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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

November 15, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick  
Nina DeConcini  
Craig Dirksen (*Chair*)  
Tim Knapp  
Anne McEnerny-Ogle  
Roy Rogers  
Bob Stacey  
Chloe Eudaly  
Carley Francis

AFFILIATION

Metro Council  
Oregon Department of Environmental Quality (ODEQ)  
Metro Council  
City of Wilsonville  
City of Vancouver  
Washington County  
Metro Council  
City of Portland  
Washington State Department of Transportation

MEMBERS EXCUSED

Jeanne Stewart  
Jessica Vega Pederson  
Paul Savas

AFFILIATION

Clark County  
Multnomah County  
Clackamas County

ALTERNATES PRESENT

Emerald Bogue  
Jef Dalin  
Mark Gamba  
Mandy Putney  
Bernie Bottomly

AFFILIATION

Port of Portland  
City of Wood Village  
City of Milwaukie  
Oregon Department of Transportation  
TriMet

OTHERS PRESENT: Steve Witter, Dave Unsowrth, Inessa Vitko, Kelly Betteridge, Tom Mills, Doug Kelsey, Lisa Wilson, and Todd Juhasz

STAFF: Margi Bradway, Nathan Sykes, Ernest Hayes, Jamie Snook, Malu Wilkinson, Chris Ford, Sara Farrokhzadian, Sima Anekonda

**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**

*There were none.*

### **3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS**

Chair Dirksen stated that the December JPACT meeting was cancelled. He said that the January 17, 2019 JPACT meeting would provide an overview of 2019 JPACT discussion items as well as consider transportation-related issues that may be considered for the next legislative session.

### **4. CONSENT AGENDA**

MOTION: Commissioner Roy Rogers moved and Councilor Bob Stacey seconded to approve the consent agenda.

ACTION: With all in favor, the motion passed.

### **5. ACTION ITEMS**

#### **5.1 Southwest Corridor LPA – Recommendation to Metro Council**

Chair Dirksen discussed his involvement in identifying a transit solution for the Southwest Corridor. He summarized the role of light rail and thanked committee members and community members for their commitment to developing a preferred alternative. He then introduced Mr. Chris Ford and Ms. Malu Wilkinson from Metro.

*Key elements of the presentation included:*

Mr. Chris Ford stated that Metro identified the Southwest Corridor and the Powell Division Corridor as a priority for transit investment. He explained that the proposed project would include the following: an extension of the Green line from PSU, a 12 mile extension, and provide 43,000 rides per day after 10 years. He added that the project would also provide transit through OHSU, Hillsdale, Multnomah Village, PCC, Tigard, and Tualatin.

Mr. Ford articulated that one of the desired outcomes for the SW Corridor project was to serve the 2040 Growth Concept as well as consider how outputs would be invested. He stated that the Metro region was unique because land use planning and transportation worked together. He stated that it was expected that the number of residents in the SW Corridor would increase by 70,000 by 2035. He asked JPACT to consider how to cope that level of growth while also maintaining adequate level of transportation services. He emphasized that transportation investments were crucial in responding to this amount of growth. Mr. Ford mentioned that the SW Corridor was a place of work and explained that a vast majority of people who worked there, commuted from other cities. He then recalled that 93% of workers in Tualatin live outside of the city. He stated that that there were many jobs in Tualatin, Tigard and Beaverton which would add to congestion. Mr. Ford highlighted that the SW Corridor Plan would build light rail and other projects to help workers commute in a timely manner. Mr. Ford noted that projection showed that by 2035, there would be more than 255,000 people working in the corridor.

Mr. Ford reminded JPACT that Metro passed a bond measure related to housing and that TriMet made a commitment towards housing development. He explained that Portland and Tigard developed an Equitable Housing project together which folded into the overall SW Equitable Development Strategy. He explained that the overall strategy would include actions to support housing choices along with job creation, small business support, and workforce development. Mr. Ford then highlighted the Immigrant and Refugee Community Organization's partnership with OHSU for job training to move qualifying SWC residents from lower-wage, lower skilled jobs to middle skill health care roles. He recognized that the Equitable Development Strategy was an ongoing process.

