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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
May 16, 2019
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)
Nina DeConcini
Craig Dirksen
Tim Knapp
Roy Rogers
Bob Stacey
Jessica Vega Pederson
Denny Doyle
Paul Savas
Karylenn Echols

AFFILIATION

Metro Council
Oregon Department of Environmental Quality (ODEQ)
Metro Council
City of Wilsonville, Cities of Clackamas County
Washington County
Metro Council
Multnomah County
City of Beaverton, Cities of Washington County
Clackamas County
City of Gresham, Cities of Multnomah County

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

Bernie Bottomly
Mandy Putney
Chris Warner
Emerald Bogue
Bart Hansen
Jef Dalin

AFFILIATION

TriMet
Oregon Department of Transportation
City of Portland
Port of Portland
City of Vancouver
City of Cornelius, Cities of Washington County

OTHERS PRESENT: Theresa M. Kohlhoff, Sharon Nasset, Denise Barret, Jamie Huff, Frank Bubenik, Jeff Gudman, Arlene Kimen, Cindy Pederson, Erin Wedrdell, Garet Prior, Jeff Owen, Kari Scholoshamer

STAFF: Margi Bradway, Tom Kloster, Jamie Snook, Dan Kamp, Lisa Hendricks, Elissa Gertler, Tyler Frisbee, John Mermin, Nathan Sykes, Ernest Hayes, Sara Farrokhzadian, Marlene Guzman, and 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

Ms. Sharon Nasset, Third Bridge Now: stated that individuals were worried about converting to electric cars. She raised concerns that individuals may be taxed for charging their car and considered outlets for where cars could be charged. She suggested that the taxes raised from electric vehicles could be used for road development. Ms. Nasset provided details on charging stations and urged JPACT to embrace electric vehicles.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Craddick summarized JPACT's trip to Washington D.C. and highlighted the support received from the Congressional Delegation. She said that the delegation emphasized the importance of unity within the region and to focus on major priorities. She said that earmarks would be present and that Chair DeFazio indicated that there may be congressional spending. She described meetings with transportation staff where the Abernathy Bridge was discussed. She said that the administration wanted districts to carry more funding responsibility. Chair Craddick stated the support JPACT received from the State Legislature and highlighted work being done on a regional package. She spoke to the need for local agreement.

Mr. Bernie Bottomly discussed a meeting with an active administrator and their appreciation of the work conducted by Metro and the delegation.

Jessica Vega Pederson stated that it was the first JPACT trip she participated and expressed excitement over speaking with the delegation. She noted that the trip would help set the stages for future success.

Mayor Denny Doyle mentioned that individuals were surprised at how united the region was.

Commissioner Paul Savas appreciated the different perspective he gained from the trip and highlighted that Metro was not alone in the issues they were facing. He indicated that construction costs were continuing to increase due to the shortage of workers. He said there needed to be human infrastructure to build projects. He then discussed his testimony on a bill that would fund I-205 or and Abernathy Bridge.

Commissioner Roy Rogers thanked Chair Craddick for her leadership throughout the trip. He expressed interested in ODOT Region One and announced that the director of Land Use Transportation was leaving in June 2019. He said that there would be national searches to fill the position.

Mayor Knapp said that the agreement was to devise a plan that would fund a project. He expressed interest in learning what elected officials thought of reauthorizing the fast tax, stating that there might be an opportunity to move things forward.

Mr. Warner mentioned that Senator Ron Wyden emphasized the need to move quickly and provide adequate communication.

Ms. Emerald Bogue thanked those who helped organize and carry out the trip.

Ms. Margi Bradway mentioned that there would be a going away party for Mr. Singelakis.

Chair Craddick spoke to the challenges of working as one united voice. She then thank staff members for their efforts in organizing the event.

4. CONSENT AGENDA

MOTION: Commissioner Rogers moved and Councilor Stacey seconded to adopt Resolution No. 19-4979 and the April 18, 2019 Minutes

ACTION: With all in favor, motion passed.

Mayor Knapp moved to remove Resolution No. 19-4993 from the consent agenda, Commissioner Rogers seconded.

Member discussion included:

Mayor Knapp conveyed that the memo listed over 100 projects that were out of scope. He recalled that JPACT was supposed to be informed by the federal government as to how they would proceed with the funding. He expressed concern that there were over 100 projects that were not fully funded. He said that, due to financial shortcomings, projects could not be significantly realized. Ms. Mandy Putney stated that ODOT was conducting an audit and review of the scope and budgets for the 18-21 STIP. She then stated that this information would be presented to the OTC in the following month. She acknowledged that she did not have information on the FHWA feedback. She highlighted that the memo offered program areas that needed to be reviewed and revised. Ms. Putney said that more information on the impact to the region would be available the following month. Mayor Knapp said the memo indicated six projects that were contained within the proposed amendment and that certain funds would be shifted to accommodate other projects. He clarified if the memo included the potential impact of the entire review and rebalance process Ms. Putney said that the projects would have been brought to JPACT regardless of the rebalancing effort. Mayor Knapp asked if individuals understood the magnitude of the 100 projects. He asked if those projects would be deferred or revised. Ms. Putney stated that there was no information available on the topic.

