



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
March 19, 2015
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Shirley Craddick, Vice Chair
Denny Doyle
Tim Knapp
Neil McFarlane
Diane McKeel
Steve Novick
Roy Rogers
Paul Savas
Jeanne Stewart
Rian Windsheimer

AFFILIATION

City of Vancouver
Metro Council
City of Beaverton, representing Cities of Washington County
City of Wilsonville, representing Cities of Clackamas County
TriMet
Multnomah County
City of Portland
Washington County
Clackamas County
Clark County
Oregon Department of Transportation

MEMBERS EXCUSED

Shane Bemis
Nina DeConcini
Craig Dirksen, Chair
Kathryn Harrington
Don Wagner
Bill Wyatt

AFFILIATION

City of Gresham, representing Cities of Multnomah County
Oregon Department of Environmental Quality
Metro Council
Metro Council
Washington State Department of Transportation
Port of Portland

ALTERNATES PRESENT

Sam Chase
David Collier
Doug Daoust
Bart Gernhart

AFFILIATION

Metro Council
Oregon Department of Environmental Quality
City of Troutdale, representing Cities of Multnomah County
Washington State Department of Transportation

STAFF: Elissa Gertler, Alison Kean, Andy Cotugno, Dan Kaempff, Caleb Winter, Grace Cho, Chris Meyers, Beth Cohen, Alexandra Eldridge, Joel Cvetko

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

Vice Chair Shirley Craddick declared a quorum and called the meeting to order at 7:32 a.m.

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

R. A. Fontes, Lake Oswego: Mr. Fontes thanked JPACT for considering the reallocation of transit project development funds from the suspended Lake Oswego to Portland Transit Project to support current regional high-capacity transit (HCT) priority projects. Mr. Fontes also spoke to the effects of

autonomous (self-driving) vehicles on transportation programs. He mentioned Google's investments in ride-sharing and car automation companies, and suggested that transit agencies like TriMet would be replaced by shared automated vehicles that could be summoned via smart phone applications.

3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS

Vice Chair Craddick, JPACT Members, and staff provided updates on the following items:

- Mr. Andy Cotugno, Metro Policy Advisor, summarized the February 23 JPACT Finance Subcommittee meeting. The Subcommittee discussed development of a definition of a transportation system of regional significance, as a precursor to both identifying regional priority projects and pursuing regional funding for transportation.
 - Clackamas County Commissioner Paul Savas characterized his perception of the Subcommittee as focusing on development of a state transportation financing package, and inquired about when the group transitioned to discussing regional initiatives.
 - Mr. Cotugno responded that the conversation at the February subcommittee meeting shifted to discussing regional funding for transportation, as JPACT had already decided to back the Oregon Transportation Forum's (OTF) state transportation package, resulting in an endorsement resolution adopted by JPACT and the Metro Council.
- Vice Chair Craddick provided an update on the JPACT Washington D.C. trip, which is scheduled for April 28-30. There will be a preparation meeting on April 14 at Metro. TriMet is organizing the trip and developing an itinerary.
- Mr. Rian Windsheimer provided an update on the Oregon Department of Transportation's (ODOT) State of the System Report.
- Beaverton Mayor Denny Doyle spoke about the February 20 forum in Beaverton with Ben Plowden of Transport for London, who discussed his work in developing London's robust cycling transportation network.
- Mr. Neil McFarlane of TriMet provided an update on TriMet's proposed fiscal year 2016 budget. TriMet will experience a 15% increase in MAX service hours with the opening of the Orange Line, and the complete restoration of frequent bus and MAX service. The budget proposes realigning TriMet's Honored Citizen fare to its historical rate of one-half the adult fare. The TriMet Board of Directors is scheduled to adopt the proposed budget at its May 27 meeting.
- Ms. Kelly Brooks of ODOT provided an update on the formation of an ODOT Region 1 Area Commission on Transportation (ACT). The Oregon Transportation Commission (OTC) provided a provisional charter to create the ACT at its February 19 meeting. Region 1 county coordinating committees, along with a caucus of rural transit providers, are working to submit nominations for ACT representatives. All nominations are due by April 17, and the first Region 1 ACT meeting is scheduled for May.
- Vice Chair Craddick provided an update on the March 16 Powell-Division Transit Development Project Steering Committee meeting, at which members identified the Tilikum Crossing as a vital connector bridge for the Bus Rapid Transit (BRT) line, narrowed to three options for a BRT connector street between Division to Powell (with 82nd Ave. as the preferred route), and narrowed to three routes the connection for the BRT line to Mt. Hood Community College. The next steering committee meeting will be on June 1.

