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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

July 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
Jessica Vega Pederson
Kris Strickler
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
Multnomah County
Washington State Department of Transportation
Oregon Department of Transportation

MEMBERS EXCUSED

Roy Rogers

AFFILIATION

Washington County

ALTERNATES PRESENT

Emerald Bogue
Bernie Bottomly
Mandy Putney
Chris Warner
Carly Francis

AFFILIATION

Port of Portland
TriMet
Oregon Department of Transportation
City of Portland
Washington State Department of Transportation

OTHERS PRESENT: Nicole Hendrix, Lisa Wilson, Jessica Berry, Jamie Huff, Abigail Elder, Marcie Graf, Mark Gamben, Todd Juhasz, Theresa Kohloff, Jeff Gudman, Sharon Nasset, Jeff Owen, Dwight Brashear, Shawn Donsony, Jef Dalin, Tom Mills, Cowley Farres, K. Schlosshauer, N. Starin

STAFF: Alison Kean, Miranda Mishan, Margi Bradway, Ernest Hayes, Roger Gonzalez, Sara Farrokhzadian, Sima Anekonda

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

JPACT Chair Craig Dirksen called the meeting to order at 7:34 AM. He asked members, alternates and meeting attendees to introduce themselves.

2. PUBLIC COMMUNICATION ON JPACT ITEMS

Ms. Sharon Nasset, Economic Transportation Alliance – Ms. Nasset reflected on the Burnside Bridge Project discussed during the previous meeting. She supported the idea of using a movable bridge and posed concerns over the size of the bridge. She described various structural issues on West and East Burnside.

Aaron Brown, member of the public – Mr. Brown stated his comments were in response to HB 2017 Project Update. He expressed that the Albino Vision would be threatened by ODOT's plan. He mentioned that the Albino Vision includes building a dense and diverse neighborhood with affordable housing. Mr. Brown expressed that ODOT's plan would demolish Harriet Tubman Middle School playground. He also mentioned that public health researchers recommended that students of Harriet Tubman Middle School not be given outdoor recess due to the area's poor air quality. Mr. Brown expressed that ODOT's plan would make the air quality worse for these students. He noted that ODOT's plan would not adequately address traffic fatalities. Mr. Brown described how climate change would negatively affect Mount Hood and encouraged JPACT to take appropriate steps to mitigate the issue.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Dirksen mentioned that JPACT meeting scheduled for August 16th was cancelled. He then recognized Sara Farrokhzadian in her new role as Legislative Engagement Coordinator.

Chair Dirksen reminded that the 2018 RTP Update Public Comment Period would continue through August 13, 2018. He stated the draft showed how to make progress on safety, equity, and travel options. Chair Dirksen expressed that the RTP could realize transportation goals with the appropriate funding. He urged JPACT members to notify their constituents of the Public Comment Period to increase awareness of the plan. He drew attention to the Briefing Book which provided more context for the 2018 RTP. He reflected on the amount of work that went into creating the 2018 RTP and expressed gratitude for these efforts.

Mayor Tim Knapp addressed the need for a high level integrated visioning process. He described the wide spread of support for a process which would focus on an integrated transportation system. He stated that the proposal would encourage the RTP to include a taskforce to consider questions around broad planning issues. Mayor Knapp spoke to the concern that aggregating smaller plans would not yield an over-arching vision for the entire region. He expressed that a proposal would be put forth before the end of the public comment period.

Mayor Knapp discussed the freight strategy and described how it related to Wilsonville. He mentioned that the south corridor was not reflected in the strategy despite the congestion issues in that area. He wondered if more research could be done to further analyze the southern corridor.

4. CONSENT AGENDA

MOTION: Chair Dirksen moved and Mayor Doyle seconded to approve the consent agenda.

ACTION: With all in favor, the motion passed.

5. INFORMATION/DISCUSSION ITEMS

5.1 HB 2017 Project Update

Key elements of the presentation included:

Ms. Mandy Putney reminded that HB 2017 provided multimodal investments for Oregon. She stated that they would provide an update on the following projects: investments in safe routes to school, bicycle and pedestrian, Connect Oregon, transit, and bottle neck relief projects. Ms. Putney also stated that a status update would be provided for the northern improvements on 205, Oregon 217, and multimodal improvements on the Rose Quarter.

Ms. Megan Channell stated that the first project was to improve safety and operations on 205 and installing active transport management between Glenn Jackson Bridge and Johnson Creek Boulevard. Ms. Channell described that HB 2017 provided \$35.7 million in project funding which would cover full design of the project. She mentioned that construction would begin in December 2018. Ms. Channell described that the northbound auxiliary lane would reduce accidents and congestion. She expected that this project would be completed by December 2019. Ms. Channell listed out the active traffic management tools: available speed sign, electronic traveler information signs, provide travelers with real time information. She said that the project was moving forward on schedule and within the budget.

