



600 NE Grand Ave.
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oregonmetro.gov

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

January 16, 2019

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)
Bob Stacey
Tim Knapp
Doug Kelsey
Carley Francis
Karylenn Echols
Roy Rogers
Jessica Vega Pederson
Anne McEnerny-Ogle
Denny Doyle
Paul Savas

AFFILIATION

Metro Council
Metro Council
City of Wilsonville, Cities of Clackamas County
TriMet
Washington State Department of Transportation
City of Gresham, Cities of Multnomah County
Washington County
Multnomah County
City of Vancouver
City of Beaverton, Cities of Washington County
Clackamas County

MEMBERS EXCUSED

Rian Windsheimer
Chloe Eudaly
Nina DeConcini
Craig Dirksen

AFFILIATION

Oregon Department of Transportation
City of Portland
Oregon Department of Environmental Quality (ODEQ)
Metro Council

ALTERNATES PRESENT

Mandy Putney
Chris Warner
Michael Orman
Jef Dalin

AFFILIATION

Oregon Department of Transportation
City of Portland
Oregon Department of Environmental Quality
City of Troutdale, Cities of Multnomah County

OTHERS PRESENT: Mark Graf, Jean Senechal Biggs, Jennifer John and Katherine Kelly

STAFF: Margi Bradway, Carrie MacLaren, Marlene Guzman, Nellie Papsdorf, John Mermin, Randy Tucker, Lake McTighe, Cindy Pederson, Malu Wilkinson and Eryn Kehe

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Shirley Craddick called the meeting to order at 7:32 am. She asked members, alternates and meeting attendees to introduce themselves.

2. PUBLIC COMMUNICATION ON JPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR AND JPACT MEMBERS

Chair Shirley Craddick introduced Nellie Papsdorf, the Interim Legislative and Engagement Coordinator.

Ms. Mandy Putney noted that Mr. Brendan Finn was recently hired at the Oregon Department of Transportation's (ODOT) Office of Urban Mobility and Mega Project Delivery. She noted that the Deputy Director was Della Moiser who has worked with ODOT in various roles over the past 10 years. Ms. Putney explained that Lucinda Broussard was also hired as the Tolling Program Manager. She stated that the Oregon Transportation Commission directed ODOT to move forward with convening an advisory committee to support their tolling work.

Councilor Bob Stacey noted that Metro Council approved Task Force recommendations and submitted a referral to Metro staff for further research.

4. CONSENT AGENDA

MOTION: Councilor Stacey and Seconded by Mayor Anne McEnery-Ogle

ACTION: With all in favor, motion passed.

5. INFORMATION/DISCUSSION ITEMS

5.1 Resolution No. 20-5062, For the Purpose of Amending the FY 2019-20 Unified Planning Work Program (UPWP) to Add Funding for the Regional Mobility Policy Update

Chair Craddick introduced John Mermin, Senior Transportation Planner, to present on Resolution No. 20-5062.

Member discussion included:

- Mr. John Mermin noted that the Unified Planning Work Program (UPWP) was a federally required document used to summarize regionally significant planning projects occurring each fiscal year. He explained that Metro had a \$200,000 threshold for amending the UPWP. Mr. Mermin stated that JPACT approved the Regional Mobility Policy Update work program and Resolution No. 20-5062 aimed to formalize that work program.

5.2 Update on Transportation Provisions of Proposed State Climate Legislation

Chair Craddick introduced Mr. Randy Tucker to provide an update on transportation provisions for the proposed state climate legislation. She noted that last February 2019 JPACT and the Metro Council approved legislation to adopt a Climate Cap invest system and direct proceeds to the implementation of the Climate Smart Strategy. She explained that Oregon leadership had remarked that passing a Climate Bill was a top priority for the 2020 session. She noted that the first draft of the Climate Bill was circulated last month and included language to implement provisions called for by JPACT and the Metro Council.

