



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
February 15, 2018
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick
Nina DeConcini
Craig Dirksen (*Chair*)
Denny Doyle
Tim Knapp
Roy Rogers
Paul Savas
Bob Stacey
Jeanne Stewart
Kris Strickler
Jessica Vega Pederson
Rian Windsheimer

AFFILIATION

Metro Council
Oregon Department of Environmental Quality
Metro Council
City of Beaverton, Cities of Washington County
City of Wilsonville, Cities of Clackamas County
Washington County
Clackamas County
Metro Council
Clark County
Washington State Department of Transportation
Multnomah County
Oregon Department of Transportation

MEMBERS EXCUSED

Denny Doyle

AFFILIATION

City of Beaverton, Cities of Washington County

ALTERNATES PRESENT

Emerald Bogue
Tim Clark
Jef Dalin
Mark Gamba
Doug Kelsey
Leah Treat

AFFILIATION

Port of Portland
City of Wood Village, Cities of Multnomah County
City of Cornelius, Cities of Washington County
City of Milwaukie, Cities of Clackamas County
TriMet
City of Portland

OTHERS PRESENT: Andrew Singelakis, Mike Bezner, Mark Ottenad, Mandy Putney, Megan McKibben, Jaimie Huff, Richard Ramer

STAFF: Nellie Papsdorf, Miranda Mishan, Alison Kean, Ken Lobeck, Kim Ellis, Margi Bradway, Jeff Frkonja, Craig Beebe, Ted Leybold, Grace Cho, Eliot Rose, Ernest Hayes, Jamie Snok, Dan Kaempff, Tyler Frisbee, Frankie Lewington, Tom Kloster

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

JPACT Chair Craig Dirksen called the meeting to order at 7:32 AM. He asked members, alternates and meeting attendees to introduce themselves.

2. PUBLIC COMMUNICATION ON JPACT ITEMS

Mayor Mark Gamba: Mayor Gamba discussed congestion pricing in the region, and the current study on value pricing by ODOT. He raised concerns that the only mode of value pricing being studied was tolling on freeways, and that all of the revenue from tolling would be spent on

developing freeways and highways. Mayor Gamba suggested asking the transportation commission to lengthen the time and broaden the scope of the study. He added that spending the money on modes of transportation that would not increase congestion.

Councilor Bob Stacey thanked Mayor Gamba, and explained that he was speaking to the tru merit of value pricing. He added that Metro Council had identified value pricing as a key strategy.

Commissioner Paul Savas shared that C4 discussed asking the legislature for more time on the study and for more public outreach. He explained that Clackamas County would be heavily impacted by value pricing, and that the public process had been light.

Mayor Tim Knapp highlighted significant equities in tolling lanes on the freeway, and explained that low income people would be forced off of freeways. He shared that without broadening the scope and time, he wasn't sure that they would be able to do the study well. Mayor Knapp suggested that JPACT write a letter to the legislature asking for a broader time and scope.

Councilor Jeff Gudman: Councilor Gudman suggested that JPACT make requests of the federal government, that the revenue raised from tolling could be used on maintenance, and that is not Oregon penalized for the dollars raised with HB 2017 by being given less money. He recommended that congressional delegation staff reach out to engineers in the region and identify needs.

Ron Swaren: Mr. Swaren raised concerns about congestion tolling, and suggested that if there was a plan to replace the I-5 bridge, then that should be tolled as well. He explained that a western connector route would be the best solution, and that this shortcut would benefit transit. Mr. Swaren emphasized the importance of a multimodal and affordable solution, with no tolling on I-5.

Chair Dirksen shared that they needed to curtail some of the discussion because of the long agenda.

Mayor Knapp asked if they would like to have input on technical discussion, and Chair Dirksen confirmed.

MOTION: Mayor Knapp moved to collectively send a letter requesting that the committee working on technical fixes to last year's transportation bill to broaden the scope and extend the time of the research on congestion pricing. Mayor Denny Doyle seconded the motion.

Chair Dirksen asked if Metro staff could draft a letter on behalf of JPACT.

Mr. Rian Windsheimer encouraged JPACT to inform the regional committee as well. He explained that the OTC was getting an update on value pricing today. Mr. Windsheimer suggested JPACT members attended this meeting and share their views. He recommended sending the letter to the OTC and the regional committee as well as the legislature. Mr. Windsheimer shared the time and location of the meeting.

ACTION: With all in favor, the motion passed.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

There were none.

4. CONSENT AGENDA

MOTION: Mayor Doyle moved and Mayor Anne McEnerny-Ogle seconded to approve the consent agenda.

ACTION: With all in favor, the motion passed.