Councilor Bob Stacey asked what median widening consisted of. Ms. Channell said that it would add shoulder area to the medians. She explained that this was significant because it would allow for space for stalled vehicles to pull into and would be utilized by emergency vehicles. Councilor Stacey then asked if that design would include the ability for bus on shoulder. Mr. Rian Windsheimer stated that a larger scale study would be conducted to see if that was a possibility. Mr. Windsheimer emphasized that the shoulders needed to be capable of running traffic.

Ms. Channell introduced the I-205 Widening and Seismic Improvements Projects which would address congestion and traveler safety issues. She stated that the project would add a third lane on I-205 and would seismically upgrade the Abernathy Bridge. She stated that adding a third lane would improve traffic operations, improve crashes, and make I-205 a consistent throughway interstate. She mentioned that active traffic management would be included to provide travelers with real time traffic information.

Ms. Channell stated that ODOT submitted a complete report to the legislature which included: how ODOT would deliver the plan, definition of the plan's scope, the phrasing plan, and costs. Ms. Channell expressed that the phrasing included Package A, B, and C.

Ms. Channell stated that Package A was the Abernathy Bridge changes. She mentioned that construction of that package would begin in 2020 and would cost about \$250 million. Ms.

Channell noted that Package B would include I-205 widening and the replacement of the bridges in that segment. She stated that this project would be in 2021 and estimated to cost \$200 million. She said that Package C was the Active Traffic Management system with an estimated cost of \$5 million. She stated that the active traffic management system could be utilized during future construction projects. She mentioned that ODOT secured funding through mid-2019, however more funding would be needed.

Ms. Channell discussed the Oregon 217 Auxiliary Lanes project which would provide safety and operation improvements to the corridor. She stated that the improvements were expected to reduce crashes by 30-75%, improve regional economy, and improve air quality.

Ms. Channell detailed the improvements that would be made on OR 217 in the southbound direction: an addition of auxiliary lane, building a new frontage road, and creating wider highway shoulders. She then listed the following northbound improvements: new auxiliary lane and widening of Scholls Ferry off ramp. Ms. Channell assured that construction would be in 2020 and would utilize a phased approach. She stated that construction was expected to be completed in 2022.

Ms. Channell discussed the I-5 Rose Quarter Improvement project would include changes to transportation system, and improves the commute of different users. She identified the project area, which included a segment with the highest crash rate in the state. She stated that the local street network includes a high number of users and concluded that this area serves a high number of people. Ms. Channell explained the design concept included multimodal transportation elements. She stated that these improvements were expected to reduce crashes by 25%. She stated that the bridges that cross over I-5 would also need to be redone. She stated that these bridges would be rebuilt as highway covers to provide space for pedestrians and bicycles. Ms. Channell mentioned that a new pedestrian and bicycle only bridge would be created as well.

Ms. Channell stated that I-5 Rose Quarter improvement was undergoing an environmental assessment and would be available in the Fall 2018. She explained when the design would begin and that construction would take approximately 40-45 years to complete. Ms. Channell informed that the estimated cost of projects was estimated to be \$450 million to \$500 million and stated that the majority of funding would come from HB 2018.

Member discussion included:

- Councilor Stacey remarked that it was time to heal and restore the African American community that was torn out by I-5 and the OCC. He asked if this plan was sufficient for that community healing. Ms. Channell relayed that the environmental assessment would include a number of resource topics and that ODOT had been working with the Albina Vision to include community values. Council Stacey emphasized that that they needed a robust environmental process to assess how marginalized populations would be impacted. Ms. Channell stated that ODOT was undergoing an Environmental Assessment process. Ms. Putney identified the distinction between the I-205 project and the Rose Quarter project. Mr. Windsheimer clarified the number of lanes for I-5 Northbound and Southbound.

- Mr. Windsheimer mentioned that when discussing this project, there was a tendency to focus on impacts and where it was taking place. He stated that it was also important to review central plans, quadrant plans and the development of the school area.
- Mr. Doug Kelsey emphasized the importance of creating intentional construction strategies to increase transit mobility.
- Mr. Windsheimer highlighted the plan's use of CNGC to minimize the impact of construction.
- Mayor Tim Knapp asked about the scheduling and funding for the project. He also inquired about tolling on the freeway. Ms. Putney informed that the project assumed full funding and mentioned that funding had not been identified. Ms. Putney indicated that there would be other forms of pricing that would provide a substantial amount of revenue. Mr. Windsheimer provided further clarity on the tolling process.
- Commissioner Paul Savas stated that after adding a lane to the Sunrise Corridor, the lanes did not become congested. He reported that air quality improved when vehicles continue moving.
- Commissioner Jessica Vega Pederson remarked she received positive feedback from the Albina Vision regarding ODOT's plan.
- Councilor Shirley Craddick inquired about the bus on shoulder policy. Mr. Windsheimer stated they the shoulder would be capable of carrying traffic and could carry more than a bus. He mentioned that there were concerns of running busses on a shoulder as they approach ramps and would therefore need to further analysis.