Mr. Ford explained that the project's benefits would be expressed through ridership during afternoon hours. He explained that the SW Corridor provided community opportunities and highlighted jobs located in Portland, Tigard, and Tualatin. He stated that the SW Corridor would act as a link between Portland, Tigard, and Tualatin. He stated that Barbur Boulevard did not have sidewalks and yet it was the main connection in that area. Mr. Ford detailed that Barbur Boulevard did not adequately serve the community and emphasized the need to rebuild the infrastructure.

Mr. Ford recalled that planning efforts began in 2011 with land use and that work was directed by a Steering Committee. He displayed a map which depicted the SW Corridor and clarified how it connected with the preferred alternative. Mr. Ford emphasized that the SW Corridor was a revolutionary concept and described that the plan utilized public involvement to ensure diverse voices were included. He added that the Steering Committee was appointed by the Metro Council and outlined what areas needed to be linked to one another. Mr. Ford explained that the committee met monthly to learn about the plan's technical aspect and planning trade-offs. He highlighted that the committee voiced support for the proposed alternative then continued to detail aspects of the public review process. He added that certain public engagement meetings were hosted in both Spanish and English and allowed participants to provide testimony. He stated that testimony was received immediately to ensure those individuals were heard.

Mr. Ford stated that major decisions considered tunnels, BRT, or light rail. He then stated that the Preferred Alternative recommended by the SW Corridor Steering Committee was based on purpose and need, draft EIS, public and agency input, and FTA rating criteria. Mr. Ford highlighted the following improvements that SW Corridor plan would make to Inner Portland: an extension of PCC to South Portland onto Barbur Boulevard, a connection to Marquam Hill, shared transit ways, replaced Newbury and Vermont viaducts, continuous bike lanes and sidewalks on Barbur, and separate Ross Island Bridgehead project. He then listed improvements to Outer Portland would include another shuttle connection to PCC Sylvania, a Barbur to Barbur transit center, I-5 crossings, and auto lanes on Barbur.

Mr. Ford described changes that would take place in Tigard and Tualatin. He stated that there would be a cross under Barbur and 99W, alignment and station of Hall Boulevard, a Hunziker O and M facility, and a terminus at Bridgeport. Mr. Ford stated that the plan would require immense inter-agency cooperation.

Mr. Ford outlined next steps for the plan. He explained that in 2019, SW Corridor would enter into project development which included a new Steering Committee, public meetings and design workshops, updated designs, continued work with SWEDS, and a complete

environmental overview. He clarified that the project would not receive federal funds until 2022 and would maintain itself until 2027. Mr. Ford highlighted the overall LRT schedule and stated the SW Corridor project collaborated with partners.

Mr. Ford requested action from JPACT.