5. INFORMATION/DISCUSSION ITEMS

A. Update on the 2021-2024 STIP and ODOT Funding Allocation Process

Chair Dirksen shared that over the past few months, the Portland metropolitan region as the MPO had been engaging with ODOT and the OTC and providing input in its allocation of funds to different project funding categories, such as maintenance or safety. He explained that at the end of 2017, the OTC approved a decision on how much funding to allocate to the project funding categories for fiscal years 2022-2024.

Chair Dirksen shared that the next step in the process was to determine individual projects which would receive these funds and would ultimately get programmed into the MTIP, which would come before JPACT for adoption in 2020.

Chair Dirksen explained that the allocation of funds was an ODOT led process for now, and introduced Mr. Rian Windsheimer to provide an update about the allocation process.

Key elements of the presentation included:

Mr. Windsheimer shared that they were in the process of running their value pricing feasibility analysis, and were currently in the outreach phase. He explained that there was significant interest in these issues.

Mr. Windsheimer discussed the STIP timeline, and conveyed that they had been listening and thinking about how to spend the transportation dollars. He explained next steps, and shared that they would be spending a lot of time discussing this at Region 1 ACT.

Member discussion included:

- Mayor Knapp proposed looking at an additional topic in light of President Trump's support of a 25% gas tax. He suggested a trip to Washington D.C. in the spring, and emphasized the importance of going as a committee for broader impact and visibility.
- Mr. Doug Kelsey shared that TriMet would be happy to help coordinate a trip.
- Chair Dirksen asked JPACT if they would be amenable to a trip to D.C., and all confirmed that they would.
- Councilor Jeanne Stewart expressed appreciation for the suggestion, and explained that it was important to have a conversation about a gas tax.

- Commissioner Roy Rogers encouraged JPACT to travel as a group, otherwise the message they were trying to send would be less cohesive.
- Councilor Shirley Craddick explained that whatever they did would need to be influential, and that she wanted some advice from Metro’s lobbyists on what would be the most appropriate timing, and to whom they would be sending the message. She added that she thought they should go with one voice, but that they needed to be focused.
- Councilor Dirksen suggested meeting with staff of the presidential administration.
- Mayor Doyle shared that small group meetings would be best.
- Mr. Kelsey conveyed that the TriMet team could work with Metro staff to get details on timing and approach for the trip.

B. RTP Evaluation Takeaways and Update on Regional Leadership Forum #4

Chair Dirksen explained that they would receive an update for staff on the Regional Transportation Plan in preparation for the final RTP Regional Leadership Forum on March 2. He noted that all JPACT members had been sent an e-vite from Metro, and encouraged JPACT members to register.

Chair Dirksen recounted that the Regional Transportation Plan responded to both federal and state mandates which required JPACT, MPAC and Metro Council to finish by the end of the year. He recounted the work that had been done on the RTP so far, and spoke to the directives that had been given to Metro staff by Metro Council to create a better researched and more realistic budget for the financially constrained project list than they had in the past. Chair Dirksen reminded JPACT that even the financially constrained budget needed some work from current funding levels, and some of the work had already been done with HB 2017.

Chair Dirksen emphasized the growing population of the region, and highlighted the need for addressing transportation needs. He conveyed that they did not have enough funding to accomplish everything, in spite of the priorities they had set. Chair Dirksen advised that any funding the region would agree to in 2020 was not something that could be relied on in 2018, which was why they had to move forward and create the foundation for what they wanted to build once they had the resources to do so. He reminded JPACT of the key outcomes they had agreed to which included improving safety and equity for historically marginalized communities and people of color, addressing congestion and implementing the Climate Smart Strategy that JPACT approved in 2014.

Chair Dirksen explained that staff had prepared a key takeaways handout, which was being used for conversations with community and business and other stakeholders. He shared that they had also prepared a policymakers discussion guide to help the conversation going forward. Chair Dirksen discussed that the key takeaways showed that with the investments in the draft project lists, they would make progress in some areas, but would fall short in other areas.

Chair Dirksen reminded JPACT that the draft project lists were compiled by Metro from what was submitted to them by the cities, counties and agencies from adopted planning efforts that provided opportunities for public input. He shared that they had the opportunity next month to make recommendations to the metro Council, the cities, and the counties about what outcomes they were going to prioritize through the RTP especially in the next 10 years in order to set the right trajectory for the region’s transportation system.

Chair Dirksen introduced Ms. Kim Ellis, project manager for the Regional Transportation Plan, and asked Metro's new Deputy Director for Planning and Development, Ms. Margi Bradway, to introduce herself as it was her first meeting with JPACT.

Key elements of the presentation included:

Ms. Bradway provided background on the current RTP and the visions and goals set by Metro Council. She explained that they were giving back the analysis of projects to partners and other stakeholders to evaluate whether they were meeting their goals. Ms. Bradway reminded JPACT about the 4th Regional Leadership Forum on March 2nd.

