



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
September 10, 2015
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Shirley Craddick, *Vice Chair*
Nina DeConcini
Craig Dirksen, *Chair*
Denny Doyle
Kathryn Harrington
Tim Knapp
Neil McFarlane
Steve Novick
Roy Rogers
Paul Savas
Kris Strickler
Rian Windsheimer

AFFILIATION

City of Vancouver
Metro Council
Oregon Department of Environmental Quality
Metro Council
City of Beaverton, representing Cities of Washington County
Metro Council
City of Wilsonville, representing Cities of Clackamas County
TriMet
City of Portland
Washington County
Clackamas County
Washington State Department of Transportation
Oregon Department of Transportation

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

Jules Bailey
Doug Daoust
Susie Lahsene
Jeff Swanson

AFFILIATION

Multnomah County
City of Troutdale, representing Cities of Multnomah County
Port of Portland
Clark County

OTHERS PRESENT: Mike Baker, Kelly Brooks, Jef Dalin, Chris Deffebach, Lori DeRemer, LeeAnne Ferguson, Mark Gamba, John Goodhouse, Jeff Gudman, Jeff Hamm, Eric Hesse, Stephan Lashbrook, Alan Lehto, Zoe Monahan, Mark Ottenad, Matt Ransom, Kari Schlosshauer, Andrew Singelakis, Bob Stacey, Joanna Valencia

STAFF: Grace Cho, Andy Cotugno, Alexandra Eldridge, Kim Ellis, Dan Kaempff, Alison Kean, Ted Leybold, Chris Myers, Nellie Papsdorf, Randy Tucker, John Williams

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Craig Dirksen called the meeting to order and declared a quorum at 7:32 a.m.

2. CITIZEN COMMUNICATION ON JPACT ITEMS

Councilor Jeff Gudman, City of Lake Oswego, shared a column he wrote for the Lake Oswego Review concerning a proposed bike and pedestrian pathway on the Willamette Shore Line that would provide connections across the region, through the Cities of Lake Oswego, Portland, and Oregon City. Councilor Gudman explained that the article gives an overview of the vision for the project as well as practical steps for achieving that vision, and encouraged the region's leaders to move forward collaboratively on the project.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

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

- JPACT Finance Subcommittee Update: Chair Dirksen reminded the committee that he originally convened the JPACT Finance Subcommittee to work on a state transportation package. In light of the state's failure to pass a transportation package, the lack of potential for increased federal funding and the challenges around local transportation funding, the subcommittee began to discuss the possibility of regional transportation funding. They then asked staff to develop a framework for a conversation about what range of projects might be of mutual interest to fund with a regional revenue source. Chair Dirksen introduced Mr. Ted Leybold, Metro staff, to provide a brief summary of that discussion.
 - Mr. Leybold explained that Metro staff held a series of three workshops, involving over fifty individuals, including staff from state, county, and city governments, as well as representatives of non-government organizations and other interested parties. In these workshops, participants discussed what transportation system elements were of sufficient regional importance that they created a shared interest across the region.
 - After significant discussion, participants at the workshop agreed it would be best to concentrate on the highest functional class elements of the Regional Transportation Plan (RTP) based on service volumes, distances covered, and critical connections to designated centers and employment areas.
 - Mr. Leybold shared a graph of the system elements, centered on five different modal elements: throughways and arterials, transit, active transportation, freight, and system management and operations.
 - Fundamental questions for consideration in future phases include: the potential use of Corridor framework and date for project prioritization, using a one-time ask versus ongoing sources of revenue, requiring cost sharing/local matches, the use of themes in terms of how to characterize projects, and whether or not to have a local pass-through option (some funds reserved for regional projects while others are "passed through" to local agencies.)
 - Mr. Leybold explained that developing the system definition and framework was the first phase of inquiry. If the decision was made to move forward, the next steps would be future phases of research and scenario testing followed by strategy and campaign development.
 - Chair Dirksen noted that the subcommittee expressed interest in continuing the conversation around regional transportation funding after the state legislative session. He explained that he felt it was necessary to bring an update to JPACT and the Metro Council to validate what the subcommittee's done to date and to get an informal affirmation of continued interest before moving forward.
 - Commissioner Roy Rogers responded that he could not commit to a regional funding mechanism without a definitive framework. He also stressed the importance of the business community's support.

