



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
September 21, 2017
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (*Vice Chair*)
Nina DeConcini
Neil McFarlane
Roy Rogers
Paul Savas
Kris Strickler

AFFILIATION

Metro Council
Oregon Department of Environmental Quality (ODEQ)
TriMet
Washington County
Clackamas County
Washington State Department of Transportation

MEMBERS EXCUSED

Craig Dirksen (*Chair*)
Dan Saltzman
Bob Stacey

AFFILIATION

Metro Council
Multnomah County
Metro Council

ALTERNATES PRESENT

Kelly Brooks
Sam Chase
Mark Gamba
Anne McEnery-Ogle
Lori Stegmann
Leah Treat
Kathryn Williams

AFFILIATION

Oregon Department of Transportation (ODOT)
Metro Council
City of Milwaukie, Cities of Clackamas County
City of Vancouver
Multnomah County
City of Portland
Port of Portland

OTHERS PRESENT: Jaimie Lorenzini Huff, Zoe Monahan, Dwight Brashear

STAFF: Nellie Papsdorf, Miranda Mishan, Ted Leybold, Michelle Bellia, Lisa Hunrichs, Grace Cho, Jamie Snook, Kim Ellis

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

JPACT Vice Chair Shirley Craddick called the meeting to order and declared a quorum at 7:30 a.m.

2. CITIZEN COMMUNICATION ON JPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

Mr. Neil McFarlane provided an update on the Powell Garage grant. Mr. McFarlane recounted that the price was \$75 million and that TriMet was applying for a grant for \$9 million. Mr. Ted

Leybold added that Metro was working to make people aware of federal funding opportunities that were available.

Mayor Mark Gamba asked if TriMet was planning on putting in infrastructure to allow for the buying of electric buses. Mr. McFarlane said yes.

Ms. Nina DeConcini announced that the cleaner air rules would be in public comment soon, and would be in public comment during the next JPACT meeting.

Commissioner Paul Savas asked about the number of diesel buses used by TriMet, and asked if there was a plan for conversion to electric. Mr. McFarlane explained that there was a longer conversation to be had but that TriMet was underway with a study looking at the Division Transit Line to see if it could be electric, and a broader study was underway examining the types of routes that would work with electric transit. He noted that there was not a capital plan, and he felt it was important to develop a plan that allowed for a smooth transition.

Commissioner Savas remarked that Los Angeles used all electric transit. Mr. McFarlane noted that LA was experimenting and making progress with electric transit. Commissioner Savas expressed concern about fuel efficiency, and gave the example of the trucks that carry solid waste from Metro facilities and their lack of fuel efficiency. He emphasized that there was a lot of technology out there, and highlighted his surprise that Metro wasn't looking into this technology. Vice Chair Craddick noted that fuel efficiency was a significant part of the solid waste road map.

Vice Chair Craddick reminded members that the TIGER program and INFRA were accepting grant applications. She added that Metro would like to know if any local jurisdictions would be submitting applications.

Vice Chair Craddick announced the JPACT subcommittee on regional funding and extended an invitation to JPACT members. Commissioner Savas asked if the subcommittee was based on TriMet boundaries rather than Metro boundaries, and asked for a confirmation of the distinction between the two.

Vice Chair Craddick extended an invitation to a Leading with Racial Equity Training workshop on November 1 at Metro. She encouraged all committee members to attend.

4. CONSENT AGENDA

MOTION: Mr. Neil McFarlane moved and there was no second.

ACTION: With all in favor, the motion passed.

Please note: per Robert's Rules of Order, once an action has been taken on an item, a lack of second is immaterial.

5. INFORMATION/DISCUSSION ITEMS

A. Regional Transportation Strategy Vision

Vice Chair Craddick introduced Ms. Jamie Snook from Metro, Ms. April Bertelson from City of Portland, and Mr. Eric Hesse from TriMet.

Key elements of the presentation included:

- Ms. Snook provided a brief overview of the regional transit vision. She explained that there had been a lot of hard work in many different areas in which there was a lot of transit. Ms Snook noted that in order to get more riders in the system, it was necessary to make sure it worked for people clearly and that they can get where they need to go on time and efficiently. She highlighted the importance of coordinating efforts around the region.
- Ms. Bertelson explained the definition of enhanced transit. She conveyed the main goals of enhanced transit as increasing the reliability and speed of transit. Ms. Bertelson discussed some potential approaches to enhanced transit, including some of the tools that were developed for enhanced transit, such as dedicated bus lanes. She explained why they chose enhanced transit, saying that the speed of buses had declined, and efficiency was low.
- Ms. Bertelson thanked ODOT and TriMet for working on this project, and conveyed hope that the presentation could be a start of a longer conversation about enhanced transit. She discussed the initial evaluation of the region's enhanced transit needs.
- Mr. Eric Hesse explained that there were a number of challenges in the region and they were working to define the concept and fit it into the policy framework. He highlighted the importance of knowing where and how to apply these tools. Mr. Hesse noted that they were working with partners to understand where the problems were and what tools could be used to address them. He recounted the different types and levels of enhanced transit.
- Mr. Hesse shared the next steps on enhanced transit in the region, and explained that these methods were being shared across the region to look at the best approach. He added that there was a lot of progress made with equity, and they were moving forward with transit programs, a big part of which was regional enhanced transit. Mr. Hesse conveyed the importance of working together to define the policy process and figuring out which projects would be local and which would be regional.