*Member discussion included:*

- Councilor Stacey commented on the length of the project and stated that this project had been decades in the making. He thanked staff for their commitment to community engagement and expressed excitement over TriMet's management of a new steering committee. He highlighted the desire to protect existing businesses. He spoke to the investments made by Tigard, Portland, and Metro staff in the Equitable Development Strategy were realized by keeping businesses going and to protect the affordable housing supply. Councilor Stacey also expressed that the \$650 million dedicated to affordable housing needed to be utilized for this corridor.
- Commissioner Roy Rogers expressed gratitude for the efforts being made on the project and praised staff for their involvement. He stated that Mr. Ford along with the TriMet staff had done great work on this matter. He added that there was still more work to be completed.
- Commissioner Chloe Eudaly congratulated the staff that worked on this project. She announced that the Portland City Council unanimously approved the LPA with no meaningful changes made to it. She stated that she was pleased to support this and thanked Councilor Stacey for his work on affordable housing. She stated that affordable housing was essential to this project in order to protect people from gentrification and displacement. She added that she looked forward to being on the SW Corridor Steering Committee.
- Ms. Mandy Putney passed out a letter in support of the LPA and Barbur Boulevard transfer. She stated that ODOT was an active participant and supported the project moving forward.
- Mr. Bottomly echoed the comments that were already made and thanked Chair Dirksen for his leadership and Councilor Stacey for his contribution. He then recognized various staff members who aided in the development of this project. He stated that this was a complicated project which required an immense amount of effort. He thanked Commissioner Eudaly, stating that she had already left her imprint on the project by incorporating affordable housing into the design. He stated that a milestone had been reached then summarized the project's planning process. He added that there was still more work to be accomplished. He thanked TriMet for taking the lead on this project. He described the ways in which the project would rebuild infrastructure, highlighting the construction of store sewers Barbur Boulevard. He mentioned that the project would be complicated and costly and emphasized that this project would rebuild a whole quadrant of the city. Mr. Bottomly stated that there was a competitive process at the federal level.
- Councilor Craddick thanked everyone that worked on this project. She was impressed with how this project had evolved over the years. She recognized that an entire community was involved in an effort to rebuild an entire portion of the City. Councilor Craddick added that trains were becoming more crowded and that transit was the best way to travel.

- Mayor Knapp announced that cities of Clackamas County supported this project. He discussed the challenges of not having transit connection from Bridgeport to Tualatin, stating that it had a negative impact on workers and other commuters. Chair Dirksen responded to Mayor Knapp and mentioned that one of the outcomes of the SW Corridor plan was to identify the need for transit between Sherwood and Tualatin. He said that it resulted in a new transit line that runs from Sherwood to the West Station in downtown Tualatin. Chair Dirksen then stated that when this project was completed, the line would then be extended to the terminus at Bridgeport Village. Mayor Knapp stated that Bridgeport was extremely congested then asked where drivers would park after exiting I-5. Chair Dirksen clarified the intended location of the station was near an existing park and ride and transfer station. Chair Dirksen added the station's design was still undergoing consideration to ensure it had minimal impact on existing businesses in the area. Mr. Bottomly reported that the purposed park and ride at Bridgeport would provide 900 spaces and noted that there was opportunity for increased bus service. Mayor Knapp remarked that Cities of Clackamas County were not being well served by public transportation and detailed methods to better serve this community. Mayor Knapp stated that transit lines needed to be extended beyond Bridgeport in order to connect with other transit systems in the metropolitan area. Chair Dirksen referenced the plan's future endeavors.

MOTION: Commissioner Roy Rogers moved, and Mayor Tim Knapp seconded, to recommend adoption of Resolution 18-4915 to the Metro Council

ACTION: The motion passed with all in favor.

## **6. INFORMATION/DISCUSSION ITEMS**

### **6.1 State Transit Fund Update**

*Key elements of the presentation included:*

Mr. Tom Mills stated that the HB 2017 requirements went into effect as of July, 2018 and added that these funds would accessed in April, 2019. He explained that the State of Oregon had requirements on how funding should be spent. He said that plan needed to include description of amounts used for the follow: increased frequency to low-income areas, natural gas or electric buses, fare reduction for low-income, expansion of bus routes and service to low-income areas, improved connections inside and outside districts, reduced fragmentation of service, and minimum of 1% of funding for student transportation.

Mr. Mills stated that a diverse Transit Advisory Committee was created and mentioned Councilor Bob Stacey's and Commissioner Paul Savas' involvement. He said that Committee devised a plan after a year of work. He added that funding for the low-income fair program was already in effect. He recalled that the Committee set aside STIF funding for buses and capital improvements. Mr. Mills detailed the breakdown of the STIF Funding Allocation and noted that the funding for regional coordination addressed requests to bridge inner and outer districts. He added that \$1 million dollars would be put towards improved senior and disabled transportation. Mr. Mills conveyed that there was a gap in transportation services for senior and disabled individuals that would often be filled by non-profit providers. He discussed funds that were set aside for an electric bus program then added that this program would require

infrastructure support as well. He stated that aspects of the final STIF Funding would be allocated to school transportation and system capital in general. He then continued to list costs for the electric bus program, accessible bus stops, the ETC Transit Priority, and Security.