Ms. Kim Ellis reminded which requirements the RTP met, and provided context for the RTP, and the regional needs that it would address. She highlighted the broader vision statement that came out of the regional leadership forum. Ms. Ellis discussed the adopted goals and how they had changed over time.

Ms. Ellis provided a breakdown of types of projects and investments, and shared that more than half of them were focused on the regions throughway systems. She added that there was significant service investments throughout the region, and significant investment in active transportation. Ms. Ellis noted that while there wasn't a lot of focus on freight, other sources of funding were being put towards freight.

Ms. Ellis explained that the region would fall short of its adopted Climate Smart Strategy commitment, and that addressing this and finding strategies to sustainability was a priority. She highlighted specific areas in which the region was falling short of the Climate Smart Strategy.

Ms. Ellis conveyed that affordability was set to improve with better access to lower cost travel options, but not everyone would benefit equally. She shared that they were trying to better understand outcomes of investments in underrepresented communities, and she emphasized that equal access wasn't necessarily affordable access.

Ms. Ellis recounted some of the feedback heard at the Community Leader's Forum. She shared that they had heard that it was important for the region to lead with equity, and focus on advancing equity in order to achieve other desired outcomes. Ms. Ellis conveyed the importance of considering who benefitted from investments, and recognized that the conversation was actively linking housing, transportation and equity, but that these connections needed to be more clearly shown.

Ms. Ellis recounted feedback from hearings with businesses and community briefings, and emphasized the importance of accessibility, the needs of underserved communities, and concerns that freight projects were underemphasized in the plan. She shared that online poll feedback highlighted safety, reliability, and travel options as priorities, and that 73% of those who took the poll supported raising taxes to generate funding.

Ms. Ellis explained some of the next steps, and the RTP timeline through the end of 2018.

Member discussion included:

- Mr. Windsheimer asked about safety priorities in the RTP, and what it meant that one third of the projects would directly address safety. He noted that ODOT also had a lot of money allocate toward safety projects, and that MTIP funding was also eligible for safety projects. Ms. Bradway explained that they would like to work with ODOT staff to update the project list.
- Mr. Windsheimer added that there were a number of funding sources dedicated to safety that they could look at outside of the RTP. Ms. Ellis shared that there were other projects outside of the designated label of safety that would still address safety outcomes.
- Chair Dirksen asked if state leverage dollars could be used for safety projects. Mr. Windsheimer explained that those projects would have to be state projects, and that they were making the safety investment where they could and were optimally using heir dollars.
- Commissioner Paul Savas explained that Clackamas County staff had taken the discussion guide and done their own subregional analysis of safety projects. He shared that he was concerned about the analysis of projects that had been done, and expressed concern that money was being spent subregionally. Commissioner Savas highlighted the lack of accessibility to jobs in Clackamas County, noting it would only be 22% with the outcomes of the RTP. He emphasized that spending subregionally was a flawed strategy.
- Ms. Leah Treat thanked Metro Council for their response to the City of Portland letter. She shared that they were looking forward to working with staff on RTP outcomes.
- Commissioner Roy Rogers agreed with Commissioner Savas' concerns, and raised concerns that the RTP was not doing anything for congestion. He shared that congestion was a serious concern for the economic health of the region, and that it was the biggest issue in Washington County. Commissioner Rogers expressed that hre did not like the message of the work, and the plan for addressing congestion.
- Chair Dirksen expressed that he shared these frustrations, but emphasized that everyone had different priorities and no one would get what they needed. He noted that while congestion wasn't getting better, but it was being addressed and would not get worse.
- Commissioner Rogers asked if staff could expand comments about congestion, because it appeared that they were being silent or complacent about it. Ms. Ellis explained exactly what was being addressed by throughways projects along with funding from HB 2017. She acknowledged that they could be clearer in explaining how congestion was being addressed by the RTP.
- Councilor Craddick shared that she saw the RTP as a reflection of all of the projects that had been submitted by jurisdictions and agencies. She explained that the projects that had been submitted were being shown today, and what JPACT needed to do was look at what projects they were going to focus on if they wanted to change their priorities. Councilor Craddick remarked that it was the list of projects that needed to change.
- Ms. Ellis explained that this meeting was the start of the discussion about projects, and that the March 2nd forum was to continue the discussion. She conveyed that they hoped that they would have JPACT, MPAC, Metro Council and business leaders present to talk about what to do differently, and what they had already been doing. Ms. Ellis explained that they would then work with staff to identify potential

refinements to reanalyze over spring and summer to finalize the plan over the summer.

