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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

March 15, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick
Nina DeConcini
Craig Dirksen (*Chair*)
Doug Kelsey
Tim Knapp
Roy Rogers
Dan Saltzman
Paul Savas
Bob Stacey
Jeanne Stewart
Jessica Vega Pederson
Rian Windsheimer

AFFILIATION

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

MEMBERS EXCUSED

Denny Doyle

AFFILIATION

City of Beaverton, Cities of Washington County

ALTERNATES PRESENT

Emerald Bogue
Tim Clark
Jef Dalin
Mark Gamba

AFFILIATION

Port of Portland
City of Wood Village, Cities of Multnomah County
City of Cornelius, Cities of Washington County
City of Milwaukie, Cities of Clackamas County

OTHERS PRESENT: Jaimie Huff, Lisa Wilson, Mark Ottenad, Jeff Gudman, Mike M, Chris Deffebach, Eugene Fifield, Rebecca Kennedy, Brenda Perry

STAFF: Elissa Gertler, Alison Kean, Miranda Mishan, Nellie Papsdorf, Kim Ellis, Margi Bradway, Randy Tucker, Lisa Hunrichs, Ernest Hayes, John Mermin, Malu Wilkinson, Grace Cho, Chris Ford

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

JPACT Chair Craig Dirksen called the meeting to order at 7:32 AM. He asked members, alternates and meeting attendees to introduce themselves.

2. PUBLIC COMMUNICATION ON JPACT ITEMS

Councilor Brenda Perry, West Linn City Council – Councilor Perry expressed concern about value pricing in the region, and that the modeling for value pricing was done based on the assumption that the I-205 bottleneck was fixed when it was not. She noted that all of the options put forward by ODOT would have a negative impact on West Linn.

Randy Tucker, Metro Government Affairs and Policy Development: Mr. Tucker provided an update on JPACT's request to the technical committee on value pricing to extend the length and scope of the study. He shared that the request was not well received by the committee, and asked JPACT to communicate with the government affairs team before communicating with the legislature in the future.

Commissioner Paul Savas thanked Mr. Tucker and conveyed that the letter did not accurately convey what JPACT was asking for.

Commissioner Vega Pederson expressed that she had had reservations about sending the letter, and that it was important to use government relations staff in the future.

Mr. Rian Windsheimer suggested involving other groups next time, and to have the conversation at the appropriate venue.

Mayor Tim Knapp explained that the need for the letter showed that the parameters of the value pricing study were inadequate, and the nuances weren't being considered, which is why there was concern.

Chair Dirksen suggested that the letter still had value because it made the committee aware of JPACT's concerns.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Dirksen discussed the 2017 Compliance Report. He explained that per Metro Code Section 3.07.870, the chief Operating Office was required to annually submit to the Metro Council the status of compliance by cities and counties with the requirements of Metro Code Chapter 3.07, the Urban Growth Management Functional Plan, as well as Metro Code Chapter 3.08, the Regional Transportation Functional Plan.

Chair Dirksen recounted that the Chief Operating Office had submitted this report to the Metro Council on March 1. He shared that per the Metro Code, it needed to be submitted to MPAC and JPACT as an informal non-action item for review.

Chair Dirksen explained that compliance with the UGMFP included meeting requirements for maintaining housing capacity (Title 1); protecting water quality and flood management (Title 3); protecting industrial land (Title 4); planning for areas added to the Urban Growth Boundary (Title 11); and protecting and enhancing fish and wildlife habitat (Title 13). He added that all jurisdictions were in compliance with the UGMFP at that time.

Chair Dirksen conveyed that compliance with the RTFP included meeting requirements for the transportation system design (Title 1); development and update of transportation system plans (Title 2); transportation development (Title 3); regional parking management (Title 4); and amendment of comprehensive plans (Title 5). He noted that all jurisdictions were in compliance with the RTFP.

Chair Dirksen provided an update on the JPACT spring trip to Washington D.C. He shared that at last month's JPACT there was a request to plan a trip to Washington D.C. this year to lobby for

increased transportation investment and make clear JPACT's support for the Small Starts and New Starts program. Chair Dirksen announced that TriMet had proposed a trip the week of May 8th, with interested parties flying to D.C. on the 8th, participating in meetings and panels on the 9th and 10th and returning the evening of the 10th or 11th.

Chair Dirksen added that they would try to balance the trip between lobbying meetings with Congress and the administration, and educational opportunities to learn about the federal transportation climate. He noted that there would be more details forthcoming.