Ms. Margi Bradway indicated that, from an MTIP standpoint, there were no substantive changes to the projects. Mayor Knapp said that the region may face a significant number of shortages. Ms. Putney stated that this conversation was occurring at the statewide level and mentioned the need to have more conversations. Mayor Knapp clarified when the review would be completed.

Commissioner Savas said the memo was also related to housing. He conveyed that the cost of construction was increasing due to the shortages of workers. He said that making an adjusting or adding scope to the projects would come with substantial risk.

MOTION: Mayor Knapp moved and Commissioner Savas seconded to adopt Resolution No. 19-4993.

ACTION: With all in favor, motion passed.

5. INFOTMATION/DISCUSSION ITEMS

5.1 T2020 Transportation Regional Investment Measure

Commissioner Jessica Vega Pederson stated that she co-chaired the Transportation Taskforce which advised what corridors the transportation measure should focus on as well as what projects and what region-wide investments needed to be made. She remarked that the taskforce had decided on what values to center on and was in the process of tearing different corridors. She explained that once Metro votes, the corridors would then be given to local area teams. Commissioner Pederson thanked Metro staff for their work and said that individuals on the taskforce were approaching the work with lots of dedication and passion. She highlighted that the advisory committee consisted of a diverse group of individuals. She spoke to the large amount of work that needed to be done as well as excitement over the projects.

Ms. Tyler Frisbee recalled that in January 2019, the Council discussed what path the RTP measure should take. She said the Council took the lead on the project and did immense work discussing their values and preferred structure. She said that rather than discussing a multitude of projects, she recommended that JPACT consider major places in the region that move people and how to improve such areas. She stated that the corridor approached needed to serve as a backbone to the measure then addressed the need for safe routes to school programs. She emphasized that the process should increase enthusiasm and was the reason for the creation of the taskforce.

Ms. Frisbee said that taskforce was considering what places move a lot of people and how may the needs of this region be met. She outlined the timeline for the process, mentioning that in May 2019 a recommendation would be created. She said that Council valued the direction and that considerations were grounded in the RTP and the Climate Smart Strategy. She emphasized that the plan was rooted in racial equity.

Mr. Andy Shaw spoke to preliminary corridors that had the most congestion and the largest opportunity to increase transit access. He said that the taskforce was asked to add additional corridors in an effort to get ahead of the growth. He said that staff was now working on narrowing the list of areas using data as well as general knowledge and experience. He asked that JPACT consider the connection between various issues to help the taskforce in their decision making process. He said that nine or ten corridors would be provided to the Council and would then be tiered. He said that Tier 1 would be a high potential corridor to advance outcomes and project readiness. Mr. Shaw identified Tier 2 as less of a potential and could be further developed and included in the package, or specific improvements could be funded through the programs. He then said that Tier 3 projects had the least amount of potential and that specific improvements could be funded through the programs.

Mr. Shaw provided a timeline of the task force process. He said that the upcoming summer would be focused on additional projects and that fall 2019 would provide time to discuss more of the project concepts.

Member discussion included:

- Councilor Karylinn Echols thanked staff for their efforts throughout the process and explained what challenges were being addressed. She then expressed concerns over classifying eight to ten projects as top tier.
- Ms. Putney required clarification on the timeline of the projects. Mr. Shaw said that conversations would occur earlier in the timeline, however more information on projects from the local investment team process was required.
- Commissioner Savas mentioned that the lack of communication across jurisdictions may pose issues. He suggested that Metro help facilitate conversations across counties regarding different projects occurring in the region. He mentioned that the group could participate in various tours either on 82nd avenue or survey different facilitates for bike and pedestrian transportation. He emphasized the need to prioritize areas where there was less development rather than investing in areas where there were already structures in place. Ms. Frisbee mentioned that tours would take place in July 2019.
- Mayor Knapp highlighted the issues of considering future problems and discerning where planning needs to occur. He said that there needed to be more emphasis on how transportation systems were interconnected. He added that while there was a lot of transportation data available, decision-making was not purely analytical.
- Ms. Bogue thanked Metro staff and the Council for their work. She said that in order for future planning efforts to be successful, there needed to be a way to collect funds and ensure that the plan was in alignment with the voters. She then inquired about issues regarding revenue. Mr. Shaw stated that there discussion regarding the local government's ability to raise revenue. He indicated that there were several constraint areas, but was hopeful that there would be more conversations dealing with raising revenues.
- Mayor Doyle thanked staff and asked if Oregon Route 212 was the subject of public testimony. Mr. Shaw said that there were many individuals protesting and highlighted the passion of each testifier discussing climate change. He said that more testing needed to be done to ensure that climate efforts were efficient.

5.2 Regional Emergency Transportation Routes

Ms. Denise Barrett spoke to the largeness of the region and mentioned that the Metro region oversaw 2.4 million people. She stated that the Regional Disaster Preparedness Organization (RDPO) was founded on a regional vision process that occurred in 2009 wherein Metro was a member. She recalled in that 2014 to 2015, jurisdictions signed an intergovernmental agreement. She highlighted partnerships with the private sector, contributing members, and special districts.

