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0JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

January 18, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick
Nina DeConcini
Craig Dirksen (*Chair*)
Denny Doyle
Tim Knapp
Anne McEnerny-Ogle
Roy Rogers
Dan Saltzman
Paul Savas
Bob Stacey
Jessica Vega Pederson

AFFILIATION

Metro Council
Oregon Department of Environmental Quality (ODEQ)
Metro Council
City of Beaverton
City of Wilsonville
City of Vancouver
Washington County
City of Portland
Clackamas County
Metro Council
Multnomah County

MEMBERS EXCUSED

Kris Strickler

AFFILIATION

Washington State Department of Transportation

ALTERNATES PRESENT

Emerald Bogue
Jef Dalin
Mark Gamba
Doug Kelsey

AFFILIATION

Port of Portland
City of Wood Village
City of Milwaukie
TriMet

OTHERS PRESENT: Joanne Valencia, Jamie Huf, Nicole Hendrix, Dwight Brashear, Brenda Perry, Mike Bezner, Kate Lyman, Alan Lehto, Carol Pauli, Chris Fich, Suzanne Pfeiffer, Taylor Steenblock, Eric Hesse, Katherine Kelly, Mark Graff, John Cook, Jeff Gudman, Ron Swaren, Gerik Krasnky, Brian Monberg

STAFF: Nellie Papsdorf, Miranda Mishan, Alison Kean, Elissa Gertler, Ted Leybold, Ken Lobeck, Dan Kaempff, Cliff Higgins, Ernest Hayes, Kim Ellis, Eliot Rose, Lake McTighe, Jamie Snook, Jes Larson, Randy Tucker, Malu Wilkinson, Lisa Hunrichs, Tom Kloster, Margi Bradway, Grace Cho

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

JPACT Chair Craig Dirksen called the meeting to order at 7:33 AM. He asked members, alternates and meeting attendees to introduce themselves.

2. CITIZEN COMMUNICATION ON JPACT ITEMS

Ron Swaren: Mr. Swaren raised concerns about congestion tolling and I-5 bridge replacement. He shared that he thought the I-5 bridge replacement would not allow for any more capacity, and that congestion tolling could be avoided by adding a third route through Washington County.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Dirksen provided an update on the State Transportation Improvement Program (STIP) as member of JPACT and Region 1 ACT. He reminded JPACT that these federal and state transportation funds were required to be reflected in the Metropolitan Transportation Improvement Program which was approved by JPACT.

Chair Dirksen explained that as a result of an OTC decision in December 2017, the 2021-2024 STIP would focus on leveraging \$73 million statewide towards safety, active transportation and highway enhancement projects against maintenance and operations projects. He added that in addition to the decision to focus on leverage, the December decision also included a new component for the 2021-2024 STIP.

Chair Dirksen explained that the OTC decided to contingently set aside \$40 million of new revenues, to create the Strategic Investment Fund which would be at the OTC's discretion to allocate. He noted that to date, the process and criteria for the leverage funding programs and the Strategic Investment Fund had yet to be determined. Chair Dirksen reminded JPACT to remain engaged in the discussion as there was a little over \$26 million available in leverage programs in Region 1, which included the Portland metropolitan region. He added that ODOT would be presenting on the STIP in the next couple of months.

Chair Dirksen reminded JPACT that in 2016, the U.S. Attorney's office and Volkswagen agreed to a settlement of \$2.9 billion to address diesel air pollution emitted by Volkswagen passenger vehicles nationwide. He explained that of the \$2.9 billion being distributed across the country, Oregon was slated to receive approximately \$72 million to address the reduction of diesel emissions from transportation sources.

Chair Dirksen shared that this funding was administered by the Oregon Department of Environmental Quality. He recalled that in order to access the settlement funds, DEQ had to develop a mitigation plan and apply to a trustee to release the funds, and that application at the earliest period could begin at the end of January 2018. Chair Dirksen added that DEQ anticipated providing all of the necessary documentation to the trustee by mid-to-late February.

Chair Dirksen remarked that as a part of Oregon's plan for the VW settlement funds, the Oregon legislature directed DEQ to replace 450 older diesel engine school buses which would come to about \$20 million of the \$72 million coming to Oregon. He explained that if JPACT members were interested, DEQ staff would provide a presentation on the VW settlement and its plan for allocating funding.

