

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

November 16, 2017

Metro Regional Center, Council Chamber

MEMBERS PRESENTShirley Craddick (*Vice Chair*)Craig Dirksen (*Chair*)

Tim Knapp

Nina DeConcini

Neil McFarlane

Dan Saltzman

Bob Stacey

Kris Strickler

Jessica Vega Pederson

Curtis Robinhold

AFFILIATION

Metro Council

Metro Council

City of Wilsonville

Oregon Department of Environmental Quality (ODEQ)

TriMet

Multnomah County

Metro Council

Washington State Department of Transportation

Multnomah County

Port of Portland

MEMBERS EXCUSED

Jack Burkman

Jeanne Stewart

AFFILIATION

City of Vancouver

Clark County

ALTERNATES PRESENT

Emerald Bogue

Kelly Brooks

Tim Clark

Jef Dalin

Mark Gamba

Eric Holmes

Lori Stegmann

AFFILIATION

Port of Portland

Oregon Department of Transportation (ODOT)

City of Wood Village

City of Cornelius

City of Milwaukie, Cities of Clackamas County

City of Vancouver

Multnomah County

OTHERS PRESENT: Jamie Huff, Tom Makgraf, Nicole Hendrix, Dwight Brashear, Crhris Deffenbach, Rich Vial, Jeff Gudman

STAFF: Nellie Papsdorf, Miranda Mishan, Michelle Bellia, Elissa Gertler, Ted Leybold, Grace Cho, Randy Tucker, Ernest Hayes

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

JPACT Chair Craig Dirksen called the meeting to order and declared a quorum at 7:34 AM.

2. CITIZEN COMMUNICATION ON JPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Dirksen provided an update on the JPACT finance subcommittee that met earlier in the week. He reminded the committee that the finance subcommittee was convened to make a recommendation to the TriMet Board of Directors on whether to proceed with a regional funding package in 2018, and what the basic elements of that package should be.

Chair Dirksen explained that at Monday's meeting they heard that TriMet had decided not to pursue a measure in 2018, and asked Metro to work with the region on a path to a 2020 measure. He added that this week there was a meeting of the task force of business and community leaders that had been on a parallel track to the finance subcommittee. Chair Dirksen asked for Mr. Neil McFarlane's input regarding the meeting.

Mr. Neil McFarlane shared that TriMet did not believe a 2018 measure was feasible. He explained that they did not have time to put together the projects that they had initially planned to do. Mr. McFarlane explained that there was a lot of interest around the issues from other stakeholders, and they were glad to hand off the measure to Metro.

4. CONSENT AGENDA

MOTION: Mayor Denny Doyle moved and Commissioner Jessica Vega Pederson seconded to pass the consent agenda.

ACTION: With all in favor, the motion passed.

Please note: Mr. Eric Holmes was sitting in as an unofficial alternate for the City of Vancouver, and did not vote.

5. INFORMATION/DISCUSSION ITEMS

A. Value Pricing

Chair Dirksen called on Mandy Putney from the Oregon Department of Transportation (ODOT).

Key elements of the presentation included:

- Ms. Putney discussed the history behind value pricing in the region. She explained that as the region grew they were experiencing significant congestion, and that the peak times were encroaching on the middle of the day.
- Ms. Putney highlighted the types of value pricing that had been implemented in Washington. She explained that one type of value pricing was tolls on a bridge or section of highway that varied by the time of day. Ms. Putney noted that this type of value pricing was often used as a financing mechanism if a bridge was being replaced or highway was being widened. She shared the other type of value pricing which was managed or priced lanes in which single occupancy users could opt to pay to use that lane instead of joining a carpool.
- Ms. Putney provided a brief overview of federal value pricing statutes and state policies. She explained that there were several restrictions on value pricing interstate highways. Ms. Putney added that one exception was that you could toll if you were reconstructing, adding new lanes or creating a toll lane from an HOV lane.

- Ms. Putney acknowledged that the OTC had authority to establish toll ways, but the revenues were subject to the Oregon constitution which said it must be spent on roadway improvements.
- Ms. Putney discussed the policy advisory committee which would be advising the OTC and discussed the charge and makeup of the committee. She recounted the committee's timeline for value pricing and explained the evaluation process, which would use the Metro model as a basis for analysis. Ms. Putney shared that after the proposal was submitted and accepted they would need to move forward with a national governmental policy analysis. She added that there would also be a public engagement campaign for people to ask questions in person as well as online.

Member discussion included:

Councilor Bob Stacey asked about full facility pricing, and ubiquitous value pricing. He highlighted these types as other options for value pricing in the region. Councilor Stacey explained that he thought it was useful to have all options on the table throughout the analysis, and that he wanted clarification that these had been considered. He suggested looking to HB 2017 for finding locations for the test, and emphasized the importance of starting with a larger vision and downsizing from there.

Ms. Putney noted that there were other forms of value pricing that were left off of the table. She shared that there would be a broad overview of the options at the committee meeting as well as a discussion about what is feasible. Ms. Putney added that their goal was to do enough evaluation and analysis so that feasibility was clear.

State Representative Richard Vial explained that he thought there might be some misinterpretation of HB 2017. He explained that there was a lot of question about whether the entire corridor was going to be tolled or just segments. Representative Vial remarked that it would just be segments, and it was likely that only segments would be tolled, and it was unlikely that there would be new lanes added. He raised concerns about propagating the story that the whole corridor would be tolled, and emphasized that that was not going to happen.

