



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
June 11, 2015
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Shirley Craddick, *Vice Chair*
Nina DeConcini
Craig Dirksen, *Chair*
Kathryn Harrington
Tim Knapp
Neil McFarlane
Diane McKeel
Roy Rogers
Paul Savas
Jeanne Stewart
Rian Windsheimer

AFFILIATION

City of Vancouver
Metro Council
Oregon Department of Environmental Quality
Metro Council
Metro Council
City of Wilsonville, representing Cities of Clackamas County
TriMet
Multnomah County
Washington County
Clackamas County
Clark County
Oregon Department of Transportation

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

Jef Dalin
Doug Daoust
Bart Gernhart
Susie Lahsene
Alan Lehto

AFFILIATION

City of Cornelius, representing Cities of Washington County
City of Troutdale, representing Cities of Multnomah County
Washington State Department of Transportation
Port of Portland
TriMet

OTHERS PRESENT: Kelly Brooks, Chris Deffebach, LeeAnne Ferguson, Sean Files, Mark Gamba, Jeff Gudman, Eric Hesse, Stephan Lashbrook, Jaimie Lorenzini, Zoe Monahan, Mark Ottenad, Karen Schilling, Andrew Singelakis, Joanna Valencia, Michael Williams

STAFF: Grace Cho, Beth Cohen, Andy Cotugno, Colin Deverell, Kim Ellis, Alison R. Kean, Tom Kloster, Ted Leybold, Chris Myers, Nellie Papsdorf, John Williams

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Craig Dirksen called the meeting to order and declared a quorum at 7:33 a.m.

2. CITIZEN COMMUNICATION ON JPACT ITEMS

Ron Swaren, Portland: Mr. Swaren spoke to JPACT about the SW Corridor project, high-capacity transit (HCT) buses, and a proposed Western Arterial Highway, addressing how the different strategies might be used to improve access and mobility in the region.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Dirksen, JPACT Members, and staff provided updates on the following items:

- On May 21, the Land Conservation and Development Commission (LCDC) approved the Climate Smart Strategy as adopted by the Metro Council in December 2014, commending the region for its political leadership. The commission also directed LCDC staff to create a rulemaking advisory committee to make recommendations on greenhouse gas emissions reduction targets for the year 2040 to better align with horizon years of long range transportation plans statewide, and to conduct a review of the regional transportation planning process to explore how efforts to reduce greenhouse gas emissions from transportation can be better coordinated with related state and federal requirements. The committee is likely to be formed later this year, and their work will likely result in recommendations and direction that will impact the 2018 Regional Transportation Plan Update.
- Chair Dirksen noted that the 2016 Annual New Partners for Smart Growth Conference will be held in Portland from February 11-13, 2016. The theme will be “Practical Tools and Innovative Strategies for Creating Great Communities,” and organizers have initiated a call for panel presentation, workshop, and tour proposals to be submitted online by June 30. More than 1,300 people are expected to attend from across the United States.
- Chair Dirksen followed up on the idea of moving the JPACT meetings to the third Thursday of the month. He shared feedback he received from JPACT members, stating that many believed moving the meeting would help use time more efficiently, but that there were concerns about having the full packets available by the time the coordinating committees meet. He noted that the committee could reconsider changing the JPACT schedule at the beginning of 2016, when coordinating committees make their schedules for the year.
- The JPACT Finance Subcommittee met on May 18 and received a presentation from Metro staff summarizing a framework that could be used to define a regional transportation system of mutual interest for new transportation revenues. Chair Dirksen added that the plan is to have a discussion during the July JPACT about whether there is interest in moving forward to collectively define and pursue a new transportation revenue source. Beth Osborn, of the Center for Innovative Funding and Finance at Transportation for America, will also give a presentation on infrastructure funding at the Metro Regional Center on July 15, from 12:30 to 2:00pm.
 - Commissioner Paul Savas emphasized the need to agree on guiding principles going forward to define the types of projects that would fit the region’s needs. He expressed his appreciation for having a forum to discuss such needs.
- The Metropolitan Transportation Improvement Program (MTIP) and the Regional Flexible Fund Allocation (RFFA) are beginning a process to update their policy direction. Two workshops have been held and a third one is scheduled for June 26 to develop allocation policy options for the development of a policy proposal for consideration this fall. JPACT will be briefed on the public comment materials at its July 9 meeting. The Metro Council has had discussions about the upcoming MTIP and RFFA process and has developed some principles to share its desired outcomes of the work. Chair Dirksen shared the principles with the committee and explained that the intent was to help partner agencies and the

public understand the programs' desired outcomes and serve as the basis for a collaborative process to develop and adopt an MTIP and RFFA policy later this year.