Mr. Mills acknowledged that community workshops were held prior to development. He explained that the community comments were categorized as: top tier priorities, second tier priorities, and third tier priorities. Mr. Mills explained that working with the Committee sparked discussion of how the TriMet bus service could be improved. Mr. Mills provided JPACT with the FY19-23 STIF Service Plan map and stated and detailed how it was organized. He added that the improvements pictured on the map include STIF funds along with services funded through the payroll tax increase.

Mr. Mills shared that the regional coordination projects underwent a solicitation process that asked communities to apply for projects. He then described Regional Coordination Projects using a map which outlined how each project was funded.

Mr. Mills discussed the outreach process for PTIP. He stated that the PTIP outreach process began online and utilized: email, Riders Club, and social media. Mr. Mills then informed that seven open house meetings were held and had 288 attendees. He added that IRCO and other community based organizations helped design the open house exercise and promoted the workshop.

Mr. Mills stated that the Advisory Committee approved the plan 24-2. He explained that Advisory Committee advocates for TriMet urged: more transit coverage in the region, especially to high schools, more regional coordination services, increased senior and disabled transportation, a region-wide youth pass program, and a level of service study for the district.

*Member discussion included:*

- Mayor Gamba complimented TriMet on the decision to move to an electric bus system. He then sought clarification on compressed natural gas (CNG) and hydrogen. Mr. Mills stated that TriMet considered using CNG or hydrogen for the bus system as an alternative. Mr. Bottomly added that TriMet adopted a 5-year electric bus pilot bus project which would bring on at least 60 battery powered busses. He clarified that TriMet staff were also directed to also consider two other alternatives related to renewable natural gas. Mr. Bottomly stated that hydrogen technology was a potentially lower cost solution, but posed the question as to how hydrogen would be generated. Mr. Bottomly said that the emissions of CNG were still being analyzed. Mayor Gamba asked if partnering with companies would better serve peripheral areas. Mr. Mills stated that it was better and more efficient to work with non-profit providers.
- Commissioner Eudaly supported the allocation to increase efficiency in the transit network. She thanked TriMet for their commitment to providing a low income fair option. She also expressed disappointment that TriMet did not meet the community's goals by not providing youth passes.

## **6.2 Enhanced Transit Corridor Plan Update**

*Key elements of the presentation included:*

Ms. Jamie Snook described the public's concerns regarding transportation. She stated that transit travel times increased and mentioned the need for better transit reliability. Ms. Snook reported that the average speed for buses traveling through traffic have decreased over time and also highlighted transit delays during peak congestion times.

Ms. Snook stated that the goal of the ETC pilot program was to: develop a regional program to improve transit speed and reliability, build partnership, and develop a collaborative process. Ms. Snook stated that the ETC Pilot Program would increase transit capacity, speed and reliability. She then described funding opportunities for the pilot program including building a set of Enhanced Transit projects as well as develop a pipeline of Enhanced Transit projects. Ms. Snook discussed the need for the following improvements: dedicated transit lanes, business access and transit lanes and queue jump, pro-time transit lanes, bus on shoulder, and near level and all-door boarding.

Ms. Snook outlined the pilot program implementation which would: provide technical assistance in project development for local implementation in near term, provide technical assistance in concept design for future implementation, and develop a pipeline of potential projects.

Ms. Kelly Betteridge stated that a data driven process was conducted and segmented current and future frequent service network into three categories: reliability, ridership, and dwell time. She stated that jurisdictional partners were engaged to understand what details required further discussion. She mentioned that workshop were held in order to identify problems and determine how partners could be utilized. Ms. Betteridge stated that TriMet had accumulated an immense amount of data covering the existing transportation system.

