



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

April 19, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick
Nina DeConcini
Craig Dirksen (*Chair*)
Denny Doyle
Doug Kelsey
Tim Knapp
Ann McEnerny-Ogle
Paul Savas
Bob Stacey
Jeanne Stewart
Jessica Vega Pederson
Rian Windsheimer

AFFILIATION

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

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

Emerald Bogue
Tim Clark
Jef Dalin
Andrew Singelakis
Chris Warner

AFFILIATION

Port of Portland
City of Wood Village, Cities of Multnomah County
Cities of Washington County
Washington County
Portland Bureau of Transportation

OTHERS PRESENT: Brenda Perry, Kiel Johnson, Lisa Wilson, Dwight Brashear, Jaimie Huff, Jeff Gudman, Jennifer Campos, Susan Kubota, Jeff Pazdalski, Jon Makler

STAFF: Miranda Mishan, Nellie Papsdorf, Ernest Hayes, Tyler Frisbee, Lake McTighe, Kim Ellis, Margi Bradway, Dan Kaempff

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

JPACT Chair Craig Dirksen called the meeting to order at 7:31 AM. He asked members, alternates and meeting attendees to introduce themselves.

2. PUBLIC COMMUNICATION ON JPACT ITEMS

Mr. Kiel Johnson – Mr. Johnson raised concerns regarding ODOT's lack of responsibility for orphan highways in the region. He shared a petition signed by community members asking for orphan highways to be addressed. Mr. Johnson emphasized the need to care for the lives of all community members. The letter and petition are included in the meeting packet archive.

Ms. Lisa Wilson, Getting There Together Coalition – Ms. Wilson reminded JPACT that the Getting There Coalition had sent a letter regarding the RTP and asked when they would receive a response. She shared that they were advocating for marginalized populations and that these voices needed to be acknowledged.

Representative Alisa Keny-Guyer, House District 46 – Rep. Keny-Guyer raised concerns about 82nd Avenue in Portland as an orphan highway. She noted that ODOT’s goals did not support her vision, and that she was advocating for expedited transfer of ownership of 82nd from the State of Oregon to the City of Portland. Rep. Keny-Guyer asked that JPACT focus on the long term state of the street, and requested that the committee solidify their commitment to affordable housing. Representative Keny-Guyer shared a letter from herself and state Senator Michael Dembrow advocating for transfer of ownership of 82nd Avenue. This letter is included in the meeting packet archive.

Mr. Rian Windsheimer explained that ODOT was open to this conversation.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Dirksen reminded JPACT to RSVP to the trip to Washington D.C. He shared the draft agenda for the trip. Mr. Windsheimer reminded JPACT to come to Region 1 ACT to discuss the agenda.

Ms. Nina DeConcini provided an update on Cleaner Air Oregon industrial permitting rules. She explained that they were reconciling information with the Oregon Health Authority and the rules would go to public comment within the next month.

4. CONSENT AGENDA

MOTION: Councilor Bob Stacey moved and Mayor Doyle seconded to adopt the consent agenda.

ACTION: With all in favor, the motion passed.

5. ACTION ITEMS

A. Resolution No. 18-4886, For the Purpose of Adopting the 2018 Regional Travel Options Strategy – Recommendation to the Metro Council

Chair Dirksen recalled that JPACT allocated additional funding to the Regional Travel Options program as part of the last Regional Flexible Funds Allocation decision. He explained that this new funding was in response to both the Climate Smart Strategies policy commitments, and to respond to stakeholders requesting establishment of a regional Safe Routes to School program to educate and encourage children to walk and bicycle to school.

Chair Dirksen explained that the 2018 RTO Strategy established an update policy direction for the program to reflect this new funding. He conveyed that the new policy was aimed at reaching more people throughout the region to encourage more bicycling, walking and use of transit to help reduce congestion and greenhouse gas emissions.

Chair Dirksen introduced Mr. Daniel Kaempff, from Metro's Planning and Development department to provide a brief presentation prior to JPACT discussion and action.

Key elements of the presentation included:

Mr. Kaempff explained the 10 year vision for the Regional Travel Options (RTO) Strategy and provided a framework for RTO. He discussed the prior steps leading up to the completion of the strategy, and reminded JPACT that they were asking for recommendation to adopt a policy direction. Mr. Kaempff emphasized that they were trying to help people reduce their use of automobiles.

Mr. Kaempff highlighted focus areas that were addressed, and discussed what was learned from the stakeholder workshops. He highlighted the four main RTO strategy goals. Mr. Kaempff recounted what was heard during the public comment period and how the RTO strategy responded to these comments. He discussed these updates to the policy.

Mr. Kaempff explained some of the changes to funding allocations and the new funding methodology. He shared that this had been discussed with TPAC earlier in the month. Mr. Kaempff acknowledged the work of consultants, Aalta Planning and Design and their efforts on the strategy.