5.2 Jurisdictional Transfer Assessment Program Update

Ms. Margi Bradway remarked that the Jurisdictional Transfer was included in the RTP. She mentioned that the 2010 RTP utilized the term "orphan highways" and emphasized the decision to move away from that term. She discussed that there were over 1,000 projects listed in the RTP. She remarked that during project list development, several local jurisdictions put financially constrained funding against state owned roadways.

Ms. Bradway provided background information on 82nd avenue. She informed that in 1934, 82nd avenue was originally built for farm roads and therefore did not function as a city street. She explained that this posed an accessibility and mobility issues. She shared that I-205 became the major mobility corridor plan in 1983.

Ms. Bradway informed that the Portland region had the highest concentration of state owned arterials. She remarked that there was no process for how transfers should proceed. She mentioned that the purpose of the jurisdictional assessment program was to identify potential state owned routes, identify gaps in deficiencies to inform cost estimates, prioritize routes for potential transfers, and identify barriers and opportunities to the transfer.

Ms. Bradway summarized the following steps for the project: 1) Identify roadways that might be candidates for jurisdictional transfer, 2) Compile data, 3) Evaluate costs and local readiness, 4) Prioritize roadways, and 5) Readiness, risks and legal mechanisms. Ms. Bradway explained that the steps identified readiness and would help identify funding sources in the future.

Ms. Bradway alerted that the public comment for the RTP would end on August 13, 2018. She mentioned from August to October, TPAC would make recommendations JPACT. She then alerted that the Metro Council would consider MPAC and JPACT recommendations from November to December.

Member discussion included:

- Commissioner Savas discussed tolling and diversion. He said the asked how the transfer would be managed into the future and what would the commitments be in light of diversion? Chair Dirksen added that streets that see diversion due to tolling would also need to consider safety issues.
- Mr. Chris Warner stated that Portland was looking for policy changes while larger plans were established and stated that the transfer would take a long time. Ms. Putney expressed that the safety conversation could happen concurrently.
- Mr. Windsheimer expressed concerns over funding and encouraged that funding sources be identified while other evaluations occur. He also seconded Mr. Warner's point.
- Chair Dirksen emphasized that crafting the Jurisdictional Assessment provided a process so that a transfer could ensue.

5.3 HB 2017 State Transit Investment Fund Committee Update

Key elements of the presentation included:

Mr. Bernie Bottomly reported on the transit components of HB 2017. He expected that the program will ramp up in 2020. He stated the bill tasked TriMet at the regional coordinator to discuss of how funds would be used.

He said the plan's funding must be used to increase frequency and expand services to areas with high concentrations of low income people. He mentioned that funds may be used for natural gas or electrical bus conversion and stated that fare reduction was an eligible expense. He continued to state that TriMet made a commitment to the legislature that they would include a low income fare program if the program was successful. He remarked that the funds needed to improve connections inside and outside of the region. He informed that 1% of funds would be for student transportation. He mentioned that none of the funds were allowed for light rail construction.

Mr. Bottomly provided an overview of the plan's cash flow. He mentioned that the plan included a buffer in case revenue was lower than expected. Mr. Bottomly stated that the Tri-County area was expected to receive \$51 million. He then said that \$5 million will go to non-TriMet providers. He informed that data about where the revenue was generated was collected from the Department of Labor. He mentioned that there were portions of each of the three counties that did not have an overlapping transit provider. He said that in those cases, the funds would go to the county and the county would be responsible for managing the provision of services. He explained that \$3 million would go to shuttle and connective services.

Mr. Bottomly remarked that sub plans were developed in different areas that would later be aggregated into a single application under ODOT. He explained that there needed to be a

coordination plan which would then be received by the STIF Advisory Committee then the TriMet Board.

Mr. Bottomly said that the legislation required that ODOT set up an advisory committee to represent various interests. He said that the committee made the preliminary decision to implement a new tax. Mr. Bottomly informed that the committee agreed to approve the low income fare program. He said they also allocated \$4 million to new TriMet services.

Mr. Bottomly stated the committee analyzed where people would want to travel to and how to connect them to those destinations. He described the public outreach process using public hearings, online surveys, and community organizations.

Mr. Bottomly summarized the following committee interests: additional fare discounts, investment in congested areas, and an electric bus strategy.

Mr. Tom Mills mentioned that based on the public outreach, categories were grouped into three tiers including service improvements and transit priority. He expressed interest in adding improvements to the streetcar lines and adding on demand improvements to seniors and those with disabilities. He explained that 90% of funds had been allocated.

Member discussion included:

- Commissioner Savas asked for tangible items to help respond to public comments and questions.

6. ADJOURN

JPACT Chair Dirksen adjourned the meeting at 9:00 A.M.

Respectfully Submitted,

A handwritten signature in black ink, appearing to be 'Sima Anekonda', written over a light blue circular stamp or watermark.

Sima Anekonda
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF July 19, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	Presentation	7/19/18	HB 2017 Project Updates	071918j-01
5.2	Presentation	7/19/18	2018 Regional Transportation Plan: Jurisdictional Transfer Assessment Program	071918j-02
5.3	Presentation	7/19/18	HB 2017	071918j-03