Key elements of the presentation included:

Mr. Tucker summarized the components of the Memo he submitted to JPACT members. He described the elements of the revised Climate Bill, including efforts to phase in the transportation elements of the bill. Mr. Tucker explained that the provisions directed twenty percent of transportation-specific auction proceeds to ODOT and eighty percent to local jurisdictions for implementation of metropolitan climate plans. He noted that the provisions called for half of Portland region's proportionate share to be distributed directly to Metro and half to be distributed directly to cities and counties of the region.

Mr. Tucker recalled that the provisions required Metro to consult with JPACT. He explained that it also required cities and counties to consult with Metro to implement the Climate Bill. Mr. Tucker stated that the provisions demanded that money be spent in ways to achieve the greatest reduction in greenhouse gas emissions.

Member discussion included:

- Commissioner Paul Savas expressed concerns about Metro's jurisdictional boundaries and the distribution of funds. Mr. Tucker noted that the original draft of the bill focused on Metro's urban growth boundary and he suggested using the metropolitan planning area. Mr. Savas noted that the metropolitan planning area was not a broad enough area for the implementation of the Climate Bill.

- Commissioner Paul Savas expressed concerns about the distribution of funds and Mayor Tim Knapp concurred with Commissioner Savas' comments and suggested creating reciprocal work areas outside of the metropolitan planning area. He asked whether or not all the cities in the urban growth boundary were required to develop their own implementation plans for the Climate Bill. Mr. Tucker noted that the existing Climate Smart Strategy guided implementation plans. He noted that the bill required consultation between Metro and JPACT as well as jurisdictions and Metro.
- Mayor Denny Doyle noted that creating an inclusive implementation process was important. He raised concerns about disjointed solutions and proposed efforts to encourage continuity.
- Commissioner Savas noted that jurisdictions should be able to customize implementation strategies based on various needs and interests. He argued that the Climate Smart Strategy needed to be updated to reflect the current pressures facing the region. Ms. Margi Bradway noted that Metro updated the Climate Smart Strategy in conjunction with the Regional Transportation Plan. Mr. Tucker acknowledged the various needs of local jurisdictions and pointed out the proposed provisions' efforts to address these various needs.
- Councilor Stacey expressed his approval of the updates to the Climate Bill. He noted that the 2020 Census informed and incentivized planning efforts.

5.3 Designing Livable Streets and Trails Guide

Councilor Craddick introduced Ms. Lake McTighe, Senior Transportation Planner, to present on Designing Livable Streets and Trails Guide. Councilor Craddick noted the Designing Livable Streets and Trails Guide was helpful to jurisdictions seeking Metro funding.

Key elements of the presentation included:

Ms. McTighe provided an overview of the guidelines for designing livable streets and trails. She noted that it provided guidance for regional streets and trails to help implement the 2040 Growth Concept and the Regional Transportation Plan. Ms. McTighe explained that agencies developing transportation projects funded by Metro used the guidelines to plan, design and construct their projects. She added that the guide was developed by regional partners and was available on Metro's website.

Member discussion included:

- Commissioner Jessica Vega Pederson thanked Ms. McTighe for the presentation. She asked if the designs in the guide were required. Ms. McTighe noted that Metro

had historically required jurisdictions to adhere to these guidelines when receiving funding. She noted that the guidelines were very flexible.

- Mr. Doug Kelsey expressed his appreciation for Metro's efforts to create a consistent design framework across the region. He asked about the region's use of queue jump lanes. Ms. McTighe described Metro's work on enhance transit corridors. Mr. Kelsey noted the importance of resilience based design.
- Commissioner Savas expressed the importance of investing in areas with transportation infrastructure gaps. He talked about the economic benefits of investing in underserved areas. Ms. McTighe noted that in the decision making process jurisdictions should consider the full life cycle of construction costs.
- Mayor Tim Knapp raised concerns about the design guidelines. Ms. McTighe provided more information about Metro's tree guidelines.

