



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

March 21, 2019

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)  
Nina DeConcini  
Craig Dirksen  
Roy Rogers  
Bob Stacey  
Carley Francis  
Karylenn Echols  
Denny Doyle  
Doug Kelsey  
Temple Lentz  
Chloe Eudaly

AFFILIATION

Metro Council  
Oregon Department of Environmental Quality  
Metro Council  
Washington County  
Metro Council  
Washington State Department of Transportation  
City of Gresham, Cities of Multnomah County  
City of Beaverton, Cities of Washington County  
TriMet  
Clark County  
City of Portland

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

Emerald Bogue  
Jim Bernard  
Bart Hansen  
Mandy Putney  
Theresa Kohlhoff

AFFILIATION

Port of Portland  
Clackamas County  
City of Vancouver  
Oregon Department of Transportation  
City of Lake Oswego, Cities of Clackamas County

OTHERS PRESENT: Dwight Brasher, Ina Levin, Mark Graf, Jef Dalin, and Anna Slatinsky

STAFF: Margi Bradway, Ted Leybold, Dan Kaempff, Nathan Sykes, Ernest Hayes, Sara Farrokhzadian, Sima Anekonda

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

JPACT Chair Shirley Craddick called the meeting to order at 7:30 AM. She asked members, alternates and meeting attendees to introduce themselves.

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

Mr. Ron Swaren—conveyed that the Washington Legislature was looking to replace a bridge on I-5, but stated that the replacement would affect a number of different areas. He summarized technical alternatives called the Western Arterial Highway and mentioned the roads and bus routes it would connect. He concluded that the Western Arterial Highway alternatives were simpler than the other ideas that were proposed.

Jillian Detweiler, Street Trust—recognized that the Regional Flexible Funds were vital for walking, biking and transportation.

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

Chair Craddick announced that Metro needed to submit compliance for the 2019 Compliance Report. She explained the report was the urban growth functional plan. Chair Craddick recalled that the COO submitted a report on February, 28, 2019 to MPAC and JPACT as an informal inaction item. She said that there was also compliance with the regional transportation functional plan.

Chair Craddick announced that a policy maker forum would take place on April 22, 2019 at Metro. She stated that it was a special event for JPACT, MPAC, and other members. She said that Beth Osborn with Transportation for America would speak at the event. Chair Craddick mentioned that the forum would include a discussion on transportation outcomes.

Chair Craddick acknowledged Metro's responsibility on the Unified Planning Work Program. She stated that staff was drafting a document for this program. She highlighted that the draft would go to JPACT in April 2019. She stated that JPACT would take action on the draft in May 2019.

Chair Craddick highlighted that a demographic survey would be sent to JPACT members. She mentioned that they survey was a part of Metro's Title VI responsibilities under the Federal Highway and Administration Guidelines and was also a Diversity Action Plan item which called for periodic demographic analysis.

## **4. FEDERAL LEGISLATIVE AGENDA UPDATE**

Ms. Tyler Frisbee stated that topics at the federal level moved quickly and sporadically. She provided a high level review of the federal level and noted that Chairman DeFazio was tasked to bring an infrastructure plan on the floor in May or June 2019. She said that the bill included transportation along with other items and noted that it would act mainly as a funding bill. Ms. Frisbee noted that Chairman Borasio reauthorized the

transportation legislation which would not expire for another two years. She cited that rail and transit issues were handled in different committees. Ms. Frisbee stated that it moved with earmarks as normal. She discussed that the JPACT trip focused on bringing policy issues forward and that staff worked carefully as a region to make their case.

Mr. Bernie Bottomly emphasized that the future of certain pieces of legislation was obscure. He said that staff worked at the local level to develop a set of priorities. He said that it was vital to not choose winners and losers in the region who would spend time trying to sort out their differences rather than working on the bill itself. Mr. Bottomly said that there were narrow limits to what could be obtained from a federal bill and spoke to how projects were picked. He mentioned that previous experiences where earmarks were not in place, ultimately causing hundreds of projects to remain incomplete. He said it was vital to pick projects that advance the regional strategy. He identified the following projects which spoke to the regional strategy: the I-295 Abernathy Bridge Work, the Barbur Viaducts, and safety projects.