Chair Dirksen announced new alternates that had been appointed to JPACT. He recognized Ms. Mandy Putney from ODOT and Mr. Doug Kelsey from TriMet. Chair Dirksen recognized Mr. Neil McFarlane from TriMet for his contributions to JPACT over the years.

4. CONSENT AGENDA

Commissioner Paul Savas highlighted errors in the minutes from November 16, 2018, and noted that Commissioner Roy Rogers was not marked present, and that Commissioner Savas was not marked as excused. He added that Mr. Curtis Robinhold was marked present incorrectly.

MOTION: Commissioner Savas moved and Councilor Bob Stacey seconded to approve the consent agenda with amendments to the minutes.

ACTION: With all in favor, the motion passed.

5. INFORMATION/DISCUSSION ITEMS

A. Red Line Extension

Chair Dirksen introduced Alan Lehto from TriMet, and Malu Wilkinson from Metro.

Key elements of the presentation included:

Mr. Kelsey from TriMet explained that part of what TriMet was doing was extending the line in conjunction with the network and thinking about efficiency and increasing speeds.

Mr. Lehto shared that they had been doing a lot of work on the operational side and looking at reliability. He explained that the project would do two things, to extend the red line to get to development areas and employment areas.

Mr. Lehto noted that it became clear that the more the system was extended the more critical the key links are, and it was important to consider the physical structure of the track as well as operations. He shared that the large part of this project was to improve the tracks.

Mr. Lehto explained the project elements and their projected benefits, and discussed how they would allow the red line to operate reliably. He shared details of the proposed changes, including some of the history behind the initial infrastructure, and how these problems would be addressed by the project.

Mr. Lehto recounted the community engagement process and explained the public outreach timeline through 2018. He shared details of project funding and the funding timeline, and contextualized it within the overall project timeline. Mr. Lehto highlighted that the opening date was planned for 2021/2022. He added that this project was a step behind the Division Transit Project.

Mr. Lehto acknowledged that this was not necessarily what they were initially planning on, and the more they examined the Red Line the more they realized they needed to address. He noted that there were many weaknesses to address in the long run.

Member discussion included:

- Mayor Doyle asked what would happen if federal funding wasn't received. Mr. Lehto emphasized that this project was dependent on federal funding.
- Councilor Stacey asked if this was an overall effort to improve performance and if so was there room in the project to look at the station spacing in downtown Portland? Mr. Lehto remarked that this would add difficulties to the project.
- Councilor Craddick clarified that it would still be possible to transfer to the airport train at Gateway. Mr. Lehto confirmed that these improvements would retain the trip

from downtown Portland and it would stop at the exact same location and use the existing track, and that the trip on the way back would stop at a station slightly north. Councilor Craddick asked what impact this project would have on funding decisions for the Division Transit Project. Mr. Lehto explained that they FTA had not shown any unwillingness to fund multiple projects in the region especially if it was multiple small starts projects.

- Mayor Knapp asked what was being forgone since TriMet was devoting \$100 million dollars to this project. Mr. Lehto explained that they would spread the funding out over the years to ensure that it had a minimal impact on the rest of their projects. He shared that they hadn't seen many other opportunities to address the issues with the Red Line without such a large investment, and that addressing these issues was better done sooner rather than later. Mayor Knapp expressed concern that no one at TriMet knew where the \$100 million was coming from. Mr. Lehto emphasized that it was not the case that they were taking money from a project and putting it elsewhere, but rather that they were shifting priorities.
- Ms. Bogue shared that the Port of Portland was looking forward to this project, and that more direct and reliable service to the airport was important to the Port. She added that 10,000 came to work at the airport every day, and that a lot of passengers came through as well.
- Mr. Kelsey responded to Mayor Knapp, and shared that TriMet was putting their capital processes under a lens and doing a lot of internal efficiencies to ensure that the money gets spread, as well as shifting their spending priorities.
- Commissioner Savas asked where the money was coming from. Mr. Lehto explained that the distinction he was trying to draw was that money was not being taken out of other projects, and while projects had to compete, lower priority projects, particularly issues that didn't face the customers were often pushed further out. Commissioner Savas asked if this project was going to add capacity or improve convenience, and if so how much capacity would be added. He asked about the carbon impacts of the extension. Mr. Lehto explained that it was adding about eighty percent capacity throughout the day. He noted that part of the reason this project began was because the West Side tunnel was the most congested part of the entire system.
- Commissioner Savas shared that he would like to see conversion of diesel buses to something more energy efficient. Mr. Lehto mentioned that TriMet was receiving their first electric buses in the coming year and would be testing additional clean fuels.
- Chair Dirksen clarified that part of improving reliability was considering how close trains could be to one another, and asked if adding another downtown station was possible. Mr. Lehto explained that trains needed to be at least two minutes apart, but no matter how many trains they tried to push through, if they didn't arrive on time then capacity was not actually increasing.
- Chair Dirksen referred to other potential funding sources, including an FDA funded program called Service Improvement. Mr. Lehto explained that Core Capacity was a new funding project created to deal with larger systems. Chair Dirksen asked if TriMet had used this program before, and Mr. Lehto explained that they had not, as it was a new program created to deal with very large systems in bigger cities.