Member discussion included:

Commissioner Savas asked if there had been an air quality analysis on the enhanced transit plan. Mr. Hesse said there were greenhouse gas benefits. Commissioner Savas emphasized that ideally enhanced transit would have no detriment to air quality.

Mr. McFarlane explained that TriMet served a large amount of people who needed better transit, as shown by trends of decreased reliability. He added that he felt this was an important project, but that there would be challenges and many difficult conversations.

Mayor Gamba highlighted concern that the necessary efficiency wouldn't be achieved because of precedents set by projects like Powell-Division. Mr. Hesse explained that one of the key focuses of enhanced transit was cost effective investments for travel time. He assured the committee that these conversations would be had.

Commissioner Roy Rogers inquired about how TriMet's vision had changed and what that meant to local jurisdictions. Mr. McFarlane expressed that the goal of enhanced transit would be to create a series of improvements over time, and add to a broader toolbox and use it in a way that would build a stable and reliable transit system. He added that they hoped to see the bus system have the impact that the rail system had. Commissioner Rogers raised concerns about local responsibility and how that factored into enhanced transit. Mr. McFarlane explained that there would be case-specific response to that. He added that one idea in the toolbox was consolidating stops, and that would only work if there was good infrastructure.

Commissioner Savas expressed concern about commerce transit and highlighted that enhanced transit should not cause detriment to commerce. Mr. Hesse shared that commerce remained a concern for TriMet.

Vice Chair Craddick asked what would change about the High Capacity Transit (HCT) map. Ms. Snook explained that the HCT map would be included to create one coordinated vision. She added that the enhanced transit framework would be incorporated into the policy framework of different types of transit around the region, and this could update the map.

6. ACTION ITEMS

A. Resolution No. 17-4380, For the Purpose of Amending the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) to Add a New HB2017 Awarded Project, the I-205 Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and ATMS Project Plus Amend a Second Existing Project with HB2017 Conditioned Funding, the I-205 Stafford Rd to OR99E Affecting ODOT Which Compromise the August 2017 Formal MTIP Amendment (AG17-01-AUG)

Vice Chair Craddick introduced Mr. Ted Leybold and Mr. Ken Lobeck from Metro.

Key elements of the presentation included:

- Mr. Leybold explained that HB 2017 had a plethora of directions and that it provided a lot of new project funding. He added that the first part of the funding was for the Metropolitan Transportation Improvement Program (MTIP). Mr. Leybold listed the named projects and recalled that there was a lot of pressure on ODOT to complete them. Ms. Kelly Brooks shared that the gas tax increase was dependent on two projects being included in the MTIP.
- Mr. Leybold noted that one of the handouts showed a list of other House Bill 2017 projects that were being proposed for ODOT. He explained that these projects would need to be incorporated.
- Mr. Ken Lobeck emphasized that this bill was complicated and it was still being understood as it was being implemented. He explained that JPACT's approval was needed on the resolution which would enable two projects to be amended in the new 2018-2021 MTIP and allowing final approval to occur from the U.S. Department of Transportation. He noted that the two projects were I-205: Stafford Rd to OR99E and I-205 Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck CBOS and ATMS Project.

- Mr. Lobeck discussed some of the conditioned projects and projects in the metro area, and gave a summary of state projects. He explained that the two projects affected by this MTIP amendment would be the I-205 CBOS ATMS and I-205 Stafford Road to 99E.
- Mr. Lobeck explained next steps and the approval timeline. He discussed which projects would be brought to JPACT for approval and when.

Member discussion included:

MOTION: Commissioner Roy Rogers moved and Mayor Gamba seconded to approve Resolution 17-4380.

Councilor Jeanne Stewart expressed concern about the list of congestion pricing. She explained that she was opposed to adding the projects to the MTIP based on conditional funding and tolls. Commissioner Stewart acknowledged the importance of these projects but added that this was not the best way.

Ms. Brooks explained that funding was generated from a variety of sources, and while the state transportation package provided funding for a value pricing study and that option was being explored, there was no value pricing or revenue to be spent from value pricing in the bill.

Councilor Stewart asked if the plan was to continue the project even if tolling was not included. Ms. Brooks conveyed that none of the projects would be funded by tolling, but some projects that did not have funding allocated for construction could be funded using tolling revenue if it were to be implemented in the region in the future.

Mayor Gamba asked that a conversation regarding conditioned pricing be brought to JPACT in the context of Washington jurisdictions in the region.