Member discussion included:

- Commission Chloe Eudaly commented on the highway project and voiced appreciation for ODOT's dedication to pedestrian safety on pedestrian highways. She spoke to projects that were out of scale and cited other developments that were more appropriately sized. She then provided an anecdote about the importance of pedestrian safety
- Councilor Craig Dirksen supported the projects listed. He said that viaducts needed to be replaced. He said that if the viaduct project was used in conjunction with the SW Corridor Light Rail plan, then it would address highway issues, alignment for light rail, as well as bike and pedestrian interests. He recommended that a compilation of arterial streets in need of improvement be created and put forward to the federal government. He remarked that improvements to alternative routes needed to be made.
- Commissioner Roy Rogers supported the viaduct project and highlighted that identifying projects would be an evolving process.
- Ms. Margi Bradway mentioned that next course of action was to bring a resolution to an upcoming JPACT meetings. Commissioner Rogers acknowledged that many jurisdictions already drafted a resolution in their own terms and hoped that those three items would be incorporated.
- Councilor Bob Stacey agreed with Commissioner Rogers and noted that this was a strong package which reflected the region's best intentions. He conveyed excitement for the collaborative support for the viaduct project. He then asked if there were enough dollars to create additional capacity as well as implement other projects. Ms. Putney stated that the projects do not yet have funding and that there was a scope of development for each project. She clarified that staff was seeking funding, not replacing funding.

## 5. CONSENT AGENDA

MOTION: Mayor Denny Doyle moved and Councilor Theresa Kohlhoff seconded to approve the consent agenda.

ACTION: With all in factor, the motion passed.

## 6. ACTION ITEMS

### **6.1 Resolution No. 19-1959, For the Purpose of Adopting the 2022-2024 Regional Flexible Funds Allocation Policy Statement for the Portland Metropolitan Area**

Mr. Dan Kaempff provided an overview of the policy document and highlighted it closely followed the previous policy direction. He said that a two-step funding framework would be retained, which included 1) a regional bond commitments and region-de investments and 2) Active Transportation Freight and Economic Development. He said that the framework was updated.

Mr. Kaempff listed the 2018 RTP priorities that were RFFA policy framework: equity, safety, climate, and congestion relief. He reviewed additional inputs proposed by TPAC and referenced the one-time allocation to Oregon Household travel survey. He said that TPAC wanted to look for opportunities that allowed projects to switch from federal to local funds. He recognized that this had been a quick RFFA cycle and that there was not a robust policy.

Mr. Kaempff provided an overview of the Draft 2022-2024 RFFA investments then explained how RFFA would be completed by December.

*Member discussion included:*

- Ms. Putney asked how RTP priorities would be considered by RFFA. Mr. Kaempff stated that the policy documents listed those priorities. He said that the priorities were not weighted and that staff intended to provide a score to see which project should be pursued.
- Councilor Dirksen asked how the current RFFA policy be readdressed. He said that the major consideration was determining if the existing RFFA was in alignment with the updated RTP. He stated that that TPAC had addressed whether RFFA was in alignment. He spoke to the step 2 process and addressed the overlap between active transportation and improvements for freight. Ms. Bradway stated that multi-modal projects could apply for both active

transportation and freight. She also spoke to the RTP outcomes and stated that there would be a heavy focus on outcomes based criteria.

- Councilor Karylenn Echols asked about the timeline of the RFFA and when policy questions would be discussed. Ms. Bradway clarified that the timeline for RFFA and mentioned another policy conversation would be held in the upcoming year. Councilor Echols inquired about the policy discussion at the JPACT level. Mr. Kaempff clarified how partners helped assess current needs and guided policy discussion. Councilor Echols voiced appreciation for the streamlining of the application process.
- Mr. Doug Kelsey raised concerns regarding the \$141 million rounding and stated that the funding was driving the outcome, rather than having the money act as a secondary part of the needed outcomes. Mr. Kelsey said he was supportive of the process, but encouraged more work be conducted on policy and strategy.

Motion: Councilor Bob Stacey moved, and Ms. Emerald Bogue seconded, to recommend adoption of Resolution 19-1959 to the Metro Council.