- Commissioner Paul Savas expressed interest in focusing on larger projects that would solve particular problems that resonate with constituents. He noted that Clackamas County's participation would be dependent on how the guiding principles were framed and that the JPACT Finance Subcommittee had agreed that developing the guiding principles would be the next step.
 - Mr. Neil McFarlane expressed his support for moving forward with a regional transportation plan, noting that the federal and state levels were currently unable to provide relief. He shared feedback he'd received from operators and the public concerning growing congestion and the instability of the region's transportation system. He added he would commit TriMet's resources to moving ahead with such a plan as well.
 - Commissioner Steve Novick expressed support for moving ahead with a regional funding system, explaining that it seemed critical for moving ahead with much needed transportation projects such as the Southwest Corridor Plan.
 - Ms. Susie Lahsene shared the Port of Portland's support for a regional system, noting its significance economically statewide.
 - Commissioner Bailey noted that local action is often a catalyst and a guide for legislative action, so a regional system could provide an opportunity to continue funding discussions, set a successful framework, and guide a statewide system.
 - Chair Dirksen thanked the committee for their feedback and offered to hold a JPACT Finance Subcommittee meeting in December to report on stakeholder discussions and prepare for upcoming funding conversations.
- Transportation for America Policy Breakfast: Metro and Transportation for America are hosting a policy breakfast featuring Beth Osborne, Transportation for America's senior policy advisor, on Friday, September 11 from 7:30-9am at the Metro Regional Center.
- 2015 Washington County Livability Solutions Forum: The forum will be held at the Beaverton Building on Tuesday, September 22 from 12:30-4:30pm. A flier with event information was emailed to JPACT members the previous week.
- Mr. Rian Windsheimer provided the following updates from the Oregon Department of Transportation (ODOT) Region 1 ACT: Congestion in the Portland metro area is worsening, with a 6.3% rise in vehicle volume over the past year. Recent solutions include managing the metro area's transportation system to help smooth traffic flow and reduce crashes which cause additional delay. For example, over the past year new technology along highway 217 has reduced total crashes by 12%.
 - The Statewide Transportation Improvement Program (STIP) is interested in the best way to spend its resources in order to prevent injuries and fatalities. A list of possible projects is now available for review and comment, and a new STIP website is available to review proposed projects and provide feedback to project managers. ODOT will be cataloguing comments and sharing them as part of its ongoing STIP outreach.
- Mr. Neil McFarlane provided the following updates from TriMet: On September 12, the Orange Line will have its grand opening, including celebrations across the region and free transit all day. Mr. McFarlane thanked JPACT, the Metro Council, and the MTIP/RFFA funding program for supporting the new line. He added that the TriMet Board of Directors would also be considering a payroll tax increase on Wednesday, September 16. The increase is intended to help support implementation of TriMet's Service Enhancement Plan.

- Ms. Nina DeConcini gave an update on the Oregon Department of Environmental Quality's Clean Fuels program, noting that a public hearing was scheduled for Monday, October 19 at 9:30am and the comment period ends at 4:00pm on Wednesday, October 21. She added that an email would be sent out to JPACT and interested parties with more information.

4. CONSIDERATION OF THE JPACT MINUTES FOR JULY 9, 2015

MOTION: Councilor Kathryn Harrington moved and Mr. Neil McFarlane seconded, to approve the July 9, 2015 minutes.

ACTION: With all in favor, the motion passed.

5. INFORMATION/DISCUSSION ITEMS

5.1 Project of the Month: Sellwood Bridge

Chair Dirksen introduced Mr. Ted Leybold to provide a brief overview of the Sellwood Bridge Project. Mr. Leybold explained that the Sellwood Bridge update was the first of a new Project of the Month series intended to share with JPACT how planning, policy, and programming work has led to tangible projects across the region. The series will also hopefully inform future project development by sharing lessons from project managers directly involved.

Key elements of the presentation included:

- The Sellwood Bridge has had a long history in the Portland metro area. The revitalization process and initial regional involvement began in 1999, with the release of Metro's South Willamette River Crossing Study. The report illustrated the bridge's deficiencies as well as corridor needs but concluded that the region did not want to build new bridges. Instead it was decided that bridges should be rehabilitated instead.
- The project was given policy priority on economic development in 2040 land use areas. There was also an additional policy emphasis on active transportation gaps and funding leverage. In the 2008-2009 cycle, the project was awarded \$2 million for project development through the RFFA program.
- In 2012, the project was identified as one of three regional priority projects. The funding leverage policy worked successfully in that the initial \$2 million investment from the regional flexible funds led to \$17.7 million of funding provided by a TIGER III grant.
- Mr. Leybold then introduced Mr. Mike Baker, a consultant with the project, to share his experience working on the Sellwood Bridge. Mr. Baker thanked the committee for having him, noting that he'd been working on the project since 2010. Key components of his presentation included:
 - Mr. Baker explained that projects of this scale require a regional approach to funding and partnership. The \$307.5 million total was organized with contributions from Multnomah County, City of Portland, State of Oregon, a TIGER III grant, regional flexible funds, and federal appropriations.
 - The Sellwood Bridge is a critical link in the region's transportation system with about 30,000 vehicle crossings a day. When finished, the project will provide more reliable commutes and more space for cyclists and pedestrians, and also be streetcar ready in case the line is expanded.

- Economic benefits of the project include: 223 construction contracts awarded totaling \$220 million, 119 developing minority and women-owned emerging small businesses (DMWESB) contracts totaling \$38 million and growing, over 80,000 apprenticeship hours, and subcontractor mentoring for small general contractors.
- The project's apprenticeship goal is 20% of all trades with apprentices. All contractors and subcontractors on the project are meeting or exceeding that goal. The contractors and subcontractors are also on their way to meet social equity goals, including workforce diversity and DMWESB contracting.
- Mr. Baker then shared valuable information and lessons he received from working on the project including the importance of responding to the Policy Advisory Committee's feedback, early and solid support from regional partners supported by a mutually agreed upon charter, and early and often communication with the public in order to build trust and good will into the project's core.