5.4 MAX Tunnel Study

Councilor Craddick introduced Ms. Eryn Kehe, Communications Supervisor and Matt Bihn, Principal Transportation Planner.

Key elements of the presentation included:

Mr. Bihn provided an overview for the purpose of the MAX Tunnel Study. He explained that the project aimed to address light rail capacity and reliability. Mr. Bihn also noted that the study aimed to provide preliminary info for stakeholders and the public. He added that the study determined the cost of the project in order to advance it through the National Environmental Policy Act (NEPA).

Mr. Bihn noted that the study did not aim to determine station locations or include a comprehensive public engagement process. He explained the motivations for studying a MAX Tunnel. Mr. Bihn remarked that the Portland central city area was a bottleneck for regional light rail operations. He noted that the bottleneck occurred mainly between Goose Hollow and Lloyd Center. Mr. Bihn explained that frequent stops in the downtown area resulted in longer travel times.

Mr. Bihn discussed the impacts of the steel bridge on on-time performance. He noted several of the potential options for addressing the set backs to the MAX system. Mr. Bihn explained that according to the study the tunnel was presented as a promising option to address bottleneck issues on regional light rail operations.

Ms. Kehe discussed Metro's stakeholder engagement process and the three phases. She explained that early scoping began on July 22, 2019 with an open house. Ms. Kehe shared that comments on the study centered on what to consider and potential

downtown destinations. She remarked that the online survey received 2,500 responses and many respondents displayed a high level of support for the study. She spoke to the findings that emerged from the tunnel study.

Mr. Bihn expressed that the tunnel was projected to improve transit travel time for trips across and to downtown Portland. He noted that the tunnel would also address the anticipated increases in demand for cross-regional travel. Mr. Bihn spoke to the equity concerns and stated that most new transit trips created by MAX tunnel would originate in Metro-identified equity areas. He shared the projected costs of the tunnel and Metro's next steps.

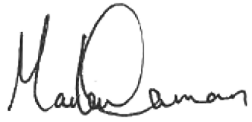
Member discussion included:

- Commissioner Savas asked if the tunnel was an express system that complimented the above ground transit system. Mr. Bihn noted that the tunnel was modeled between Lloyd center and Goose Hallow. He explained that the rest of the Blue and Red Line tracks would remain the same. Mr. Bihn shared other potential opportunities for street car operations with the proposed tunnel construction.
- Mr. Chris Warner asked about the limitations for light rail trains in the Portland downtown area. Mr. Bihn noted that Metro's preliminary designs of the tunnel accommodated four car trains. He noted the limitations of retrofitting the rest of the system to accommodate four car trains.
- Mr. Kelsey expressed his appreciation for the study and urged members to consider the regional impacts on transit reliability. He explained the connection between transit reliability, resiliency and future investments in densification.
- Commissioner Vega Pederson expressed her appreciation for the study.
- Mayor Denny Doyle expressed his appreciation for the study and advised Metro to consider the potential changes to the ground transit system.
- Councilor Echols asked about the impacts of the tunnel on ground traffic in the Portland downtown area. Mr. Bihn noted that the Environmental Impact Statement provided more in-depth information about the potential impacts. She concurred with Mr. Kelsey's comments on the tunnel as a regional solution.
- Councilor Stacey spoke about the limitations to transit reliability in the downtown area. He expressed the potential impacts of the tunnel on regional transit reliability.
- Mayor Tim Knapp raised concerns about the lack transit accessibility in the cities of Clackamas County. He noted that Metro has yet to develop a transit system that expands around the metropolitan region. Mayor Knapp noted that the entire system needed to identify how transit gaps were going to be filled.

6.0 ADJOURN

Chair Craddick adjourned the meeting at 9:00 am.

Respectfully Submitted,



Marlene Guzman
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF January 16, 2020

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.4	Presentation	01/16/2020	MAX Tunnel Study	011620j-01