Ms. Barrett stated that the RDPO consisted of local organizations in coordination with one another. She said that organization took a regional perspective on issues but also highlighted the importance of local problems as well. She emphasized that disasters did not respect jurisdictional boundaries and that RDPO decision were largely made through consensus. She described the meaning of "whole community" as creating an inclusive and respectful community that considered different needs. She indicated that the national preparedness goals helped focus RDPO's issues and stated that the organizations often

received funds from the federal government. She mentioned that the organization had \$10 million in active funding. She described how the preparedness goals was broken into five mission areas: prevention, protection, mitigation, response, and recovery. Ms. Barrett stated that, in order to support a collaborative effort, there needed to be multiple committees dealing with the following focus areas: policy, steering, program, work groups, and task forces.

Ms. Kim Ellis highlighted the original routes identified by the RDPO were targeted for the following types of emergencies: rapid damage assessment, debris clearance, and life-saving and life-sustaining response activities. She said that the goal of designated the routes was to improve the region's emergency preparedness and minimize loss of life and property in the event of a major disaster, particularly a major earthquake. She mentioned that designating these routes also elevated these routes as priorities for mitigation. Ms. Ellis discussed that criteria used in the 1990s to select state routes. She mentioned that such routes were relatively flat with low landslide potential and served large populations. She added that routes were last updated in 2005 and that there was an opportunity to reexamine those routes in the Regional Transportation Plan (RTP) update.

Ms. Ellis conveyed the progress of the regional emergency transportation routes update. She mentioned that work was accomplished in partnership with Portland State University (PSU), where a graduate assistant was assisting in background research. She mentioned that there were many reports published which reviewed the State's lifeline routes. She said research was being done in order to determine what routes should be invested in, updated, or retrofitted. She said that in 2018, the City of Portland developed a transportation recovery plan which would be used as a starting point. She said that an updated map would be provided and that there needed to be continued collaboration and partnership. She said that the presentation was meant to be an opportunity to learn more about the importance of emergency routes.

Ms. Ellis reviewed the timeline and conveyed what work would be accomplished in fall 2019. She stated that JPACT input would be required before the recommendations approached the Council. She then summarized the next steps for the plan.

Member discussion included:

- Ms. Bogue expressed interest in the emergency routes that led to the Portland airport. She then explained that that Portland airport was built on sand and was prone to liquefaction. She highlighted that there was no seismically upgraded airport runway in the United States. She said that there would be more conversations on how the airport can accommodate a major disaster.
- Commissioner Pederson mentioned that the Burnside Bridge was designated as a lifeline routes in the 1990s and highlighted the need to conduct mitigation efforts along that route. She urged JPACT members to also consider what work was being accomplished by other jurisdictions regarding seismically upgraded structures. Ms. Barrett said that there was more integration in planning efforts and added that

there was outdated earthquake impact data. She added that new data showed new building stocks and that taking a system approach was the most effective method to protect against disasters.

- Councilor Dirksen thanked presenters for their overview and was pleased to hear that there was an updated process. He asked whether updates to the Burnside Bridge were necessary given that the newly construct Tilikum Crossing was built to earthquake standards. Mr. Bottomly clarified that only certain parts of the Tilikum Crossing were updated. Ms. Ellis added that the Burnside Bridge was identified as a lifeline routes because it connected numerous streets and had fewer landslide potentials. She emphasized that the purpose of the presentation was not to question the updates to the Burnside Bridge, but rather to discuss was work was being carried out.
- Mayor Knapp said that routes needed to maintain connection to the outside world. He recalled his testimony in Salem regarding the Boon Bridge, which included seismic hardening. He said that in Wilsonville, \$3.5 million was needed to accomplish updates to the plan. Mayor Knapp relayed the importance of providing numerous lifelines and connections to the outside world during natural disasters and emphasized the importance of upgrading the Boon Bridge. He wondered if transportation projects were connected to transportation resiliency and recovery. Ms. Barrett mentioned that the State Resiliency Officer secured RWRAP projects which considered multimodal transportation. Mayor Knapp recalled Congressman DeFazio's discussion on congressionally directed funding and updates to seismically updated corridors.
- Councilor Stacey highlighted infrastructure challenges and the difficulty of pulling away from other projects. He provided a personal anecdote on preparing for a natural disaster by refinancing his home. He spoke to the significance of the regional disaster planning and expressed gratitude for the presentation.
- Commissioner Savas spoke to resiliency and different lifeline routes. He mentioned the need to identify key hubs and that populations in Clackamas County needed to have an accessible route.

5.3 TV Highway Corridor Plan

This agenda item was rescheduled to the June 20, 2019 JPACT meeting due to time constraints.

6. ADJOURN

JPACT Chair Craddick adjourned the meeting at 9:00 AM.

Respectfully Submitted,



Sima Anekonda
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF May 16, 2019

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5.1	Presentation	5/16/19	#getmoving2020 Presentation	051619j-01
5.2	Presentation	5/16/19	Regional Emergency Transportation Routes Update Presentation	051619j-02