B. Regional Travel Options Strategy Public Comment Draft

Chair Dirksen explained that staff introduced the Regional Travel Options Strategy update process to JPACT last spring and presented a series of issues facing the program and highlighted the need for an updated direction. He shared that they had gathered input from stakeholders throughout summer and fall of last year. Chair Dirksen announced that staff as presenting the initial draft strategy document for JPACT's input prior to releasing an updated draft for comment during the month of February.

Chair Dirksen introduced Mr. Dan Kaempff, from Metro and Ms. Hannah Day-Kapell, of Alta Planning and Design.

Key elements of the presentation included:

Mr. Kaempff provided background on the policy, and explained that this was policy guidance for the regional travel options program. He discussed how it addressed demand management and how to work with citizens in the region and encourage them to use other modes of travel besides driving.

Mr. Kaempff defined regional travel options, and shared some history of Metro's efforts with the strategy. He highlighted the RTO partners, and explained the history of working with partners on the strategy in the past year.

Mr. Kaempff discussed the factors that were informing the 2018 strategy, and noted some of the changes since the last strategy. He recounted specific goals that the RTO aligned with and supported.

Ms. Day-Kapell shared that over the last few years there had been a flattening of the program's accomplishments. She discussed the issues that needed to be addressed in the 2018 strategy, specifically the need to expand beyond groups and individuals that had been participating from year to year. Ms. Day-Kapell acknowledged the importance of building the Safe Routes to School program, and working with new technologies.

Ms. Day-Kapell highlighted some of the feedback from stakeholders, and noted that the Safe Routes to School program stakeholder input made for new goals. She recounted some of the RTO program goals and emphasized the changes that had been made since feedback was given.

Mr. Kaempff recounted the RTO adoption schedule through May 2018 when council feedback would be requested. He noted that the draft would be out for comment through February. Mr. Kaempff discussed next steps for spring and summer 2018. He noted that funding decisions would be made by July 2019.

Member discussion included:

- Commissioner Savas raised concerns about the decline in transit use, and asked what was causing the decline. Mr. Kaempff explained that it was unclear how the program would respond to new technologies and that they were trying to position the strategy to deal with new technologies but not necessarily introduce them.

- Commissioner Savas asked how they foresaw safety in a climate of declining transit use. Mr. Kaempff shared that Metro staff was working with TriMet on ways to make transit a more preferable option.
- Mr. Kelsey expressed that TriMet was supportive of the strategy and they were curious about the funding strategy. He shared that he was also interested in how what implementation would look like. Mr. Kaempff referred to the staff report, saying it provided some insight into the new direction, and he recognized that they had critical partnerships with many providers around the region including TriMet. He shared that they had an open and competitive grant allocation process over the last six years and they had always seen the same partners, so they were recommending the establishment of regular partners, then setting aside other funds to help new partners grow their programs.
- Councilor Craddick raised concerns that Safe Routes to School had been provided with one or two year grants, and expressed that she wanted to see some specifics on the Safe Routes to School program. She shared that she envisioned the organization similar to JPACT or MPAC. Councilor Craddick suggested that school districts could share ideas, and conveyed that she was looking forward to see how this panned out with regard to the Safe Routes to School program.
- Mayor Knapp conveyed that they needed to have clear presentation of what opportunities there were for the private sector and how partners would go about accessing these opportunities. He shared that he hoped public outreach would continue. Mayor Knapp explained that thinking long term about how to provide more of these opportunities was important, as well as having a simplified presentation to ensure good dialogue with potential partners.
- Commissioner Roy Rogers asked if there was any change in strategy with regard to matching grants that jurisdictions were contributing to Safe Routes to School. Mr. Kaempff acknowledged Washington County's commitment to Safe Routes to School, and emphasized that the strategy was setting up a foundation to help their program grow. Commissioner Rogers asked if there were conversations regarding additional contributions from partners, and if they would be penalized for contributing. Mr. Kaempff shared that partners would not be penalized and they wanted to make sure they could leverage contributions. He noted that they had not yet worked out the details.