ACTION: With Councilor Stewart opposed and Ms. Deconcini abstaining, the motion passed.

B. 2021 – 2024 STIP Development Overview, Financial Assumptions and Draft MPO Comment Letter

Vice Chair Craddick introduced Mr. Ted Leybold and Ms. Grace Cho, from Metro.

Key elements of the presentation included:

- Mr. Leybold gave an overview of the STIP and MTIP and discussed the differences in oversight throughout the processes. He explained some of the details of the MTIP/STIP processes, and discussed the draft letter. Mr. Leybold explained what was requested of the OTC in the letter, including requests that the OTC request ODOT staff develop a federal funding growth scenario for consideration by the OTC, provide direction to ODOT staff to develop a process for allocating additional funds to the different ODOT programs, and invite MPO leadership to engage with the OTC.
- Mr. Leybold discussed the funding processes and the variety of funding sources and regulations on how these sources might be used.
- Mr. Leybold conveyed the role of Metro and how the agency would carry out the responsibilities of MTIP. He explained that it was necessary to adopt policy objectives and provide comments or direction to the other allocation processes with partners. Mr.

Leybold added that there would be an evaluation period to demonstrate compliance with federal requirements.

Member discussion included:

Ms. Kathryn Williams expressed that the funding options were pragmatic. She asked if they were trying to solve the problem of not being hurried when additional funding comes in, or make sure that funding could be spent on all types of projects. Mr. Leybold said that the letter was requesting both options.

Ms. Leah Treat voiced support for the letter and encouraged people to bring tradeoffs to the forefront of the conversation.

Ms Brooks gave background information on the 10% reduction. She explained that it was erring on the side of caution, so they could add projects instead of cut them.

Commissioner Rogers expressed concern that Metro was attempting to direct the OTC which was outside of their purview.

Commissioner Savas raised concerns that there had been no coordination with the Region 1 ACT. He noted that STIP was the only source of funding for some areas. Commissioner Savas expressed that many people felt that this would act as a circumvention of the ACT and excluded many areas. Mr. Leybold explained that the letter to the OTC acknowledged other areas and committed to working with the ACT and other jurisdictions. He explained that the purpose of the letter was to encourage communication between all parties.

Commissioner Rogers restated that the issue was that the OTC had already declined the opportunity for MPO's to be a part of the discussion. He added that this was putting a lot of people in a difficult position.

Please note: Councilor Anne McEnerney-Ogle and Ms. Nina DeConcini had left before the vote on this item was taken. Ms. Leah Treat was sitting in for Commissioner Saltzman and as an unofficial alternate, does not vote. As acting Char, Vice Chair Shirley Craddick only voted in case of a tie.

MOTION: Commissioner Savas moved and Commissioner Rogers seconded to table the letter.

ACTION: With four in favor (Commissioner Savas, Commissioner Rogers, Commissioner Stegmann, Councilor Stewart), four opposed (Mayor Gamba, Councilor Chase, Mr. McFarlane, Ms. Williams), and two abstentions (Ms. Brooks, Mr. Strickler), the motion failed.

MOTION: Ms. Williams moved and Mayor Gamba seconded to approve the letter.

ACTION: With four in favor (Councilor Chase, Ms. Williams, Mayor Gamba, Mr. McFarlane), two opposed (Commissioner Savas and Councilor Stewart), and four abstentions (Commissioner Rogers, Mr. Strickler, Commissioner Stegmann, Ms. Brooks), the motion failed.

MOTION: Commissioner Rogers moved and Councilor Sam Chase seconded to amend the letter.

ACTION: With six in favor (Ms. Williams, Councilor Chase, Mayor Gamba, Mr. McFarlane, Commissioner Rogers, Commissioner Stegmann), and four abstentions (Ms. Brooks, Councilor Stewart, Mr. Strickler, Commissioner Savas), the motion passed.

Please note: Commissioner Savas left before the final vote on this item.

MOTION: Mayor Gamba moved and Ms. Williams seconded to approve the amended letter.

ACTION: With seven in favor (Ms. Williams, Councilor Chase, Mayor Gamba, Mr. McFarlane, Commissioner Rogers, Commissioner Stegmann, Councilor Stewart), and two abstentions (Ms. Brooks, Mr. Strickler), the motion passed.

ADJOURN

JPACT Vice Chair Craddick adjourned the meeting at 9:15am.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "Miranda Mishan", with a horizontal line extending to the right.

Miranda Mishan
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPTEMBER 21, 2017

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
N/A	Handout	9/1/2017	Metro's September Hotsheet	092117j-01
5.1	Presentation	9/21/2017	Regional Transit Strategy Enhanced Transit PowerPoint	092117j-02
6.1	Presentation	9/21/2017	HB2017 and the MTIP PowerPoint	092117j-03
6.1	Handout	9/21/2017	Preview of HB2017 Awarded Projects	092117j-04
6.2	Presentation	9/21/2017	MTIP and STIP PowerPoint	092117j-05