ACTION: The motion passed with all in favor.

## **7. INFORMATION/DISCUSSION ITEMS**

### **7.1 Regional Street Design Guidelines**

Ms. Lake McTighe introduced herself and described the agencies and organizations represented on the technical workgroup. She mentioned that the purpose of the technical work group was to provide input throughout the update. Ms. McTighe described a timeline and deliverables required for the designing livable streets and trails projects.

Ms. McTighe summarized the content of the design guidelines, which included: purpose and how to use the guidelines; policy framework and desired outcomes; design functions and classifications; design elements, recommendations and considerations; visualizations and street illustrations; and performance-based decision making framework. She explained that the guidelines would continue to be developed and are meant to provide a high level overview. She described the uses of the framework and how they could be utilized in roadway designs. She emphasized that decisions were guided by desired policy outcomes and design principals.

Ms. McTighe spoke to integrating this work with the RTP. She mentioned the desire to design streets that serve the region's land use goals. She pointed to a diagram provided to JPACT members and described how it illustrated the function of street and trails. She highlighted the need to serve the community by ensuring clean air and water. She also noted that there were different design classifications which spoke to a number of

different transportation issues and helped reflect complex high level needs. Ms. McTighe described the regional street design policy classifications and mentioned the different designs applied to different classifications. She mentioned the regional street design classifications dictated how throughways and arterials in the RTP should be designed in the following areas: number of lanes, priority functions and design speed, separation of modes, flex-zone uses, place-making/public spaces, and green infrastructure.

Ms. McTighe expressed that with performance-based design, dosing elements support street functions to achieve desired outcomes. She illustrated how reassignment elements influenced functionality and ultimately outcomes. She stated that a performance-based design decision-making framework contributed to system wide networks and regional outcomes. She emphasized the importance of design and how that could be leveraged to reduce safety issues.

Member discussion included:

- Mr. Kelsey asked if this project was a robust and aggressive enough to address increases in transit development. He expressed concern that smaller buildings would not meet densification requirements of what the region would need for net travel time. Ms. McTighe noted that materials were updated to better reflect current densities and stated that such concerns would be brought to the April 22, 2019 workshop. She said that the design guidelines reflected current and adopted land use policies and many design elements in the guide address transit efficiency.
- Councilor Dirksen considered street classification cross sections and acknowledged that streets design often placed bicyclists next to traffic. He mentioned that better design would use parking places for vehicles to separate bicyclists and pedestrians. Councilor Dirksen asked if this might be included in the guidelines. Ms. McTighe said that the design would be included.
- Commissioner Eudaly asked for further clarification on security under design decisions. Ms. McTighe stated that the guidelines specifically addressed crime prevention through environmental design.
- Chair Craddick announced that there would be a forum held on April 22, 2019 then asked how JPACT would be including throughout the remainder of the process. Ms. Bradway stated that the forum would host speakers, including Council President Lynn Peterson, and would also include a technical workshop. She stated that a number of engineers helped work on the project and would attend the forum. Ms. Bradway said that the next step would be to have the Metro Council take action on the final product during the summer of 2019. She suggested that the project return to JPACT to receive further direction.
- Mr. Kelsey agreed that the project return to JPACT, specifically information regarding TOD. He then restated the need to build taller buildings in order to

meet increases in density in the region. Ms. McTighe mentioned that plan underwent an update to increase the size of the buildings. Ms. Bradway suggested that the TOD team be engaged in the discussion to better address these concerns. Ms. Kelsey encouraged that Metro receive feedback from the real-estate community.

**ADJOURN**

JPACT Chair Craddick adjourned the meeting at 8:48 AM.

Respectfully Submitted,



Sima Anekonda  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MARCH 21, 2018**

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3.0	Handout	3/21/19	2018 Compliance Report	032119j-01
3.0	Handout	3/21/19	Policymakers' forum: Transportation design for community outcomes	032119j-02
6.1	Presentation	3/21/19	DRAFT 2022-24 Regional Flexible Funds Allocation Policy	032119j-03
7.1	Presentation	3/21/19	Designing Livable Streets and Trails	032119j-04