C. 2018 RTP: Update on Technical Evaluation, Engagement Schedule, and Regional Leadership Forum #4

Chair Dirksen explained that JPACT was receiving an update from staff on the 2018 Regional transportation Plan and what could be expected through the rest of the year and through the adoption of the plan. He explained that the Regional Transportation Plan responded to both federal and state mandates which required Metro to finish by the end of the year.

Chair Dirksen acknowledged that a lot had changed since the adoption of the work plan in 2015. He added that they had accomplished a lot including three Regional Leadership Forums in which they discussed the region's transportation challenges and opportunities, heard what other metropolitan areas are doing to meet their transportation challenges, and developed a better picture of federal and state funding.

Chair Dirksen explained that Metro staff had been directed to create a more realistic budget for the financially constrained project list, and that gave JPACT confidence that the outcomes would be accomplished. He reminded JPACT that the budget still required some work from the current funding levels, some of which had already been done with house Bill 2017.

Chair Dirksen spoke to the increasing population of greater Portland area, and emphasized the need to work together to make progress on key outcomes such as safety, equity and implementing the Climate Smart Strategy.

Chair Dirksen introduced Ms. Kim Ellis and Mr. Clifford Higgins from Metro.

Key elements of the presentation included:

Ms. Ellis highlighted the challenges to quality of life in the region that were being addressed in the RTP. She discussed the 2018 RTP project priorities and reminded JPACT where these materials could be found online. Ms. Ellis reminded JPACT of the project timeline and the plan to adopt the RTP in December 2018. She shared some of the topics for upcoming discussions.

Mr. Higgins described some of the opportunities for public engagement, and recounted the importance of community engagement on the RTP. He shared that making the decision making spectrum tighter as a result of public input would lead to easier decision making in the future.

Mr. Higgins recalled current engagement opportunities that would be taking place in the upcoming months. He reminded JPACT of the upcoming regional leadership forum as well as future discussions and decisions that would come to JPACT.

Member discussion included:

- Commissioner Savas expressed that there was a need for jurisdictions and staff to be involved in the RTP conversations.
- Mayor Knapp raised concerns that the methodology did not align with the described approach. He explained that his perception was that they were not thinking about a transportation system in a broader sense.
- Commissioner Saltzman asked if they were on track with climate smart and Vision Zero. Ms. Ellis remarked that they were falling short in the level of transit service that they assumed in the climate smart strategy. She added that they would be working with TPAC and MTAC and would be looking to JPACT for direction on what kinds of refinements could be accomplished with this update.
- Chair Dirksen asked where the funding would come from to go through with all of the programs.
- Councilor Craddick asked how they were planning to incorporate the RTP with future funding possibilities and become more specific about goals.
- Ms. Elissa Gertler expressed appreciation for these questions, and emphasized that the RTP could be as visionary as their resources allowed. She noted that they had a big vision but not the resources, and that they were working on a process for engaging voters and partners. Ms. Gertler emphasized that all of these questions were asking how to expand resources.

ADJOURN

JPACT Chair Dirksen adjourned the meeting at 9:06 AM.

Respectfully Submitted,



Miranda Mishan
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JANUARY 18, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5.1	PowerPoint	1/18/18	Presentation: Red Line Extension and Reliability Improvement Projects	011818j-01
5.2	PowerPoint	1/18/18	Presentation: 2018 DRAFT Regional Travel Options Strategy	011818j-02
5.3	PowerPoint	1/18/18	RTP Update on Engagement and Evaluation	011818j-03
5.3	Handout	1/15/18	RTP Public Comment One-pager	011818j-04