to refine cost estimates and that

the program required information from ODOT. She mentioned that ODOT was developing cost estimates for certain Fix-It projects with and without their leverage scope options. She described that once cost estimates were developed and the Fix-It project lists were refined, R1 ACT would provide input on allocating the leverage funds. She described the tiers of the safety leverage: Tier 1 would reduce serious or fatal crashes and Tier 2 included top 10% of SPIS sites, region wide systemic safety features, or other documented crash locations. Ms. Putney then referenced the R1 STIP Online Map which contained 150% Lists.

*MPAC Member Discussion Included:*

- Councilor Bob Stacey discussed secondary highways in Oregon and discussed that US HWY 26 operated as a local throughway. Councilor Stacey discussed leveraging improvements and described the small overlap of the Fix-It projects. He relayed that there were a number of miles in Region 1 which needed to be improved. He considered the mileage deficit and asked if there was a way to leverage more Fix-It and safety dollars. Ms. Putney clarified that the map did not show all of the layers for each project. She then added that all of the programs had requirements for what could be allocated.
- Mayor Gamba inquired about the graphic for the R1 STIP Online Map and clarified how the safety projects were prioritized. Ms. Putney stated that there was a Fix-It list in addition to a safety list of projects. She said because there were STIP projects identified as safety projects, the leverage opportunities would then be additive projects onto the Fix-It list. Chair Dirksen described that there were two programs: the leverage money that would be added to maintenance projects as well as the arts funding. Ms. Putney confirmed and added the arts project list was a data driven list.
- Paul Savas mentioned that Safety Leverage Program STIP funding was the only funding stream for rural areas.

**5.2 2018 RTP and strategies Adoption Final Steps and Metro Staff  
Recommendations on Public Comments Received**

Chair Dirksen said that most of the comments received for the RTP were focused on minor amendments, however a few required more major considerations. He stated that Ms. Kim Ellis would highlight the amendments that TPAC would continue to discuss. Chair Dirksen mentioned that staff recommendations were discussed during a joint meeting in August. He announced that TPAC would discuss these amendments again on October 5<sup>th</sup> before making a formal recommendation. Chair Dirksen reminded that JPACT would make their recommendation in October as well.

Ms. Ellis said that the RTP set a policy foundation for future planning activities. She stated that the RTP established priorities for federal, state and regional funding. Ms.

Ellis assured that a 5 year cycle would be used once the update was completed. She also explained that she would provide an overview of the RTP timeline and mentioned that the plan was on track to finalize recommendations to TPAC in October.

Ms. Ellis described the goal of including diverse people and voices to the table. She said that many leadership forums were held and stated that technical workgroups were utilized to advise Metro staff. She added that briefings for the coordinating committee and stakeholder meetings were also held. She said that online social media was used to engage the public. Ms. Ellis said that Native tribes and different agencies were invited to discuss the plan in even more detail.

Ms. Ellis discussed the public comment report which closed and alerted that the last letter received was on August 30<sup>th</sup>, after the public comment period ended. She also said that the last consultation was in September. She notified that more general comments were online and added that there were almost 400 pages of detailed comments.

Ms. Ellis detailed that constrained investments represented \$42 billion and said that work was conducted so the RTP would address regional needs.

Ms. Ellis detailed the public comment overview. She summarized that many comments were minor in nature and did not differ from the policy direction. She stated that a number of constituents provided comments that raised concerns over the Frog Ferry concept. She added that these individuals wanted to see a feasibility study. Ms. Ellis relayed that this was a concept that had been promoted by private agencies. She also mentioned that comments dealt with green infrastructure, adding that TPAC would continue to discuss this. She said that resource agencies focused on how to better improve the way in which environmental impacts were considered.

Ms. Ellis acknowledged the following TPAC discussion items: 1) integration of green infrastructure and natural resources protects and 2) Updated Climate Smart Strategy Implementation and evaluation findings. She said that these items would likely go forward to the Metro Council and provided a brief highlight of what these issues were. She said that over 130 letters were received which emphasized better accounting for green infrastructure, storm water management, and an expanded consideration of natural resource protection. She also conveyed that letters outlined the need for mitigation strategies and more detailed planning. She addressed the second discussion item as well and stated a correction on initial draft materials pertaining to the greenhouse gas emissions reduction report. Ms. Ellis reflected on a consultation meeting with the Department of Energy, the Department of Environmental Quality, and Department of Land Conservation and Development, and stated that fleet and technology assumptions would be documented.