4. CONSIDERATION OF THE JPACT MINUTES FOR FEBRUARY 12, 2015

MOTION: Mr. McFarlane moved and Washington County Commissioner Roy Rogers seconded to approve the JPACT minutes from February 12, 2015.

ACTION: With all in favor, the motion passed.

5. ACTION ITEMS

5.1 JPACT Recommendation of Metropolitan Transportation Improvement Program (MTIP) Amendments to Metro Council (Resolutions 15-4609 & 15-4610)

Ms. Grace Cho, Metro Transportation Planner, requested JPACT recommend approval to the Metro Council for two proposed amendments to the 2015-18 MTIP. The MTIP is periodically amended to reflect the current status of projects' expenditure schedules. In early 2015, ODOT staff submitted two amendment requests, to add a project and significantly change the scope of an existing project in the 2015-2018 MTIP. Staff assessed both amendment requests, and concluded they are in compliance with all applicable federal rules. The Transportation Policy Alternatives Committee (TPAC) recommended JPACT approve these MTIP amendments at their February 27 meeting.

- Resolution No. 15-4609, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Revise the Scope of the US26 ATMS/ITS Project to Include the Scope of the Federal Tiger Grant Award

Action would recommend to Metro Council to approve.

MOTION: Wilsonville Mayor Tim Knapp moved and Mr. Windsheimer seconded that JPACT recommend to the Metro Council the adoption of Resolution No. 15-4609.

ACTION: With all in favor, the motion passed.

- Resolution No. 15-4610, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Add the Boring Road Bridge Overcrossing Project

Action would recommend to Metro Council to approve.

MOTION: Mr. Windsheimer moved and Commissioner Rogers seconded that JPACT recommend to the Metro Council the adoption of Resolution No. 15-4610.

ACTION: With all in favor, the motion passed.

5.2 Resolution No. 15-4616, For the Purpose of Adopting a Regional Position on Federal Transportation Policy

Mr. Cotugno presented an updated position paper in brochure format on federal transportation policy and funding, which was circulated as a rough draft at the previous two JPACT meetings. The position paper is included as Exhibit A to Resolution No. 15-4616. The paper's primary message calls on Congress to increase road user fees to end the need for a general fund subsidy, thereby ensuring some level of long-term certainty in federal transportation funding. It further

recommends adopting a short-term bill if an increase in the federal program is not adopted. The position paper also identifies the region's preferred policy direction with an increased program, and highlights projects in development that may need Congressional intervention with the U.S. Department of Transportation (USDOT). The goal of the position paper is to allow the region to speak as one voice when advocating for federal transportation dollars. The brochure is intended as a "leave behind" for the region's delegation on the JPACT Washington D.C. trip.

Member comments included:

- Mayor Knapp provided presentation-oriented refinements. He also suggested that language about the equitable distribution of benefits be clarified, and that a segment on the region's Climate Smart Strategy speak more holistically to the climate impacts of other issues aside from transportation, especially land use.
- Commissioner Savas stated that he had not discussed the position paper with the Clackamas County Board of Commissioners, but that he intended to get the Board up-to-date on this matter before the JPACT Washington D.C. trip.
- Troutdale Mayor Doug Daoust inquired about the definition and scope of "Projects of National and Regional Significance." Mr. Cotugno explained that it had been established as a competitive grant program for larger projects, but had never been funded.
- Portland City Commissioner Steve Novick suggested changing the picture at the top of the position paper from the Fremont Bridge to the Tilikum Crossing.
- Vancouver City Councilor Jack Burkman stated that the position paper is in alignment with the intent of the Vancouver City Council.
- Clark County Councilor Jeanne Stewart expressed her appreciation for the position paper's mention of increased application of the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, and spoke to the importance of continuing to expand the emphasis on regional movement of freight. Councilor Stewart also spoke to focusing on safety for all transportation modes, supported the call to restore the Highway Bridge Replacement and Rehabilitation Program, and appreciated the designation of the I-5/Rose Quarter project as a possible Project of National and Regional Significance. However, Councilor Stewart stated that she would not be supporting the position paper.
- Metro Councilor Sam Chase suggested that JPACT move forward with approving Res. No. 15-4616 for recommendation to the Metro Council, with the caveat that staff would incorporate the recommendations suggested by Mayor Knapp and other JPACT members.

