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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

September 19, 2019

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)
Craig Dirksen
Bob Stacey
Nina DeConcini
Tim Knapp
Doug Kelsey
Paul Savas
Carley Francis
Jessica Vega Pederson
Anne McEnerney-Ogle
Roy Rogers
Karylenn Echols
Denny Dole
Curtis Robinhold

AFFILIATION

Metro Council
Metro Council
Metro Council
Oregon Department of Environmental Quality (ODEQ)
City of Wilsonville, Cities of Clackamas County
TriMet
Clackamas County
Washington State Department of Transportation
Multnomah County
City of Vancouver
Washington County
City of Gresham, Cities of Multnomah County
City of Beaverton, Cities of Washington County
Port of Portland

MEMBERS EXCUSED

Rian Windsheimer
Chloe Eudaly

AFFILIATION

Oregon Department of Transportation
City of Portland

ALTERNATES PRESENT

Mandy Putney
Chris Warner
Jef Dalin

AFFILIATION

Oregon Department of Transportation
City of Portland
City of Cornelius, Cities of Washington County

OTHERS PRESENT: Dwight Brashhear, Sharon Nasset, Jennifer John, Jean Senechal Bigg, Kathy Hyzy and Mark Grat

STAFF: Sara Farrokhzadian, Margi Bradway, Carrie MacLaren, Anne Buzzini, Kate Fagerholm, Andre Bealer and Marlene Guzman

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Shirley Craddick called the meeting to order at 7:29 am. She asked members, alternates and meeting attendees to introduce themselves.

2. PUBLIC COMMUNICATION ON JPACT ITEMS

Ms. Sharron Nasset—shared that the Port of Portland had won several awards for its service excellence. She raised concerns about the airport capacity and its construction on a flood plain. Ms. Nasset urged committee members to stop expanding the current airport and instead consider Clark County as a potential site for an international airport. She suggested that creating an emergency center would help fund the construction of a new international airport.

3. UPDATES FROM THE CHAIR AND JPACT MEMBERS

Councilor Shirley Craddick noted that she attended Rail-Volution, a conference in Vancouver, British Columbia which convened professionals who shared a passion for transit, livability and communities. She thanked those who participated in the conference.

4. CONSENT AGENDA

MOTION: Mayor Denny Doyle and Councilor Karylinn Echols seconded to adopt the consent agenda.

ACTION: With all in favor, motion passed.

5. INFORMATION/DISCUSSION ITEMS

5.1 2022-24 Regional Flexible Funds Allocation

Chair Craddick introduced the presenter Mr. Dan Kaempff, Principal Transportation Planner, and reviewed the timeline for the Regional Flexible Funds Allocation (RFFA) process. She noted that the 30 day public comment period began on September 6th. Chair Craddick also highlighted the Metro Council Public Hearing on the Regional Funds Allocation project proposals on September 26th.

Key elements of the presentation included:

Mr. Kaempff provided an overview of the RFFA process. He noted that JPACT adopted the policy direction for Regional Flexible Funds Allocation project in April 2019. Mr. Kaempff explained that the adopted policy direction included \$102 million in funding allocated towards bond repayments as well as program and strategic

investments in regional data collection.

Mr. Kaempff explained that the presentation was focused on step two of the RFFA process. He noted that Metro had approximately \$43 million available for capital improvement investments. Mr. Kaempff explained that this funding would be allocated towards projects relating to active transportation as well as freight and economic development.

Mr. Kaempff remarked that following the adoption of the policy direction in 2019 Metro pivoted towards gathering project applications. He shared that they received twenty three applications in June and these projects were assessed in a four step evaluation process.

Mr. Kaempff explained that the technical evaluation aimed to identify equity, safety, climate and congestion focused projects. He added that the evaluation also determined the potential opportunities and benefits projects could offer. Mr. Kaempff shared that this information was used to illustrate outcomes in a series of radar charts. He emphasized that the furthest points on the radar graphs represented higher outcomes. Mr. Kaempff added that the second step of the evaluation process included a risk assessment conducted by Kittelson. He shared that the third step of the process included a 30 day public comment period conducted by Metro. Mr. Kaempff explained that the final step included input from coordinating committees.

Mr. Kaempff emphasized the role of the four step evaluation process, the Transportation Policy Alternatives Committee (TPAC) and JPACT played in reaching final decisions. He concluded by identifying the next steps of the Regional Flexible Funds Allocation process.

Member discussion included:

- Mayor Tim Knapp asked how Metro weighed input from the coordinating committees. Mr. Kaempff noted that TPAC and JPACT determined how they weighed the information they were provided.
- Commissioner Paul Savas raised concerns about the scoring process for opportunities and benefits in the technical evaluation. Mr. Kaempff stated that the opportunity score for a project was based on information such as: crash history and congestion levels.
- Councilor Bob Stacey expressed his appreciation for the memo and the project. He spoke to the radar charts' objective appearance and the lack of clarity on how rankings were achieved.
- Mayor Knapp suggested that the opportunity concept may have overlooked areas where there were no transportation connections available to assess. Ms.

Margi Bradway, Deputy Director of Planning and Development, explained that there are different kinds of opportunities, such as: the safety, climate, congestion opportunities.