Chair Dirksen responded to letters from Clackamas and Washington Counties that outlined their priorities for the RTP update. He thanked Chair Bernard and Chair Duyck and their respective commissions for their continued engagement on the Regional Transportation Plan. Chair Dirksen recounted that the letters made the point that each jurisdiction had unique needs that must be addressed but that the region needed to work together to identify strategic investments that advanced common goals.

4. CONSENT AGENDA

Mr. Windsheimer and Commissioner Savas asked for amendments to be made to their comments in the minutes regarding the value pricing study.

MOTION: Commissioner Savas moved and Commissioner Vega Pederson seconded to adopt the consent agenda with amendments made to the minutes.

ACTION: With all in favor, the motion passed.

5. INFORMATION/DISCUSSION ITEMS

A. ODOT Value Pricing

Chair Dirksen recalled that there was a motion passed at the last JPACT meeting to direct legislative staff to amend HB 2017 regarding ODOT's Value Pricing Study. He introduced Mr. Randy Tucker, Metro's Government Affairs Policy lead to speak to the proposed amendment. Chair Dirksen added that after Mr. Tucker's presentation, ODOT would give a presentation on the status of ODOT's Value Pricing effort.

Key elements of the presentation included:

Ms. Mandy Putney shared an overview of the purpose behind the work, and explained that they had been looking at other locations at which congestion pricing was being used. She discussed the feasibility analysis, which was being done to consider the best types of congestion pricing for the region. Ms. Putney shared the timeline for solidifying the value pricing proposal.

Ms. Putney highlighted the implementation timeline and the timeline for next steps depending on recommendations from FHWA. She explained regional engagement processes and shared the outreach that had been done and the feedback that had been received. Ms. Putney discussed the rounds of assessment and the screening process of the feasibility analysis.

Ms. Putney highlighted the equity considerations of the study, and noted that they were thinking about mitigating negative effects on marginalized communities. She shared the types of value pricing that were applicable to freeways, and discussed the types of value pricing under consideration. Ms. Putney recounted key findings from the first round of analysis, and the challenges demonstrated by the analysis.

Ms. Putney highlighted the round 2 concepts, and how they would be moving forward with the analysis. She discussed the policy committee recommendation process and the timeline for the committee through June 2018. Ms. Putney suggested that JPACT members submit comments to the committee, and noted that these committee recommendations would be presented to the OTC on July 12.

Ms. Putney explained the spring engagement process, and highlighted the equity focused discussion groups. She provided information about spring open houses, and recounted the implementation timeline and where they were in the process.

Member discussion included:

- Councilor Shirley Craddick asked to clarify the purpose of revenue collection and what the revenue would be used for. Ms. Putney clarified that congestion pricing in theory as pricing a roadway in order to make people think about their trip, and shift their travel or take another mode. She added that there were different ways to implement, and some raised more revenue than others.
- Mr. Windsheimer shared that they had heard that jurisdictions would like to use the funds for more transit, and while ODOT currently could not do that, they were looking to explore that in the future.
- Mayor Tim Knapp raised concerns that there was a lack of lanes on I-205, making it difficult to toll and that this was not a part of the current conversation. He shared that there was a lack of surface streets southeast of the I-205, and north of Happy Valley. Mayor Knapp expressed that if the highway was to be tolled there would not be appropriate roadways to support people driving. He suggested that those without financial resources would bear the burden of being pushed off of the freeway because of financial constraints. Mayor Knapp emphasized the need to think about equity.
- Ms. Putney noted that these were appropriate concerns, and reflected the conversations that ODOT was having. She shared that they were looking at the year 2020 for the modeling assumption and were including all of the projects in the RTP and that included 205 and the Rose Quarter.
- Chair Dirksen emphasized that there wasn't a need to solve all of the problems posed by value pricing at the JPACT table, especially considering the limited meeting times.]
- Mr. Doug Kelsey explained that it was important to have other healthy modes of getting around. He expressed concerns that modeling value pricing through 2027 seemed like a short timeline. Ms. Putney conveyed that ODOT chose 2027 because they wanted a year that seemed valuable for value pricing. She added that they would look at a longer planning horizon in the future.
- Commissioner Savas remarked that there was a need to think long term and dealing with capacity needs. He asked if there was going to be any influence from JPACT, and what the role of JPACT would be going forward.

- Mr. Windsheimer explained that they were moving quickly through the timeline, and he was open to having a conversation about exploring other ideas, and that if JPACT members had other concerns to bring them to Ms. Putney.
- Councilor Craddick suggested a bus on shoulder program as a potential solution.