- Commissioner Savas requested more time for MTIP and RFFA policy update discussion. He explained that the Clackamas County Coordinating Committee discussed how to improve the update process moving forward and agreed that they would like the opportunity for more input in the policy-making process. Mayor Tim Knapp agreed with Commissioner Savas' request, emphasizing the need for more in-depth discussion time. Chair Dirksen agreed to review the schedule with staff.
- Members discussed the best way to leverage MTIP and RFFA funds with a focus on regional impacts. Ms. Susie Lahsene suggested moving forward with a regional program beyond the MTIP in mind, to establish the value and importance of using regional funds strategically.
- Councilor Kathryn Harrington requested that the 2018-2021 MTIP and 2019-2021 RFFA Policy Update work program, timeline, and process information, shared at a prior JPACT meeting, be made available with the public comment materials at the MTIP and RFFA discussion to ensure that the committee understands the process as it moves towards adopting a policy update at the end of the year.
- Councilor Craddick introduced Mr. Jim Whitty from the Oregon Department of Transportation (ODOT). Mr. Whitty provided information on ODOT's pilot OReGO program, the nation's first road usage charge system. The Oregon Legislature passed Senate Bill 810 in 2013, establishing the nation's first mileage-based revenue program for light vehicles. The program will begin on July 1. Mr. Whitty gave an overview of the program and mapped out the differences between the governmental and commercial models.
 - Mr. Whitty provided some examples of potential value-added services for users, including remote vehicle testing that would troubleshoot vehicle problems electronically and provide immediate feedback.
 - Mayor Tim Knapp expressed concerns about privacy using the commercial models. Mr. Whitty clarified that the law requires protection of personally identifiable information and that commercial account managers would not be allowed to use driver data for any reason without express consent.
 - Members discussed the program's sign-up process. Mr. Whitty explained that ODOT cannot legally sign up anyone until July 1, but until then drivers can sign up for an interested parties list that will remind them to officially sign up once the program has launched.
 - Commissioner Savas asked if the device could be used on multiple cars. Mr. Whitty explained that the device has to stay with the car it is paired with.
 - Mr. Windsheimer noted that there is a calculator on the OReGO website that allows potential users to compare their current monthly fuel tax costs with the cost of using OReGO.
- Mr. Rian Windsheimer noted that the Region 1 Area Commission on Transportation met on June 8 to approve its bylaws and select a chair and vice chair. Commissioner Roy Rogers and Commissioner Paul Savas, both members of JPACT, were elected as Chair and Vice Chair of the commission. Mr. Windsheimer added that the overlap would help promote collaboration and cooperation across the two bodies.
- Commissioner Diane McKeel recognized Ms. Karen Schilling for all of her work serving the region throughout her twenty years with Multnomah County and JPACT. JPACT members commended Ms. Schilling, thanked her for her service, and wished her well with her retirement.

- Mr. Bart Gernhart acknowledged that Mr. Don Wagner retired at the end of May and commended Mr. Wagner for his work as the Washington Department of Transportation's (WSDOT) regional administrator. Mr. Gernhart also introduced WSDOT's new regional administrator, Mr. Kris Strickler, and added that he would join JPACT at the next meeting.
- Ms. Susie Lahsene noted that the Port of Portland is working with Business Oregon on a report that will look at options for export opportunity throughout the state in light of the departure of shipping lines at Port of Portland's Terminal 6. She asked if the committee was interested in an update on the process and agreed to work with staff to provide more information moving forward.

4. CONSIDERATION OF THE JPACT MINUTES FOR MAY 14, 2015

MOTION: Commissioner Paul Savas moved and Commissioner Roy Rogers seconded, to approve the May 14, 2015 minutes as amended.

ACTION: With 16 in favor and one abstention (Councilor Jeanne Stewart), the motion passed.

Notes: Commissioner Savas requested that the section of the May 14, 2015 minutes regarding the Cost of Congestion Study be amended to include his question, "how much congestion is tolerable?"

5. INFORMATION/DISCUSSION ITEMS

5.1 2018 Regional Transportation Plan Update Kick-Off

Chair Dirksen introduced the item, noting that it was the start of a series of conversations regarding the Regional Transportation Plan (RTP) update. He explained that the purpose of the discussion was to begin identifying what topics or issues are most important for the update to address and how the region should work together to address them. The discussion will inform development of a work plan and engagement strategy for consideration by the Metro Council and JPACT this fall.

