



600 NE Grand Ave.
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oregonmetro.gov

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

July 18, 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 McEnerny-Ogle
Roy Rogers

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

MEMBERS EXCUSED

Denny Doyle
Rian Windsheimer
Curtis Robinhold

AFFILIATION

City of Beaverton, Cities of Washington County
Oregon Department of Transportation
Port of Portland

ALTERNATES PRESENT

Jef Dalin
Mandy Putney
Emerald Bogue
Theresa Kohlhoff

AFFILIATION

City of Cornelius, Cities of Washington County
Oregon Department of Transportation
Port of Portland
City of Lake Oswego, Cities of Clackamas County

OTHERS PRESENT: Jamie Huff, Dwight Brashhear. Jennifer John, Eric Fruits, Rachel Dawson, Kari Schlosshauer and Lidwien Rahman

STAFF: Kim Ellis, Elizabeth Mros-O'Hara, Grace Cho, Sara Farrokhzadian, Margi Bradway, Anne Buzzini, Jamie Snook, Randy Tucker 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

There were none.

3. UPDATES FROM THE CHAIR AND JPACT MEMBERS

Mr. Randy Tucker, Legislative Affairs Manager, provided a legislative update. He noted that the Oregon Department of Transportation (ODOT) had issued its session report. Mr. Tucker provided an overview of ODOT session report, highlighting legislation that passed and failed. He explained that the Student Success Act passed with its preemption on commercial activity taxes. Mr. Tucker stated that the diesel legislation passed, which allowed older diesel engines to be phased out overtime. He mentioned the failure of Oregon's Climate Bill, which included a provision that would have prioritized funding for the implementation of the Climate Smart Strategy. He spoke about legislation on automated vehicles and Senate Bill 413's failure to pass. Councilor Stacey expressed his appreciation for Mr. Tucker's report.

Councilor Craig Dirksen provided an update on the Oregon Metropolitan Planning Organization Consortium (OMPOC). He noted that the Portland Metro area was one of eight Metropolitan Planning Organizations. Councilor Dirksen invited JPACT members to the next OMPOC meeting on July 29th in the Council Chambers. He added that the meeting would include a tour of the convention center, hotel and plaza.

Chair Craddick noted that there would be no JPACT meetings during August recess.

4. CONSENT AGENDA

MOTION: Commissioner Roy Rogers moved and Mayor Anne McEnerny-Ogle seconded to adopt the June 20, 2019 Minutes.

ACTION: With all in favor, motion passed.

5. **INFORMATION/DISCUSSION ITEMS**

5.1 Regional Mobility Policy Update

Chair Craddick introduced the presenters Ms. Kim Ellis, Metro Principal Transportation and Ms. Lidwien Rahman, Oregon Department of Transportation (ODOT) Principal Planner.

Key elements of the presentation included:

Ms. Ellis explained that the Regional Mobility Policy Update reexamined how Metro measured mobility and what measures were used to define success. She explained that the Regional Mobility Policy Update was a joint effort between Metro and ODOT. Ms. Ellis encouraged JPACT members to provide feedback on the update.

Ms. Ellis stated that as the region grew the transportation system was increasingly strained. Ms. Ellis acknowledged that current techniques for measuring congestion were inadequate for helping to inform transportation investments. She stated that coordinated planning was essential to keep pace with the changing region. Ms. Ellis added that coordinated plans would identify needs and set policies for investments. She noted that transportation investment were historically driven by traffic congestion in Metro's growing region.

Ms. Ellis explained that Metro's congestion policy was created based on Metro's 2040 Growth Concept. She explained the volume to capacity ratio, the most widely adopted metric for reporting transportation system performance in the United States.

Ms. Ellis added that the 2000 Regional Transportation Plan tailored mobility policy to support the 2040 Growth Concept. She stated that the 2000 Regional Transportation Plan adopted new strategies for managing congestion, which included setting targets for reducing low occupancy vehicles and managing parking. Ms. Ellis remarked that the mobility policy was adopted in the Oregon Highway Plan in 2002.

Ms. Ellis stated that the 2010 Regional Transportation Plan focused on broader outcomes, which included: identifying the need to update the region's congestion policy, introducing concepts of mobility corridors and system completion. She explained that the 2018 Regional Transportation Plan aimed to advance performance-based decisions. Ms. Ellis noted that equity, safety, climate and congestion were identified as priorities. She raised concerns about the 2018 Regional Transportation Plan's ability to meet current mobility policy demands.

Ms. Ellis explained the difference between a policy and a standard within the Regional Mobility Policy Update. She noted that a mobility policy is a statement of direction for achieving desired outcomes at the regional level. Ms. Ellis stated that a mobility

standard was used to regulate plan amendments and mitigate development impacts.

Ms. Ellis explained the trajectory of the Regional Mobility Policy Update and provided a two year timeline for updating the policy. She shared the purpose for the mobility policy update, which included: Metro's desire to update its policy framework and develop alternative measures. Ms. Ellis shared potential mobility measures, such as: vehicle miles traveled, mode share, trip length and access to jobs. She noted that the Metro Council, JPACT, local and regional governments would provide extensive feedback throughout the process. Ms. Ellis asked JPACT members for feedback on the draft project objectives.