Ms. Snook stated that a series of fourteen workshop were held and partners were asked for interest responses. Ms. Snook highlighted that 38 applications were received which indicated the immense amount of interest. Ms. Snook also provided a map which illustrated work shopped ETC segments and potential ETC segments. She stated that the project was partnering with City of Portland for future funding. Ms. Snook then provided maps which showed ETC's design concepts for the City of Portland, City of Hillsboro, City of Beaverton, and City of Oregon City.

Ms. Snook outlined the following process and expectations for ETC: develop and agree on individual scope for each project, expedited schedules, and measure the transit reliability and travel time benefits of improvements.

Ms. Betteridge described major projects occurring on Burnside and the Steel Bridge. She stated that there was an opportunity to improve mobility on existing lanes. She then discussed the improvements were moving at a smaller level, however the impact was regional. She mentioned that the ETC program was recommended to receive \$410 million funds in HB 2017. She stated that staff was working with project sponsors to determine how funds are spent. Ms. Betteridge discussed that projects that dealt with leveraging existing funding, demonstrated a substantial benefit, and could be implemented quickly would be prioritized.

Ms. Snook depicted two different tracts for the implementation timeline: Fast track design to IFC and concept development.

*Member discussion included:*

- Councilor Bob Stacey expressed that he was a transit rider and a regular commuter. He detailed his experiences with using transit. He asked would could be done to reduce time on public transit.
- Commissioner Eudaly stated that Portland strongly supported the ETC. She then thanked Metro and TriMet for their work and added that Portland had already proposed transit improvements. She touched on the relationship between affordable housing and transit and emphasized the importance of increasing services to individuals with disabilities.
- Councilor Craddick stated that more people needed to use transit in order to meet the Climate Smart goals. She added that transit needed to be more reliable, dependable, and faster to encourage more people to use public transportation. Councilor Craddick said that the Metro Council would approve the expansion of four cities, and encouraged those cities to consider enhanced transit options. She advocated that this plan become a part of future planning for new areas in the urban growth boundary.
- Mr. Bottomly recognized former Portland City Commissioner Steve Novick for bringing about this idea. He recognized the ways in which Regional Flexible Funds Allocations could be used then acknowledged how \$5 million was used to develop the concept for this plan and encouraged engagement from local jurisdictions. Mr. Bottomly stated that this initial investment resulted in the allocation of \$10 million from the HB 2017 bill. He emphasized that \$10 million would not be enough to make this was an ongoing regional project. He said that future RFFA funds needed to be utilized and that local jurisdiction need to partner with TriMet or Metro to ensure the ETC was included in their own road projects. He noted that rail projects needed to accommodate growth. Chair Dirksen expressed that larger projects require a system that allows for continuous refinement and improvement.
- Mayor Gamba stated that these projects were vital to increasing mode share. He encouraged that this work be included in the upcoming bond.

**ADJOURN**

JPACT Chair Dirksen adjourned the meeting at 9:04 AM.

Respectfully Submitted,



Sima Anekonda  
Recording Secretary



**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF NOVEMBER 15, 2018**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>5.1</b>	Presentation	11/15/18	SW Corridor Light Rail Preferred Alternative	111518j-01
<b>5.1</b>	Handout	11/15/18	Resolution No. 18-4915	111518j-02
<b>5.1</b>	Handout	11/15/18	Memo: Southwest Corridor LPA – Recommendation to Metro Council	111518j-03
<b>5.1</b>	Handout	11/15/18	Resolution No. 4533	111518j-04
<b>5.1</b>	Handout	11/15/18	Resolution No. 37393	111518j-05
<b>5.1</b>	Handout	11/15/18	Resolution No. 18-47	111518j-06
<b>5.1</b>	Handout	11/15/18	Letter from Oregon Department of Transportation	111518j-07
<b>6.1</b>	Presentation	11/15/18	FY2019-2023 Statewide Transportation Improvement Fund (STIF) Plan	111518j-08
<b>6.2</b>	Presentation	11/15/18	Regional ETC Pilot Program update	111518-09