Action would recommend to Metro Council to approve, with direction to staff to perform minor modifications and polishing, in alignment with member discussion at the March 19 JPACT meeting.

MOTION: Mayor Knapp moved that JPACT recommend to the Metro Council the adoption of Resolution No. 15-4616, with direction to staff to perform minor modifications and polishing, in alignment with member discussion at the March 19 JPACT meeting.

ACTION: With 11 in favor, two abstentions (Commissioner Savas and Mr. Windsheimer), and one opposed (Councilor Stewart), the motion passed.

6. INFORMATION / DISCUSSION ITEMS

6.1 Reallocation of Transit Project Development Funds

Mr. Alan Lehto, Director of Policy and Planning at TriMet, and Ms. Elissa Gertler, Director of Planning and Development at Metro, provided information on the proposed reallocation of \$5.861

million in unspent transit project development funds from the 2012-13 Regional Flexible Funds Allocation (RFFA) process, to further implement HCT project development.

In September 2010, JPACT and the Metro Council approved a multi-year commitment of regional flexible funds to provide a significant portion of the local match for the construction of the Portland-Milwaukie Light Rail project, and to support moving forward with the next two planned HCT projects: the Lake Oswego to Portland Transit Project (LOPT) and the Southwest Corridor Project. However, LOPT project partners were unable to define a Locally Preferred Alternative in 2011. Consistent with the 2012-13 RFFA policy, TriMet and Metro propose reallocating the transit project development funds that had been targeted for the suspended LOPT project to support current regional HCT priority projects. The proposed reallocation comprises three elements:

- Capital improvements along the Willamette Shoreline: Dedicate approximately \$861,000 towards early implementation projects to address safety and stormwater concerns (2015-16).
- Powell-Division Transit and Development Project: Dedicate \$1.5 million to complement project partner funds and complete financing the project through the Federal Transit Administration (FTA) Project Development process (July 2015 – June 2017).
- Southwest Corridor Plan: Dedicate \$3.5 million to match project partner funds to move the project through the FTA Project Development process (Dec. 2018 – Dec. 2020).

Following TPAC's recommendation at their March 27 meeting, JPACT will be asked to make a recommendation to the Metro Council on the proposed reallocation at the April 9 meeting.

Member comments included:

- Commissioner Savas offered his support for Lake Oswego's request to move funds away from the suspended LOPT project to improve the Willamette Shoreline, but expressed his concern that a sizeable portion of the funds would be moved out of Clackamas County.
- Mr. Windsheimer suggested that, if the Southwest Corridor project is unable to utilize the transit project development funds by a certain point, it might be beneficial to allow for reallocation of the funds for targeted capital improvements to increase transit access and safety in the corridor in the shorter term.
- Mayor Knapp spoke to the need for a dialogue about transit development concepts not addressing transportation around the perimeter of the metropolitan area.
- Ms. Gertler spoke about the upcoming Regional Transit System Plan as part of the Regional Transportation Plan (RTP) update, which will serve as an opportunity to discuss transportation system improvements outside of typical HCT corridors.
- Mr. Lehto spoke about the role of TriMet Service Enhancement Plans, which consider future demand for all transportation connections.
- Mr. Bart Gernhart of WSDOT mentioned that he would be abstaining from a vote on this issue, as it appeared to be more local than regional.
- Mr. McFarlane spoke about the bond covenants that come with bonded funds, which limit reallocation possibilities, and about the role of Service Enhancement Plans in improving transit options outside of the "hub-and-spoke" model. He also mentioned that the projects being considered are critical to transit users, and urged member support for the reallocation.
- Commissioner Novick expressed concern about suggestions that proposed reallocated funds might move away from the Southwest Corridor project

- Mayor Doyle stated that the proposed reallocation sends a signal that the region supports the Southwest Corridor project moving forward.
- Commissioner Rogers stated that Washington County will be supporting this reallocation.
- Multnomah County Commissioner Diane McKeel spoke to the importance of enhanced transit service in the Powell-Division area, and expressed her support for the Powell-Division Transit Development Project.

