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oregonmetro.gov

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
July 16, 2020
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)
Craig Dirksen
Tim Knapp
Doug Kelsey
Karylenn Echols
Roy Rogers
Jessica Vega Pederson
Anne McEnerny-Ogle
Denny Doyle
Paul Savas
Nina DeConcini
Scott Langer
Temple Lentz
Chloe Eudaly

AFFILIATION

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

MEMBERS EXCUSED

Rian Windsheimer
Bob Stacey
Carley Francis

AFFILIATION

Oregon Department of Transportation
Metro Council
Washington State Department of Transportation

ALTERNATES PRESENT

Mandy Putney

AFFILIATION

Oregon Department of Transportation

OTHERS PRESENT: Glen Bolen, Lucinda Broussard, Heather Wills, Matt Dolata

STAFF: Margi Bradway, Carrie MacLaren, Marlene Guzman, John Mermin, Grace Cho and Jaye Cromwell

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Shirley Craddick called the virtual zoom meeting to order at 8:00 am. She introduced Ms. Jaye Cromwell as the new Legislative Engagement Coordinator.

Chair Craddick thanked members for their patience and provided instructions on how to properly participate in the virtual meeting.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

There were none

3. UPDATES FROM THE CHAIR AND JPACT MEMBERS

Ms. Mandy Putney provided an updated the I-5 interstate bridge Trunnion replacement. Ms. Putney explained that on September 12 – 20 the northbound span of the interstate bridge will be closed for mechanical repairs. She noted that the region will experience delays due to congestion. Ms. Putney asked community member to change their travel behavior to prevent congestion. She explained ODOT's efforts to inform community members through print ads and notices via the mail.

Mr. Doug Kelsey discussed TriMets repairs to the Steel Bridge. He noted that Trimet will replace the rail track on the bridge. Ms. Kelsey noted that TriMet wants to take advantage of this window to update the bridge. He noted TriMet's outreach to community members to inform them about potential delays.

Mayor Tim Knapp mentioned the technical difficulties he had while attempting to access the meeting packet for the JPACT meeting. Ms. Margi Bradway apologized for the last minute revisions to the JPACT meeting packet.

Commissioner Roy Rogers asked about the pandemic's impacts on the Southwest Corridor Project. Mr. Doug Kelsey noted that ridership levels were down due to the pandemic. He noted that ridership levels will recover when the pandemic is over. Mr. Doug Kelsey explained that transit and transportation investment will play a significant role in the region's economic recovery.

Commissioner Paul Savas seconded Mayor Knapp's comments and noted that it was difficult to review the JPACT meeting materials due to Metro's late revisions. Ms. Bradway apologized for the delayed meeting packet.

4. CONSENT AGENDA

MOTION: Mayor Doug Kelsey and Commissioner Roy Rogers seconded to adopt the consent agenda.

ACTION: Motion passed with opposition from Commissioner Savas.

5. ACTIONS ITEMS

5.1 Resolution No. 20-5110, For the Purpose of Adopting the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) for the Portland Metropolitan Area

Chair Craddick introduced Grace Cho, Metro Senior Transportation Planner, to present on Resolution No. 20-5110.

Key elements of the presentation included:

Ms. Grace Cho provided a brief overview of the Metropolitan Transportation Improvement Program (MTIP) for the Portland Metropolitan Area. She noted that at the end of her presentation she would be asking for approval and recommendation of Resolution No. 20-5110. Ms. Cho explained that the MTIP is a federally required document that keeps the region eligible to receive federal transportation funding. She explained that the MTIP is one of Metro's main responsibilities as the Metropolitan Planning Organization.

Ms. Cho noted that the MTIP outlines major transportation projects and administrative procedures for how projects get implemented. Ms. Cho explained that the 2021 – 2024 MTIP is comprised of 1.2 billion dollars of transportation investments that spread across 203 transportation projects and program efforts over the next four years. The 203 transportation projects and programs reflect three years of funding decisions made by regional state agencies.

Ms. Cho mentioned that the MTIP is comprised of 80 percent federal money and 20 percent of state and local dollar. She noted that nearly half of the 1.2 billion dollars scheduled to be spent in the next four fiscal years is for capital improvements. Ms.

Cho explained that the other half of the MTIP would be spent on maintenance and operation expenses to the region's roadway and transit systems. Ms. Cho emphasized that the MTIP did not include all local investment made by local jurisdictions around the region.

Ms. Cho noted that Metro did an analysis on the 1.2 billion dollar transportation package and provided an overview of the findings. She noted that transportation investments in the region will help the region economically recover from the pandemic.

Ms. Cho mentioned Metro's recent public comment period and the results from a short survey. She explained that the survey asked community members for feedback on the MTIP's efforts to advance key outcomes around safety, equity, climate and managing congestions. Ms. Cho noted that Metro received 210 public comments including public testimony. She noted that several people suggested that Metro and regional partners needed to focus more of their efforts on addressing climate change and accessibility.

Ms. Cho noted that as part of finalizing public comment Metro got together to develop a set of responses. She explained that in these responses Metro did not recommend reprogramming or reallocating funds to projects. Ms. Cho also shared that TPAC recommended approval of the 2021 – 2024 MTIP at their June 2020 meeting.

Ms. Cho shared that as soon as the 2021- 2024 MTIP is adopted the process begins all over again to develop the 2024 – 2027 MTIP. She mentioned that based on the development of the 2021-2024 MTIP staff formulated some guides for the 2024-2027 MTIP cycle. Ms. Cho explained that Metro aims to continue to implement transportation projects that further Metro's goals around equity, climate change and managing traffic congestion.