Ms. Ellis detailed Ordinance No. 18-1421 and described that the RTP was a land use action and therefore was adopted by an ordinance. She listed a couple of RTP

framework amendments and addressed transportation policies. She said that Exhibit C was a log of recommended changes that responded to public comments. Ms. Ellis said findings would be made in order to understand how federal and state recommendations would be met.

Ms. Ellis said that each strategy would be adopted by a different resolution and any recommended changes would be reflected in Exhibit B of Resolution No. 18-4892. She summarized that the RTP strategies served as an overall policy foundation and provided background information on how a particular system was performing. She iterated Exhibit A was the actual strategy and that Exhibit B contained regional framework plan amendments.

Ms. Ellis reviewed the final steps towards adoption. She said that given MPAC's cancellation, she would send out MTAC's recommendation in order to keep the committees aligned.

Chair Dirksen ensured that the outline would be show in the memo.

Ms. Ellis reviewed the following implementation steps for 2019: the RTP would be submitted to the U.S. Department of Transportation and Land Conservation and Development Commission (LCDC), investment dollars would be pursue through Legislative session and other efforts, the RTP amendment process would be updated, and work plans for regional mobility policy update would be developed. She highlighted the LCDC had a period of time for people to raise objections and said that planning work would continue next year.

Ms. Ellis said that review of the RTP amendment process would be undertaken. She said that work plans would be created for the Regional Mobility Policy update, which was a required refinement plan under the transportation planning rule.

#### Discussion:

- Mr. Doug Kelsey inquired about the timing of the reported data. Ms. Ellis said that this was still under discussion as there was a challenge in data availability. Ms. Margi Bradway spoke to amendments and the differences between a minor and major update. Mr. Kelsey inquired about tools that track non-pedestrian mobility. Ms. Bradway said that emerging technology called for more work in that area and she said the research center was looking at different models to obtain this information. Mr. Kelsey expressed concern over the plan's market penetration.
- Commissioner Jessica Vega Pederson asked about the online versions of the RTP and the highlighted areas of the plan. Ms. Ellis clarified what MPAC was expected to weigh in on. Chair Dirksen explained that certain areas in the RTP were for further discussion at the technical level. Ms. Ellis said that the next update would

occur in 2023. Ms. Bradway said that local transportation plan updates occurred between each RTP. Chair Dirksen stated that an economic development analysis on employment lands would begin in 2019.

- Mayor Gamba concurred with Mr. Kelsey's comments and spoke to the lack of growth in transit. He stated the need for micro-transit in neighborhoods and emphasized that these types of nuances needed to be considered. He then inquired about the reporting error. Ms. Ellis said that the incorrect report was due to a spreadsheet error.
- Councilor Bob Stacey had questions about increasing ridership. He explained that measuring number of service hours was not enough and highlighted that ridership needed to be taken into consideration to make transportation accessible.
- Mayor Denny Doyle said that the federal government would likely not provide much support for this project.
- Councilor Craddick followed up with Mayor Gamba and Mr. Kelsey's comments. She asked how to monitor and report mobility in order to analyze incremental change. She said it was important to pay attention to how much was achieved. Ms. Ellis clarified that an appendix to the RTP would be expanded then focused on the mechanism to implement the Climate Smart Strategy. She said that there was growth in mixed use areas that were walkable and indicated that individuals therefore needed options for different modes of transportation. Ms. Ellis spoke to the Regional Travel Options Program and indicated the need for observed data. She also stated that it was challenging to know the specifics of greenhouse gas emissions. Councilor Craddick emphasized the need to make specific changes and timely reporting. Chair Dirksen agreed that it was challenging to analyze what was being emitted.
- Commissioner Paul Savas referenced HB 2017 and tolling information. He then listed the effects of driving such as congestion, pressure, and stress. Commissioner Savas agreed with Mr. Kelsey's comments and stated that there needed to be a paradigm change. He expressed concern over polling driving policy, and said that polling should not drive policy. He said gaps in service needed to be discussed.

### **ADJOURN**

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

Respectfully Submitted,



Sima Anekonda  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF September 20, 2018**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
5.1	Presentation	9/20/18	2021-2024 STIP – Safety Leverage Program	092018j-01
5.2	Presentation	9/20/18	2018 RTP and Strategies Adoption Final Steps and Metro Staff Recommendations on Public Comments Received	092018j-02