- Commissioner Savas expressed his appreciation for Councilor Stacey's input. He asked clarifying questions about the Trolley Trail opportunity assessment. Commissioner Savas noted that despite having a low opportunity score, the Trolley Trail provided several transportation connections. He asked if the scoring was in lieu of the criteria scoring. Mr. Kaempff noted that JPACT can use information from the technical evaluation, the risk assessment, public comment period and coordinating committees to reach a final decision.
- Commissioner Roy Rogers asked if Metro was considering rankings at the coordinating committee level. Ms. Bradway stated that Metro prefers coordinating committee's to rank their projects in order to simplify the process.

5.2 Transportation Systems Management Operations (TSMO) Strategy

Chair Craddick announced the next presenter, Caleb Winter, Transportation Systems Management Operations (TSMO) Program Manager, to provide an update on TSMO Strategy.

Key elements of the presentation included:

Mr. Winter explained that TSMO worked across four strategic areas, including multimodal traffic management, traffic incident management, traveler information and transportation demand management. He noted that the TSMO strategy aimed to increase reliability by providing low cost ways to address the region's transportation issues. Mr. Winter provided several examples, such as the region's use of freeway ramp meters, advisory speeds and warnings based on travel time.

Mr. Winter emphasized TSMO's effective use of existing infrastructure by investing in Next GEN transit signal priority and freight intelligent transportation systems to address safety concerns. He noted that Metro also aimed to address the region's highest crash intersection by creating automated responses.

Mr. Winter provided an overview of the task work ahead, including an equity assessment, program evaluation and multimodal integrated corridor management. He explained that the equity assessment aimed to align TSMO implementation with regional policies.

Mr. Winter explained the participation to adoption process, which includes

collaboration between project staff, technical and operations advisors. He emphasized that these collaborations also involved work groups, TPAC, the Metro Council and JPACT. Mr. Winter noted that TSMO was in the first phase of the strategic update. He also provided an overview of the projects' five phases. Mr. Winter highlighted the community input component of the Regional Transportation Plan and its emphasis on equitable transportation, safety, transparency and accountability.

Member discussion included:

- Chair Craddick asked for clarification about the project timeline. Mr. Winter noted that Metro would complete the project task work by March 2021.
- Mayor Knapp asked about how Metro evaluated the effectiveness of TSMO strategies that were implemented over the last ten years. Mr. Winter stated that the program evaluation aimed to assess the effectiveness of TSMO strategies. Mayor Knapp advised Metro to share the advances that the region had made as a result of TSMO strategies. Mr. Knapp noted that the public was not well informed about the benefits associated with TSMO strategies. Mr. Winter agreed and stated that Metro aimed to address these concerns in the TSMO strategies.
- Mr. Doug Kelsey asked about the strategic governance structure needed to manage data in the TSMO project. He asked whether that was part of the TSMO strategy study. Mr. Winter shared that Metro was awarded grants to look into data structure and data governance for the region.
- Ms. Carley Francis noted that the Washington State Departments of Transportation had conducted pre and post studies to understand the expected reduction in crashes with the implementation of TSMO strategies.

5.3 Red Line Improvement Project

Chair Craddick introduced Mr. David Unsworth, TriMet Director of Capital Projects, to present on the MAX Red Line Extension and Reliability Improvements Project.

Key elements of the presentation included:

Mr. Unsworth explained that the project aimed to improve service on the westside and service reliability. He provided an overview of the project elements, such as adding a double track at the Airport and Gateway. Mr. Unsworth also noted that TriMet would create an operator break facility in Hillsboro.

Mr. Unsworth explained the project goals to extend the Red Line west of Beaverton Transit Center and provide a direct connection to the Airport. Mr. Unsworth recalled TriMet's second goal to allow the MAX system to operate reliably by improving single track segments.

Mr. Unsworth discussed the proposed improvements for FairPlex, Gateway Transit Center and PDX. He noted that TriMet built a new bridge at Gateway Transit Center with access to an emergency route to Gateway Green Park. Mr. Unsworth expanded upon the Red Line Extension project history. He mentioned that the Red Line Extension was included in the Westside Service Enhancement Plan (2013). Mr. Unsworth also noted that the Gateway and Airport double-tracks were identified as part of system wide modeling of capital improvements in 2017.

Mr. Unsworth provided an overview of the public engagement component of the project, including focused outreach with Gateway stakeholders and the Project Advisory Group. He discussed the project cost and the project timeline.

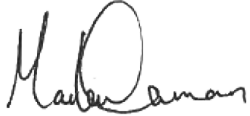
Member discussion included:

- Councilor Echols expressed her appreciation for the presentation. She asked whether the TriMet bonds were existing bonds and Mr. Kelsey agreed.
- Mayor Knapp asked whether the funding sources for the Southwest Corridor interfered with funding sources for the Red Line Improvement Project. Mr. Unsworth stated that the funding sources differed.
- Mr. Curtis Robinhold expressed his appreciation for the project.
- Mr. Kelsey noted that it was important to take a look at how this project was one of the many efforts TriMet was undertaking to address capacity issues in the region.
- Mayor Anne McEnerny-Ogle noted that C-TRAM had a bus from East Vancouver to the airport and expressed her appreciation to TriMet for their partnership.

6.0 ADJOURN

Chair Craddick adjourned the meeting at 8:42 am.

Respectfully Submitted,



Marlene Guzman
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPTEMBER, 19 2019

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	Presentation	9/19/19	2022-24 Regional Flexible Funds Allocation	091919j-01
5.2	Presentation	9/19/19	Transportation Systems Management Operations Strategy Update	091919j-02
5.2	Presentation	9/19/19	Max Red Line Extension and Reliability Improvements Project	091919j-03