Mayor Tim Knapp shared concerns about the timeline for value pricing. He suggested getting a clear idea of the rules and regulations around value pricing and what a pilot project would look like. Mayor Knapp cautioned Ms. Putney and ODOT against working on ideas that were not possible.

Councilor Craig Dirksen expressed appreciation for the presentation and shared that he would be sitting in on the coordinating committee. He suggested exploring the legality of what was possible and establishing goals and objectives. Councilor Dirksen noted that there was nothing keeping the region from defining what was possible.

Ms. Putney shared that FHWA would be on the committee providing input. She added that there was flexibility that had not been tested yet, which added some uncertainty moving forward with the analysis.

Ms. Emerald Bogue asked if they were seeking advice from any other jurisdictions. Ms. Putney confirmed that they also had representatives from Washington to help them. She noted that different jurisdictions expressed different possibilities.

Mr. Eric Holmes asked if this would be a system that spans both states and what would the conversation look beyond state lines. He asked what the timeline and implementation would look like if it spanned both states. Ms. Putney shared that they would be using the statewide and Metro model so that if there was a toll on the northern end of I5 they would be able to capture diversion that happened north of that, so results would be available on the high level. She explained that in terms of the NEPA process they were not sure what that would look like.

Mayor Knapp asked if the Washington Department of Transportation had been invited to form their own committee. Mr. Kris Strickler explained that they were planning on paying attention to the conversation but not forming their own committee.

Representative Vial emphasized that the question about value pricing was a very sensitive political issue. He conveyed that it was critical to remember that if they planned to toll they were going to have to show citizens that they were getting something for the value pricing experience.

Commissioner Stegmann reminded the committee of equity impacts, and highlighted the importance of cost of transportation to lower income communities.

6. ACTION ITEMS

A. 2021-2024 State Transportation Improvement Program (STIP) – MPO Comment Letter on ODOT Administered Funds and Program Funding Letters

Chair Dirksen called on Mr. Ted Leybold and Ms. Grace Cho from Metro's planning and development department.

Key elements of the presentation included:

- Mr. Leybold provided a brief introduction of the letter and reminded the committee about the coordinate processes of the STIP and MTIP and discussed the difference in oversight of the two. He noted that they were focusing on ODOT funding programs oversight, and explained the current OTC funding process.
- Ms. Cho explained what the funding allocations were for 2022-2024 and explained the different funding categories. She highlighted the funding levels for each proposed funding category and noted the discretionary funds proposed to leverage Fix It projects.
- Ms. Cho discussed the two scenarios that the OTC was discussing, the first was a \$124 million highway program that would be statewide and the other was \$24 million. She explained that both of them were set to be allocated through a leverage program, and would be looking to do highway based improvements.
- Ms. Cho discussed the comments in the letter to the OTC and the desired outcome from the letter. She noted that they wanted to respond and reiterate positions from the comment letter that they didn't see reflected in their program proposal. Ms. Cho shared the input that they had received about the letter from TPAC and the Region 1 ACT.
- Mr. Leybold explained the four main comments to the OTC and what the intentions and desired outcomes were.

Member discussion included:

Mayor Knapp shared that he felt the memo attached to the letter was too complex and difficult to follow. He encouraged the presenters to edit the memo into bullet points or something easier to grasp

Mr. Leybold explained that the goal was to provide a lot of detail in the memo for the OTC, and asked if it should be simplified. Mayor Knapp said yes.

Commissioner Roy Rogers shared that he was planning to abstain from the vote, because of his role as chair of the Region 1 ACT. He explained that he felt it was confusing to send another letter after the ACT had already sent one.

Ms. Kelly Brooks added that she was also planning to abstain. She acknowledged that a lot of the issues were already addressed in the ACT letter. Ms. Brooks requested that ODOT staff present on funding options to help members better understand the topic.

Chair Dirksen expressed that the comment letter that came out of the ACT reflected the views of that committee, and so the letter from Metro was expressing a different opinion, making it easier to have a split opinion. He explained that he felt that the way the letter was structured allowed them to keep the discussion at a higher level, but that there was enough background information that provides them with data for staff to address concerns. Chair Dirksen recommended adopting the letter.

Ms. Bogue asked about the trade offs in investing discretionary revenues. Mr. Leybold explained that it was a matter of what kind of programs the \$100 million was being put towards. He recounted a significant similarity between the Act letter and the letter from Metro, that they were asking the OTC to invest some discretionary revenue in other programs. Mr. Leybold summarized that they were asking the OTC to do more than the minimum required.

MOTION: Councilor Stacey moved and Councilor Craddick seconded to approve the comment letter.

ACTION: With Ms. Brooks and Commissioner Rogers abstaining, the motion passed.

Please note: Mr. Eric Holmes was sitting in as an unofficial alternate for the City of Vancouver, and did not vote.

ADJOURN

Chair Dirksen adjourned the meeting at 8:47AM.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read 'Miranda Mishan', with a horizontal line extending from the end.

Miranda Mishan
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF NOVEMBER 16, 2017

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3.0	Handout	11/2017	Metro's November Hotsheet	111617j-01
5.1	Presentation	11/16/17	Portland Area Value Pricing Feasibility Analysis	111617j-02
6.1	Presentation	11/16/17	2021-2024 STIP-ODOT Funding Programs	111617j-03
6.1	Handout	11/16/17	OTC Comment Letter	111617j-04
6.1	Handout	11/16/17	Detailed Response of MPO's 2021-2024 STIP Comment Letter	111617j-05