Member discussion included:

Councilor Harrington commended staff and stakeholders' successful work on the Sellwood Bridge Project. She noted that the positive results were very meaningful for the region's residents and expressed appreciation for the opportunity to hear about how the project has been able to achieve its results.

5.2 Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA) Policy Development Update

Chair Dirksen introduced Mr. Dan Kaempff, Metro staff, to give a brief update on the MTIP and RFFA process and timeline to date.

Key elements of the presentation included:

- Context for policy update: Mr. Kaempff explained that there were several reasons why the MTIP/RFFA policy needs to be updated. Since the last RFFA cycle, the Metro Council has adopted new regional policies such as Climate Smart Strategies and the Active Transportation Plan. In that time, ODOT has also formed the Region 1 ACT, allowing an additional forum to discuss transportation priorities. There have also been MAP-21 changes to federal funding programs. Finally, during last year's MTIP/RFFA retrospective process, stakeholders indicated that they felt the region needed to update its existing policies.
- There are two fundamental policy questions to consider:
 - How can MTIP policy improve coordination between the various funding programs?
 - How should the RFFA programs and funding categories be updated to better reflect the Regional Transportation Plan (RTP) and related policies?
- Additional transportation funds expended in the region include: federal funding through TIGER grants, ODOT funding through Connect Oregon, local transit taxes and other sources of revenue, and local transportation taxes and fees in jurisdictions across the region.
- To begin the update process, staff held a series of open workshops with representatives from community-based organizations, the general public, and local jurisdictions. Three workshops were held and over 75 people participated.
- Four main policy themes emerged from these discussions; one to continue existing policy and three new policy directions:
 1. Maintain existing policies but eliminate specific funding percentages for project categories.
 2. Focus on Safe Routes to School projects and programs.

3. Focus on Climate Smart Strategies short list of actions.

- The Transportation Policy Alternatives Committee (TPAC) made the following recommendations: the policy theme discussion should be grounded in existing policies, the region should take advantage of the significant effort already put into Climate Smart Strategies and Active Transportation policy development, Safe Routes to School program needs should be a focus of the update, and RFFA policy options should be derived from the previously mentioned themes and presented for public comment.
- Upon completion of the public comment on draft policy proposals, TPAC, JPACT, and the Metro Council will discuss and consider RFFA policy through the Fall and Winter of 2015, leading to the adoption of a final policy document in Spring 2016. In the same timeframe, a workgroup will update project selection criteria to align with the new policy direction.

Member discussion included:

Ms. Susie Lahsene noted that the MTIP/RFFA update would influence any public discussion of a regional funding mechanism and encouraged staff to keep that in mind.

Commissioner Savas shared concerns about MTIP/RFFA policy and expressed interest in discussing policy further at future workshops. He inquired about what criteria will be established to ensure that projects are weighed fairly and distributed equitably across the region. Chair Dirksen noted that there were a number of policy discussions scheduled moving forward.

Mayor Knapp also expressed concerns about sufficient policy discussion time and emphasized his interest in having more of such discussions as a committee.

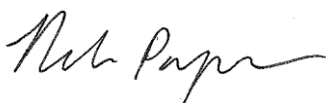
Councilor Craddick emphasized the importance of collecting feedback from the region's residents and stakeholders. She noted that the process was developed to ensure that those groups were accurately included in the update process.

Mayor Knapp noted that as JPACT representative for the Cities of Clackamas County he would support TPAC's recommendation of moving forward directly into policy development.

6. ADJOURN

JPACT Chair Craig Dirksen adjourned the meeting at 9:08 a.m.

Respectfully Submitted,



Nellie Papsdorf
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPTEMBER 10, 2015

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2.0	Letter	N/A	A Bike and Pedestrian Pathway Named the Willamette Shore Line	091015j-01
3.0	PowerPoint	05/18/15	System of Mutual Funding Interest	091015j-02
5.1	PowerPoint	09/10/15	MTIP Project of the Month: Sellwood Bridge Project	091015j-03
5.2	PowerPoint	09/10/15	MTIP/RFFA Policy Development	091015j-04
5.2	Handout	09/10/15	2019-2021 Regional Flexible Fund Allocation Policy Update and Implementation Timeline	091015j-05
5.2	Letter	08/27/15	Chair Response to MTIP/RFFA Process	091015j-06
5.2	Letter	08/27/15	Chair Response to MTIP/RFFA Process	091015j-07
5.2	Memo	09/10/15	RE: STIP 150% Lists and Key Dates	091015j-08
5.2	Packet	9/10/15	ODOT Region 1 STIP	091015j-09
N/A	Handout	N/A	ODOT State of Congestion in the Portland Metro Area	091015j-10
N/A	Flyer	9/16/15	Smart Urban Freight Strategies Workshop	091015j-11