B. Investment Area Strategy

Chair Dirksen shared that JPACT's policy direction on the regional flexible dollars provided funding for a few "Step 1" programs to implement regional policy. He explained that investment areas was one of those programs and it used to be called "corridor planning", but the name was evolved along with the work to ensure that they were doing the most to align and leverage limited public resource in targeted investment areas. Chair Dirksen introduced Ms. Elissa Gertler and Ms. Malu Wilkinson, from Metro's Planning and Development department.

Key elements of the presentation included:

Ms. Gertler provided some background on the investment areas program. Ms. Wilkinson explained that they started out from a blueprint for the region, and emphasized that they were planning for people. She discussed the investment areas approach and the significance of moving from a concept plan to implementation.

Ms. Wilkinson reminded JPACT of the approach to investment areas and highlighted some of the recent investment areas. She noted that they could only focus on an area or two at a time. Ms. Wilkinson provided an overview of outcomes from the East Metro Plan, and the action plans that they came up with. She recounted an update on the SW Corridor, and some of the progress on other investment areas.

Ms. Gertler expressed that in order to make final decisions about investments; there were many decisions to be made. She explained the process and the elements of the investment areas, and the filters they went through to become investment areas. Ms. Gertler shared the two year work program, including red line enhancement and the Columbia Connections Strategy. She explained the current status of these projects and some of the next steps. Ms. Gertler conveyed that JPACT would be updated as the program moved forward.

Member discussion included:

- Councilor Jeanne Stewart asked about the Columbia Connection strategy, and how value pricing would work on highways. Ms. Gertler explained that since ODOT was focusing their scope on value pricing, they were looking at what was happening specifically on the I-5 and 205 areas. Councilor Stewart asked if there was a discussion about tolling on state highways. Ms. Gertler clarified that they were not looking at tolling. Ms. Putney shared that ODOT was looking at I-5 and 205 and the OTC was the tolling authority in Oregon and could move forward with other corridors if they chose in the future.
- Mr. Kelsey expressed support for the investment initiatives.
- Ms. Emerald Bogue conveyed that the Port of Portland was interested in looking at how this project would develop.

- Chair Dirksen raised concerns that there was not enough time to cover the agenda items, and asked to move on to the RTP item with direction from Ms. Gertler.

6. ACTION ITEMS

A. Regional Leadership Forum #4 Takeaways (Recommendation Requested)

Ms. Gertler requested approval from JPACT on the project refinement recommendations. She noted that there was not a need for a formal vote. JPACT members expressed support for the recommendation.

Member discussion included:

- Mayor Knapp expressed that the TPAC recommendations did not capture everything that needed to be considered. He raised concerns that the methodology jurisdiction projects was inherently locally focused, and that the broad regional strategy was the local project strategy that had been filtered. Mayor Knapp added that there was a need for more discussion on the long term vision of the transportation network and how it related to their overall goals, and that he and C4 was disappointed that these concerns were not included in the recommendation from TPAC.
- Commissioner Savas expressed agreement with Mayor Knapp, and suggested adding language to the takeaways from the leadership forum about addressing bottlenecks in the next ten years.

7. INFORMATION/DISCUSSION ITEMS

C. Review Draft 2018-19 Unified Planning Work Program (UPWP)

Chair Dirksen called on Mr. John Mermin, from Metro's Planning and Development department to provide a presentation on the UPWP.

Key elements of the presentation included:

Mr. Mermin explained what the UPWP was, and recounted the considerations from TPAC on action for the UPWP. He briefly discussed the next steps in the UPWP.

ADJOURN

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

Respectfully Submitted,



Miranda Mishan
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MARCH 15, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3.0	Handout	3/1/18	2017 Compliance Report	031518j-01
5.1	Presentation	3/15/18	Portland Metro Area Value Pricing Feasibility Analysis PowerPoint	031518j-02
5.2	Presentation	3/15/18	Partnerships, planning and implementation around targeted investment areas PowerPoint	031518j-03
5.3	Handout	3/1/18	Draft 2018-19 Unified Planning Work Program	031518j-04
5.3	Presentation	3/15/18	2018-19 Unified Planning Work Program PowerPoint	031518j-05
6.1	Presentation	3/15/18	Refining RTP Investment Priorities PowerPoint	031518j-06
6.1	Letter	2/26/18	Comments on the RTP from Washington County	031518j-07
6.1	Letter	2/27/18	Comments on the RTP from Clackamas County	031518j-08
6.1	Letter	3/14/18	Comments on the RTP from Getting There Together Coalition	031518j-09