Member discussion included:

- Councilor Jeanne Stewart asked if tolling was one of the methods to shift automobile trips away from peak hours. Mr. Kaempff noted that the tolling discussion was not in the purview of this program.
- Mr. Doug Kelsey explained that any congestion pricing strategy that was developed could be incorporated into the RTO program. He asked Mr. Kaempff to look at leading indicators as much as possible. Mr. Kelsey suggested focusing on creating a system where community members could have their questions about travel answered by one person instead of multiple different groups.
- Commissioner Paul Savas asked which portions of RTO funds were distributed to which jurisdictions. Mr. Kaempff shared that they were working on the specific amounts with the core partners, and that they had allocated two million dollars annually to be used around the region. He added that they were working with the core partners to determine which amounts would be going forward, and that they would be kept at historical levels without any major changes.
- Commissioner Savas expressed concern that historically Clackamas County had not received much funding. Mr. Kaempff explained that they had made a lot of changes internally to put out more money into the community programs. He shared that they had added money to emerging partners and that they recognized that they needed to fund Clackamas County, and were partnering with Clackamas County College. Mr. Kaempff added that they were working with staff moving forward to understand the needs of Clackamas County.
- Commissioner Savas expressed concern that there was no way for Clackamas County to be well funded if funding was done based on historical patterns. Mr. Kaempff explained that the goal was to fund programs and build those programs in jurisdictions with partners. Commissioner Savas clarified that this was within a historical proportion. Mr.

- Kaempff explained that there was no history of funding in Clackamas County and they would like to dedicate funding with the current RTO Strategy.
- Mayor Tim Knapp conveyed that Safe Routes to Schools did not involve just the closest quarter mile around the school. He emphasized the need to talk about areas around that so that people could use all of the routes effectively. Mayor Knapp conveyed his hope that that conversation was reflected in the strategies for safe routes that Metro was proposing to move forward with. Mr. Kaempff conveyed that their thinking around Safe Routes to Schools was that students were traveling over a quarter of a mile. He explained that they were using a mile radius around each school and that they had a good idea of infrastructure needs, and while the funding was for education rather than infrastructure, the two worked hand in hand.
 - Chair Dirksen clarified that the Safe Routes to School Funding was a part of the education element of the RTO.

MOTION: Mayor Anne McEnerny-Ogle moved and Councilor Bob Stacey seconded to approve the Regional Travel Options strategy.

ACTION: With all in favor, the motion passed.

6. INFORMATION/DISCUSSION ITEMS

A. 2018 RTP: Draft Regional Transportation Safety Strategy

Chair Dirksen reminded JPACT that last year they provided policy direction for the Regional Transportation Safety Strategy and supported moving forward with a Vision Zero framework and target, identifying safety projects in the 2018 RTP as a way to measure how safety was being addressed, and using Regional High Injury Corridors as a tool to inform prioritizing investments in the 2018 RTP.

Chair Dirksen explained that staff was presenting on the Draft Safety Strategy to seek additional input from JPACT as the strategy was finalized to be released for public comment on June 29. He conveyed that the Metro Council had identified safety as a top priority in the Regional Transportation Plan, including prioritizing investment in Regional High Injury Corridors and in race and income marginalized communities.

Chair Dirksen introduced Ms. Lake McTighe, from Metro's Planning and Development department.

Key elements of the presentation included:

Ms. McTighe provided context for the safety strategy and shared that it was a draft, and that they were working on an update for public comment. She shared that the draft safety strategy was a topical plan for the 2018 RTP that set regional safety policies.

Ms. McTighe discussed goals of the RTSS. She shared that this was the first time they were applying a public equity lens, and that they were meeting federal performance measure requirements. Ms. McTighe highlighted their top three findings that were informing the safety strategy, including that traffic deaths impact people of color, low income people and seniors

more. She added that pedestrian deaths are high, and arterial roadways have significant fatality rates.

Ms. McTighe shared that deaths in Clackamas County were going down, based on their safety plan. She explained that high injury corridors are more frequently in marginalized communities based on race and income, and that older drivers were twice as likely to die in a traffic accident. Ms. McTighe recounted that design has a big impact but the mix of modes on roadways increases some safety risks when there is a lack of separation. She emphasized the large number of crashes on arterial roadways and some of the specific causes.

Ms. McTighe spoke to the approach that the draft regional safety strategy was taking, and highlighted the safe system approach guiding principles. She noted that no traffic deaths were acceptable, and that they were preventable. Ms. McTighe shared that they accepted that people make mistakes but that a policy should be designed so that when a crash happens it would not be fatal. She emphasized that saving lives was not expensive, and it required a proactive system approach.

Ms. McTighe explained that to achieve safe travel for all there was a need for a multipronged approach. She discussed the elements of the approach, and how they were reflected in the policies. Ms. McTighe noted that there was a need for different strategies throughout the region, and she explained their main policy goals.