Member discussion included:

- Commissioner Paul Savas noted that several residents in Clackamas County had inadequate access to active transportation and transit. He remarked that Metro should address these inadequacies throughout the region.
- Mayor Anne McEnerny-Ogle expressed her interest in the project.
- Commissioner Chloe Eudaly thanked the presenters and expressed her support for the project.
- Commissioner Roy Rogers asked about the benchmarks and the coordination behind the local mobility plans. Ms. Ellis stated that Metro updated the regional mobility policy in partnership with local partners because of the implications for the Transportation System Plan. Commissioner Rogers expressed his appreciation for the presentation and he raised some concerns about the stakeholder involvement process. He suggested that there should be several opportunities for stakeholder involvement throughout the policy update process. Ms. Ellis stated that Metro would strive to keep stakeholders engaged, as represented in Metro's draft engagement plan.
- Mr. Doug Kelsey expressed his appreciation and encouraged Metro to consider leading metrics and asset effectiveness metrics. He also asked Metro to evaluate the percentage of commuters with transit access and to identify related projects led by different government agencies. Ms. Ellis noted that Metro would be working to compile information about related projects in the initial stages of the policy update.
- Mayor Tim Knapp expressed concerns about Metro's approach. He noted that Metro's focus on traditional measures of congestion were not related to concepts of system completeness and interrelatedness. Mayor Knapp added that Metro should adopt new measures that focus on system completeness and interrelatedness to evaluate transportation gaps throughout the region. He

encouraged Metro to engage with the Metropolitan Mayors' Consortium (MMC) to discuss transportation impacts.

- Ms. Nina DeConcini asked if Metro had primarily partnered with the Multnomah County Public Health Department or Oregon Health Authority. Ms. Ellis stated that Metro is primarily partnering with the County Public Health Department.
- Ms. Mandy Putney expressed her appreciation for the presentation.
- Mayor Jef Dalin raised concerns about the safety of public transportation and the Metro region's systematic transportation failures.
- Councilor Craig Dirksen asked about Metro's targets for stakeholder engagement and provided suggestions for improving the stakeholder engagement process.

5.2 Regional Congestion Pricing Technical Study

Chair Craddick announced the next presenters, Ms. Elizabeth Mros-O'Hara, Investment Project Manager and Ms. Grace Cho, Senior Transportation Planner.

Key elements of the presentation included:

Ms. Mros-O'Hara provided a project overview and stated that Metro was in the scoping process. She described congestion pricing and added that it had the potential to reduce traffic congestion and greenhouse gas emissions. She explained that this was an urgent issue because congestion in greater Portland was increasing.

Ms. Mros-O'Hara provided planning context for the Regional Congestion Pricing Technical study. She explained that the 2010 Regional Transportation Plan, the Transportation Systems Management and Operations Strategic Plan had identified travel demand management and congestion pricing as potential tools. Ms. Mros-O'Hara explained that the 2018 Regional Transportation Plan and Metro Council prioritized a near-term comprehensive review of congestion pricing.

Ms. Mros-O'Hara discussed Metro's coordination with the City of Portland's equitable mobility study and the Oregon Department of Transportation's (ODOT) tolling project. Ms. Mros-O'Hara stated that the Regional Congestion Pricing Study would evaluate the performance of congestion tools from a regional perspective. She noted that Metro would seek strategic advice and feedback from targeted stakeholder engagement. Ms. Mros-O'Hara provided an overview of the study's expected outcomes as well as its projected timeline.

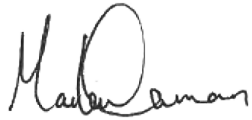
Member discussion included:

- Commissioner Savas addressed the transportation gaps in Clackamas County and the lack of access to several transportation modes. He raised concerns about the study and its failure to properly address equity issues in underserved areas in the region. Commissioner Savas suggested that equity needed to be properly measured and redefined to consider transportation access. He stated that transportation access needed to be considered as a priority. He asked about the funding source for the study and for clarification on the Metropolitan Planning Organization (MPO). Ms. Margi Bradway explained that the study was funded through the MPO which included JPACT. She explained that the 2018 Regional Transportation Plan gave Metro the ability to start the congestion pricing study.
- Commissioner Jessica Vega Pederson asked about Metro's authority to establish a congestion pricing system. Ms. Bradway noted that Metro is not a road authority and Metro is not focused on implementation. She explained that Metro was acting as a third party researcher.
- Mayor Anne McEnerny-Ogle expressed her appreciation for the presentation. She emphasized C-TRAN's role as the number one North American midsize transit provider and its role as a major transit provider for Portland.
- Ms. Emerald Bogue expressed her appreciation for the study. She asked if the presenters would speak to parking as a congestion pricing tool. Ms. Mrs-O'Hara stated that the study considered whether parking fees were appropriate.
- Commissioner Eudaly expressed her appreciation for the study. She noted that Portland was recognized as one of 25 cities participating in the Bloomberg Philanthropies' efforts to address climate change. Commissioner Eudaly explained Pricing for Equitable Mobility's (PEM) work to address transportation equity issues. She explained the various costs of congestion, including the toll on a commuter's time and environmental impacts.
- Mayor Knapp explained how transportation needs differed throughout the region. He noted that Metro needed to consider conflicting goals throughout the region. Mayor Knapp pointed to Clackamas County's lack of transportation connections, grid system and diversion routes.
- Mayor Jef Dalin expressed his appreciation for ODOT's efforts to address bottlenecks.
- Mr. Doug Kelsey explained that this was a crucial study for the region and encouraged Metro to invest more resources to stream line the study in the face of climate change.

6.0 ADJOURN

Chair Craddick adjourned the meeting at 9:03 am.

Respectfully Submitted,



Marlene Guzman
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JULY 18, 2019

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	Presentation	7/18/19	Regional Mobility Policy Update	071819j-01
5.2	Presentation	7/18/19	Regional Congestion Pricing Technical Study	071819j-02