6.2 Regional Program Investments to Manage the Transportation System

Mr. Dan Kaempff, Metro Principal Transportation Planner, and Mr. Caleb Winter, Metro Senior Transportation Planner, provided a briefing on recent program investments made in Regional Travel Options (RTO) and Transportation System Management and Operations (TSMO). These two programs, outlined in Goal 4 of the RTP, help the transportation system perform at a higher level, by delivering multimodal traveler information, offering promotions that help individuals increase their utilization of transit and active transportation, and providing ongoing investments to optimize transportation system operations and performance.

Mr. Kaempff's segment focused on the RTO program, which is guided by a 5-year strategic plan adopted by JPACT and the Metro Council in 2012. Key points of the presentation included:

- RTO program elements, including:
 - Funding and supporting the work of partners across the region.
 - Developing and coordinating a strategic marketing effort.
 - Measuring and evaluating program effectiveness.
 - Aligning program policy with regional goals and objectives.
- 2015-17 RTO grants, which aim to assist the public with understanding their travel choices. With \$2.1 million available to award, 18 of the 32 applicants received funding, leaving \$2.47 million in unfunded requests.
- Highlighting Safe Routes to School, a significant grant recipient funded during the most recent grant cycle. Applications during this cycle broadened the reach and scope of the RTO program, allowing it to meet a broader set of objectives and outcomes.
- Illustration of the positive effects of the RideWise Connection program, one example of an RTO grant partner.
- 2015-16 next steps for the RTO program.
- The RTO Strategic Plan update, to be developed between July 2015 and July 2016, will establish program direction for 2017-22.
- Observed plateau of RTO outcomes with available resources.

Mr. Winter's segment focused on the TSMO program, which invests in smart technology and operations to manage the transportation system. Key elements of the presentation included:

- The variety of agencies that make up the TSMO regional partnership, which meet as the TransPort TPAC subcommittee, to implement the region's ten year, 2010-20 TSMO Plan.
- 2016-18 TSMO funding allocation: With \$4.64 million available to award, 9 of the 19 projects received funding, leaving \$4.31 million in unfunded requests.
- For the 2016-18 TSMO cycle, TransPort regional and corridor priorities were each allocated \$2.3 million.
- An example of a past TSMO investment project, which implemented adaptive traffic management on key arterials through the Beaverton Regional Center.

- Future TSMO program work, including launching 2016-18 projects, coordinating the 2015 TransPort work plan, updating the TSMO strategic plan, participating in the Oregon Solutions Traffic Incident Management (TIM) team, and beginning the implementation of the Federal Highway Administration (FHWA) I-84 integrated corridor management grant.

Mr. Kaempff closed by highlighting the alignment of RTO and TSMO program work with Climate Smart Policy Areas.

Member comments included:

- Mr. Windsheimer spoke about the success of TSMO program investments, even in the currently constrained fiscal environment.
- Commissioner Savas spoke to his appreciation of the TSMO program as a cost-effective investment in the transportation system, and about patterns in awarding funding through the RTO and other programs that show limited investment in Clackamas County. He also stated that the structuring of criteria for such programs can constrain regional equity in funding distribution.
- Mr. Kaempff mentioned that ensuring regional equity in RTO funding will be discussed as part of the RTO strategic plan update.
- Mayor Knapp expressed concern about the costs associated with managing projects through multiple layers of government supervision, and suggested that staff research and recommend more efficient models for funding administration.

7. **ADJOURN**

Vice Chair Craddick adjourned the meeting at 8:59 a.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Joel Cvetko', written in a cursive style.

Joel Cvetko, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MARCH 19, 2015

ITEM	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2.0	Testimony	3/19/15	R. A. Fontes Citizen Testimony on Autonomous Vehicles	031915j-01
3.0	Letter	2/11/15	Letter from Members of Congress to Congressional Leadership on Federal Transportation Funding	031915j-02
3.0	Minutes	2/23/15	Minutes from the February 23 JPACT Finance Subcommittee Meeting	031915j-03
3.0	Handout	11/26/14	2014 ODOT State of the System Report	031915j-04
3.0	Handout	3/19/15	2014 TriMet Annual Report	031915j-05
6.1	Testimony	3/6/15	Charles Ormsby E-mailed Testimony on Agenda Item 6.1	031915j-06