Key elements of the presentation included:

- Ms. Kim Ellis, Principal Transportation Planner at Metro and RTP update project manager, provided an overview of the project's timeline and a background of the RTP.
- As the region's federally-designated metropolitan planning organization, Metro is responsible for coordinating the region's shared transportation vision and goals using the Regional Transportation Plan. The RTP serves as a blueprint to guide investments in the region's transportation system for all forms of travel and the movement of goods and freight. The plan identifies current and future regional transportation needs, investments recommended to meet those needs, and local, regional, state, and federal transportation funds the region expects to have available over the next 25 years to make those investments a reality.
- Ms. Ellis shared some stories and examples from recent public engagement efforts to highlight what is important to people in the region's communities.
- Ms. Ellis explained that an update is required at least every four years. She noted that the 2018 update will include new policy direction from the recently approved Climate Smart Strategy and Regional Active Transportation Plan and address a number of issues deferred during the last RTP update.
- Ms. Ellis shared a historical perspective of the RTP that included major and minor updates. She pointed out that the 2018 RTP update will fall halfway through Metro's 2040 Growth Concept process, approved in 1995, and is an opportunity to evaluate how well the region is

progressing toward its 50-year vision. She then shared a RTP update timeline highlighting the four main phases of the process.

- Next steps include: convening the regional advisory committees to discuss priorities and desired outcomes for the update, outreach to further develop the work plan and engagement strategy, discussions between Metro Council and the regional advisory committees to evaluate the draft work plan and outreach strategy in the fall, and consideration of the proposed work plan and outreach strategy by JPACT and the Metro Council by the end of the year.
- Ms. Ellis then asked JPACT to consider the following questions:
 - Who are the key partners we should be working with in this update?
 - How would you like to stay engaged in the process?
 - What three focus areas are the most important to address in the update?
 - What are your hopes and desires for this update?

Member discussion included:

Commissioner Savas recommended making the business community and economic development sector more explicit in the partnerships section, instead of including it under the community leaders and organizations field. He noted that in Clackamas County a lot of business opportunities are inhibited by transportation constraints, illustrating the correlation between successful economic development and transportation.

Mayor Knapp suggested that the economic development sector was not mentioned enough in the materials in general and explained that its role in the update seemed insufficient given the magnitude of the impact on the region of business, freight and trucking.

Councilor Harrington noted that during the 2010 RTP update, a significant amount of time and energy was spent expanding the economic development piece, including the development of a major revamp to the regional freight plan. She explained that because of that, there is an abundance of economic information available in the existing RTPs in the form of policies and performance measures. She added that although many JPACT members went through the minor RTP update in 2014, there have been a number of changes in elected officials since the larger 2010 update, and that it might be beneficial to integrate an introduction to the existing information into the work plan.

Members discussed the relationship between the City of Vancouver and JPACT. Commissioner Roy Rogers inquired about how the City of Vancouver was integrated in the RTP update process and asked if the city's upcoming projects were included in the update. Councilor Jack Burkman agreed that it might be beneficial to discuss the Regional Transportation Council's next update and how that could correspond with the 2018 RTP update. Ms. Elissa Gertler, Metro's Planning and Development Director, noted that while Washington has its own metropolitan planning organization, there is coordination at the staff level in order to promote synchronicity in the intertwined regions' efforts.

5.2 Regional Transit Strategy: Overview and Coordination with TriMet Service Enhancement Plans and SMART Master Plan

Chair Craig Dirksen introduced the item, noting that it was a collaborative effort by Metro, TriMet and South Metro Area Regional Transit (SMART). He explained that the Regional Transit Strategy (RTS) will serve as the transit component of the 2018 Regional Transportation Plan update and

provide a coordinated vision and strategy for transit in the Portland metropolitan region. It will be developed in coordination with the Future of Transit vision being developed by TriMet through its Service Enhancement Plans and with the SMART Master Plan. Chair Dirksen introduced Mr. John Williams and Ms. Jamie Snook from Metro, Mr. Eric Hesse from TriMet and Mr. Stephan Lashbrook from SMART, to provide an overview of the Regional Transit Strategy and its coordination with TriMet and SMART. Key elements of the presentation included:

- Mr. Eric Hesse provided an overview of TriMet's Service Enhancement Plan (SEP) process. To improve the current system, TriMet divided the region into five areas and evaluated existing ridership patterns and projected land use changes within each area, and used community outreach to develop area-specific solutions for the region's transit needs. Mr. Hesse explained that TriMet was particularly focused on better serving the growing region and adapting to its changing needs by providing more local and regional service with a focus on improving bus services, and providing better connections to jobs, education, and services in local communities and throughout the region.
- Mr. Stephan Lashbrook provided an overview of SMART's Master Planning process. Mr. Lashbrook explained that SMART, operated by the City of Wilsonville, is one of more than a dozen outlying transit agencies that make connections with TriMet and expand the transit opportunities for the region's residents. He noted that in this way, transit agencies from across the region are involved in the region's transit development and need to be involved in the Regional Transit Strategy process. Mr. Lashbrook shared some important factors involved in SMART's Master Planning process including: planning for a commuter culture, payroll tax funding, and coordinating with Metro and TriMet. He explained that the focus of the SMART Master Plan update is to provide the existing plan with a longer range view of transit services in and around the City of Wilsonville.
- Ms. Jamie Snook of Metro provided an overview of the Regional Transit Strategy, including a brief background. She explained that there has been a focus on transit planning across the region and there was interest in bringing attention to what the larger shared transit system and vision should be, leading to the development of the Regional Transit Strategy, to be adopted as the transit modal component of the 2018 RTP.
- The 2018 Regional Transit Strategy will include updates to the High Capacity (HCT) Plan and the System Expansion Policy, incorporate TriMet's Service Enhancement Plans and SMART's Master Plan, support the Climate Smart Strategy's recommendations, coordinate the region's transit vision and transit system expansion policy, and act as the transit modal component of the 2018 RTP update.
- The strategy is guided by an overall policy framework consisting of the 2040 Growth Concept, the Regional Framework Plan, and the Regional Transportation Plan. The four key phases to the development of the Regional Transit Strategy: creating the regional transit vision and organizing partnerships, developing policy to guide phasing of investments, developing a shared transit investment strategy, and adopting the Regional Transit Strategy as part of the 2018 RTP.
- The first phase of work will begin this summer and continue through early 2016. Next steps include: community engagement and outreach linked with the 2018 RTP update process as much as possible, special events with community-based organizations, focused workshops and a working group with transit providers and further discussions with the regional advisory committees including JPACT and the Metro Council.

Member discussion included:

Chair Dirksen expressed the need for increased open-ended discussion time and suggested

extending the length of JPACT meetings if it appears more discussion is needed. Mayor Knapp recommended spending less time on presentation and allotting more time for discussion. Members discussed the possibility of extending the meeting time.

Commissioner Savas noted the significant challenges of congestion and the lack of sufficient transit options for commuters, particularly going east-west. He asked if there was a focus or emphasis on current employment centers and potential centers that could be elevated from a systems standpoint.

Commissioner Rogers stated that the relationship and overlaps between the different transit systems can be confusing and suggested creating a subcommittee that could coordinate between the region's different transit providers. Ms. Snook explained that staff was working to include the various transit providers in the development of the RTS, partly by inviting them to participate in the RTS working groups and focused workshops.

Councilor Burkman pointed out the shared interests and growing overlaps between the City of Vancouver's CTRAN and the Metro area's TriMet.

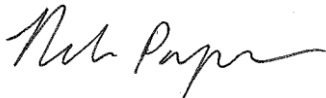
5.3 Project of the Month: Sellwood Bridge

The project of the month was postponed due to timing limitations.

6. ADJOURN

JPACT Chair Craig Dirksen adjourned the meeting at 9:10 a.m.

Respectfully Submitted,



Nellie Papsdorf
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JUNE 11, 2015

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3.0	Handout	05/29/15	Climate Smart Strategy	061115j-01
3.0	Memo	05/12/15	System of Mutual Funding Interest framework and considerations	061115j-02
3.0	PowerPoint	05/18/15	System of Mutual Funding Interest	061115j-03
3.0	Handout	05/29/15	2015 MTIP/RFFA Update Core Principles	061115j-04
3.0	Handout	05/18/15	JPACT Finance Subcommittee Minutes	061115j-05
3.0	Flyer	02/23/15	Get in the Know with OReGO	061115j-06
5.1	PowerPoint	06/10/15	2018 Regional Transportation Plan update	061115j-07
5.2	PowerPoint	06/10/15	Regional Transit Strategy	061115j-08
5.2	Handout	N/A	Making Transit Better in North/Central Portland	061115j-09
5.2	Handout	N/A	Making Transit Better on the Eastside	061115j-10
N/A	Handout	06/01/15	Metro Hotsheet	061115j-11
N/A	Flyer	N/A	New Partners for Smart Growth Conference	061115j-12
N/A	Flyer	N/A	Walking the Walk: Jeff Speck on Tigard's Quest for a Walkable City	061115j-13