- Commissioner Savas expressed appreciation with Councilor Craddick's comments. He shared confusion about what JPACT's stance on additional highway lanes, and explained that at one point they had expressed no lanes would be added, and yet the RTP included the addition of highway lanes.
- Chair Dirksen shared that there was a regional policy that throughway systems should be three lanes, and that they had resolved to add a lane to throughways without three lanes. He emphasized that they did not want to go beyond that, but just meet that goal. Commissioner Savas asked if Metro supported the Sun Rise on I-205. Chair Dirksen said they might. Commissioner Savas emphasized that phase 1 of the Sun Rise project was to relieve congestion.
- Councilor Stacey conveyed that he programmatically supported three lanes on their throughway systems. He shared that he represented the most congested part of the Metro area which received heavy flows of traffic from all neighborhoods. Councilor Stacey explained that nothing they did would change that fact, except for thoughtfully pursuing an agenda of value pricing that could relieve congestion. He disputed the idea that he did not care about congestion, and emphasized that there were opportunities to look at the RTP and the projects they had, and think about how they could move money around to provide safety and accessibility.
- Commissioner Savas emphasized the need to focus on equality and avoid addressing transportation needs subregionally.
- Councilor Craddick reminded JPACT that they were focused on addressing bottlenecks, and that these were the areas that she wanted to fix. She explained that they did not receive funding for construction on I-205 but were in the design phase of the project. Councilor Craddick highlighted the need for focusing on the region's transit system in order to reduce congestion, and suggested that there was a lack of funding for transit, not congestion.
- Commissioner Savas explained that he was not just making the case for more highway lanes but was thinking about all modes of transportation. He raised concerns that Clackamas County was historically marginalized in the distribution of transportation funding.

C. Draft RTX Policies and Strategies

Chair Dirksen discussed the ways that technology was developing and changing transportation, and shared that Metro had been developing a strategy to help the region prepare for these new technologies.

Chair Dirksen introduced Mr. Eliot Rose, from Metro's Planning and Development department to provide an update on the work he was leading to address these concerns.

Key elements of the presentation included:

Mr. Rose expressed the need to adapt to changing technologies in transportation. He discussed some of the challenges posed by developing technology, and shared that they were trying to harness the potential of emerging technologies to create a more equitable and livable region. Mr.

Rose emphasized that they were not bringing in new technologies but rather preparing the region for impending technological developments.

Mr. Rose recounted some of the types of emerging technologies that would soon be available. He shared that they were also looking at different services that offered car sharing and bike sharing. Mr. Rose reminded JPACT that these were technologies that were present, not necessarily technologies of the distant future. He noted that they wanted to see shared trips more than anything.

Mr. Rose discussed what the next five years would look like in terms of the impacts of technology on communities, in particular historically marginalized communities, as well as the current congestion situation. He emphasized the need to ensure that technologies complemented current transportation options as opposed to conflicting with walking, biking and transit in the region.

Mr. Rose recalled the three levels of policy framework, which included a set of principles, policies and strategies, and a set of actions. He highlighted the main goals of RTX, including equity, prosperity, choices, information and innovation. Mr. Rose acknowledged that these goals were aligned within the RTP goals, and specified how the two sets of goals converged. He shared that he would follow up his presentation via e-mail with ways for JPACT to contribute feedback.

Member discussion included:

- Mayor Knapp emphasized the need for government focus on equity, and mitigating the consequences of growing technologies on marginalized communities and workers. He added that as expensive technology moved into the mainstream, the gap between rich and poor was exacerbated.
- Mayor Doyle asked if they had started talking to jurisdictional staff. Mr. Rose recalled that a lot of outreach had already been done and would continue.
- Chair Dirksen requested that JPACT read the RTX memo included in the meeting packet.
- Commissioner Jessica Vega Pederson asked what the timeline was for RTX. Mr. Rose explained that they were seeking feedback on policies now and would build off of that feedback soon. He noted that at the end of the year, RTX policies would come forth for approval as a part of the RTP.

ADJOURN

JPACT Chair Dirksen adjourned the meeting at 9:02 AM.

Respectfully Submitted,



Miranda Mishan
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEBRUARY 15, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Handout	2/1/18	February Hotsheet	021518j-01
5.1	Handout	2/15/18	Resolution No. 17-4800	021518j-02
5.1	Handout	2/15/18	Portland Metro Area Value Pricing Feasibility Analysis	021518j-03
5.2	Letter	2/15/18	Letter from PBOT on the RTP	021518j-04
5.2	Letter	2/15/18	Metro Response to PBOT Letter	021518j-05
5.2	Presentation	2/15/18	RTP PowerPoint	021518j-06
5.3	Presentation	2/15/18	RTX PowerPoint	021518j-07