Ms. McTighe explained the six different strategies, and shared that coordination, ongoing attention and collaboration was key. She explained the sets of actions within the strategy, and highlighted how it would be implemented over the next five years. She added that per policy direction, they would like to increase safety.

Ms. McTighe recounted that they were focused on measuring progress, and aimed for zero traffic deaths by 2025. She noted that pedestrian and bike fatalities were still on the rise and that they were working on addressing this issue.

Ms. McTighe discussed next steps, and thanked the technical work group for their input and effort.

Member discussion included:

- Commissioner Savas asked if there had been analysis done on why vehicle travel miles had increased. Ms. McTighe shared that a better economy lead to more activity and more travel.
- Commissioner Savas suggested a deeper analysis, and suggested that displacement might contribute to increased vehicle miles. Ms. McTighe explained that it was a combination of factors, and the environment was a contributing factor.
- Chair Dirksen asked if there was data regarding displacement and fatalities. Ms. Margi Bradway clarified that the analysis for the high crash corridors overlapped with affordable housing research.
- Mr. Kelsey expressed support for the safety strategy and offered data from TriMet if necessary. He suggested that pedestrian crashes might increase because many pedestrians wore headphones while walking. Mr. Kelsey emphasized the need for public awareness on safety issues.

- Commissioner Jessica Vega Pederson thanked Ms. McTighe. She explained that reducing speeds had had a significant impact in East Portland and expressed hope that over time more people would ride bikes. Commissioner Vega Pederson asked how she saw Vision Zero pairing with Safe Routes to School. Ms. McTighe conveyed that they coordinate very closely, and that the safety strategy references the RTP. Ms. Bradway expressed that designing a roadway for a six year old child would require meeting Vision Zero goals.
- Councilor Stewart conveyed that pedestrians had to understand the kinds of things that made them less visible, so that they could be alerted to the shortcomings of driving. Ms. McTighe acknowledged that the safety strategy took a systemic approach to looking at how to make people more aware of how to safely navigate their modes of transportation.
- Councilor Stacey expressed his support for the safety strategy and emphasized its importance.
- Mr. Rian Windsheimer emphasized the need to dedicate funding to safety.
- Mayor McEnerny-Ogle expressed concern about distracted pedestrians.
- Mayor Knapp suggested that better street design was necessary for safe multimodal transit. He emphasized a need for alternate spaces for people to bike and walk outside of four lane roads.
- Ms. Bradway explained that they were working with TPAC members to give feedback to the existing projects and while there are 60% of projects on high crash corridors, they wanted to give feedback to the RTP projects. She added that they could add safety components on the high crash corridor projects.

B. 2021-2024 STIP Update

Chair Dirksen introduced Mr. Jon Makler, from ODOT.

Key elements of the presentation included:

Mr. Makler introduced the STIP and the three STIP's that were in action. He explained that they had investments that came from policies and not just the RTP project list. Mr. Makler shared the difference between state and federal funds, and that the action of HB 2017 was to increase much of the 2021-2024 STIP program funding.

Mr. Makler expressed how STIP had changed over time, and showed which funds would be rolling out in the next three years. He discussed leverage programs, and the allocation of funds to these programs. Mr. Makler explained which activities were eligible for the leverage program, and noted that they were focused on leveraging projects on the state level.

Chair Dirksen shared that Region 1 ACT asked ODOT to prioritize fix-it programs based on leverage, as well as fix-it opportunities.

Mr. Makler recounted the STIP development timeline. He explained that they were prepping for the scoping and identifying of likely leverage opportunities. Mr. Makler announced that they would come back to JPACT to get feedback on prioritizing investments and using leverage dollars to the benefit of the region.

Member discussion included:

- Councilor Stacey shared that there was keen interest in the region in state facilities and the opportunity to look at a portion of the fix-it funds in a way that met the needs of the region. Mr. Makler agreed that this was where the real dollars were put in effect.
- Commissioner Savas expressed hope that ODOT would provide funding for rural areas in Clackamas County.

7. ADJOURN

JPACT Chair Dirksen adjourned the meeting at 9:04 A.M.

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 APRIL 19, 2018

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT NO. |
|-------------|----------------------|-----------------|--|---------------------|
| 2.0 | Letter | 4/19/18 | 82 nd avenue petition from community members | 041918j-01 |
| 2.0 | Testimony | 4/19/18 | Ms. Lisa Wilson written testimony | 041918j-02 |
| 2.0 | Letter | 4/19/18 | 82 nd avenue letter from Rep. Keny-Guyer and Sen. Dembrow | 041918j-03 |
| 5.1 | Presentation | 4/19/18 | Regional Travel Options Strategy PowerPoint | 041918j-04 |
| 6.1 | Presentation | 4/19/18 | Draft Regional Transportation Safety Strategy PowerPoint | 041918j-05 |
| 6.2 | Presentation | 4/19/18 | 2021-24 STIP Update PowerPoint | 041918j-06 |