Ms. Cho reminded JPACT members that Metro is requesting recommendation for adoption of Resolution No. 20-5110. She explained that with JPACT member approval Resolution No.20-5110 will move forward to Council on July 23rd. Ms. Cho mentioned that following Council adoption Metro will submit the Resolution to the Governor to include in the STIP. She explained that the STIP will be put forward to federal partners for approval. Ms. Cho noted that federal approval is expected to occur in early fall to ensure that the 2021-2024 becomes effective at the start of the federal fiscal year.

Member discussion included:

- Commissioner Savas asked about the lack of emphasis on allocating funds to moving goods and services as part of the MTIP. Ms. Cho noted that Metro conducted a Technical Analysis on system performance as it pertains to freight movement. She explained that public comments mostly focused on passenger movement as opposed to freight movement.
- Mayor Knapp expressed concerns about expediting the 2021-2024 MTIP approval and whether it will fulfill the region's current needs. He noted that while he appreciated the amount of public comments it still did not draw enough participation from community members in the Portland region. Ms. Bradway reminded JPACT members that the MTIP coincides with the Regional Transportation Plan. She noted that federal guidelines require consistency between the MTIP and the Regional Transportation Plan. Ms. Bradway explained that during the updated of the Regional Transportation Plan Metro reached 19,000 people. Ms. Cho noted that the MTIP is built a number of funding allocation processes that undergo their own engagement processes.
- Councilor Dirksen thanked Ms. Cho for her presentation. He noted that when President Peterson was elected for Metro Council President her intent was to initiate a 2040 Refresh. Councilor Dirksen explained that the Metro Council planned to begin the 2040 Growth Refresh in 2020. However, he explained that the pandemic forced the Metro Council to reprioritize its efforts and to delay the 2040 Growth Refresh.

MOTION: Mayor Denny Doyle and Mayor McEnery-Ogle seconded to adopt Resolution No. 20-5110.

ACTION: With all in favor, motion passes.

6. INFORMATION AND ITEMS

6.1 UPWP Bike & Pedestrian Crossing

Chair Craddick introduced Mr. Glen Bolen, ODOT Interim Planning Manager and Mr. John Mermin, Senior Transportation Planner to present.

Key elements of the presentation included:

Mr. Mermin provided an overview of the UPWP, a federally required document that ensures efficient use of federal planning funds. He noted that the UPWP describes transportation planning tasks and provides budget summaries. Mr. Mermin explained that the UPWP is not a regional policy making document or a funding decision document. He explained the next steps for adopting the UPWP.

Mr. Bolen provided an overview of the Oregon City to West Linn pedestrian and bicycle crossing. He explained the project focus and potential areas for the pedestrian and bicycle crossing. Mr. Bolen mentioned the three potential options including repurposing the Arch bridge to active transportation only or creating a new bridge north of the Arch bridge.

Member discussion included:

- Mr. Kelsey asked a clarifying question about the project's overall budget. Mr. Bolen noted that ODOT's presentation to TPAC will describe the project scope, tasks and overall budget.
- Commissioner Savas asked if there was any consideration for an alignment that was on the north side of the bridge. Mr. Bolen noted that ODOT previously considered five locations for the bridge that led to the selection of the current three potential projects. Mr. Bolen noted that the project manager could provide more insight into the process for selecting the three potential projects.
- Councilor Dirksen asked about a potential pedestrian bridge between the East Bank and to Lake Oswego. He asked if this bridge concept was a new concept or if it was in lieu of the proposed bridge further north. Mr. Bolen noted that it was a separate study.
- Mayor Knapp reminded JPACT members that highway 43 was in the T2020 proposal for significant bike and pedestrian improvements to establish a north/ south link.

5.2 ODOT Tolling Program

Chair Craddick introduced Ms. Lucinda Broussard, ODOT's Toll Program Director to provide ODOT's Tolling Program, Mr. Mat Dolata, ODOT Analyst and Ms. Heather Wills, ODOT Project Manager.

Key elements of the presentation included:

Ms. Broussard provided an overview of the ODOT Tolling Program. She noted that ODOT is engaging with community members and partners through technical committees. Ms. Broussard explained the ODOT has an Equity and Mobility Advisory Committee. She explained the Committee is considering how ODOT can be equitable in its tolling process. Ms. Broussard explained that the members of the Equity and Mobility Advisory Committee represent a variety of equity and mobility perspectives in the Portland Metro area and in Southwest Washington. She provided an overview of the timeline for NEPA and ODOT's public engagement efforts.

Mr. Dolata discussed several tolling options. He explained that the NEPA analysis will uncover the detailed impact of potential tolling programs. Mr. Dolata noted that ODOT is meeting regularly with several agency partners to share findings.

Mr. Dolata discussed the five alternatives that were identified in the pricing feasibility analysis. He noted that ODOT is analysis the potential impact of the five alternatives on vehicles miles travels and traffic volume. Mr. Dolata explained that ODOT is also considering how difficult and costly each alternative is to implement.

Mr. Dolata discussed the diversion of I-205 and the regional impacts. He noted that ODOT's modeling work has represented potential demand shifts away from single occupancy travel.

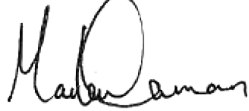
Member discussion included:

- Councilor Craddick apologized for time constrains and asked JPACT members if they would like to carry the presentation over to the next meeting to allow for discussion time. She noted the presenters would be invited back for the September JPACT meeting to allow or a fuller discussion.

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 JULY 16, 2020

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	Presentation	7/16/20	Resolution No. 20-5110	071620j-01
6.1	Presentation	7/16/20	2020-21 Unified Planning Work Program	071620j-02
6.2	Presentation	7/16/20	ODOT Tolling Program	071620j-02

