



Joint Policy Advisory Committee on Transportation (JPACT)

April 21, 2016

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Shirley Craddick
Craig Dirksen
Denny Doyle
Kathryn Harrington
Tim Knapp
Neil McFarlane
Diane McKeel
Steve Novick
Roy Rogers
Paul Savas
Jeanne Stewart
Kris Strickler
Bill Wyatt

AFFILIATION

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

ALTERNATES PRESENT

Kelly Brooks
Jef Dalin
Doug Daoust
Susie Lahsene

AFFILIATION

Oregon Department of Transportation
City of Cornelius
City of Troutdale, representing Cities of Multnomah County
Port of Portland

OTHERS PRESENT: Martha Brooks, Mark Gamba, Mark Graf, Eric Hesse, Trey Higgemann, Abby Lanford, Stephan Lashbrook, Mark Lear, Noel Mickelberry, Mark Ottenad, Lucia Pinos, Stacy Revay, Alexa Reynolds, Ava Reynolds, Ané Roth, Chris Smith

STAFF: Martha Bennett, Beth Cohen, Colin Deverell, Alexandra Eldridge, Emily Lieb, Noah Siegel, Randy Tucker, Bob Stacey, Becca Uherbelau, 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 7:33 a.m. All attendees introduced themselves.

2. CITIZEN COMMUNICATION ON JPACT ITEMS

Seven members of the public testified before the committee regarding the 2018-21 Metropolitan Transportation Improvement Program (MTIP) & 2019-21 Regional Flexible Fund Allocation (RFFA):

- Mayor Mark Gamba, City of Milwaukie - Mayor Gamba testified that the RFFA money should be used wisely in order to best accomplish Climate Smart Solutions goals. He expressed that RFFA funds should go to alleviate congestion in the region's bottlenecks, which are the region's biggest freight problems. He also added that bike and pedestrian projects are critical to moving toward Climate Smart goals and are underfunded, but should be de-federalized in order to be doubly effective.
- Martha Brooks, Beaverton - Ms. Brooks shared the written testimony of Major General Curtis A. Loop, USA, Ret. The testimony stated that over 71% of 17-24 year olds in the United States are ineligible to join the military, with one of the three major disqualifying factors being obesity. She asked for the allocation of at least \$1.5 million for SRTS to encourage healthier lifestyles.
- Trey Higgeman and Ané Roth, Milwaukie - Ms. Roth testified that she had to drive her son a quarter mile to Linwood Elementary School because Linwood Avenue is too dangerous to bike or walk. Ms. Roth urged the committee to allocate \$15 million for Safe Routes to School (SRTS) so kids could get an hour of exercise every day to avoid diseases such as diabetes.
- Abby Lanford, Alexa Reynolds, and Ava Reynolds, Portland - Ms. Lanford, Ms. Reynolds, and Ms. Reynolds testified that on their walk to school they must walk on adjacent private property in order to avoid a busy street. They asked JPACT members to support funding for SRTS.
- Lucia Pinos, Portland - Ms. Pinos shared that she is member of Andanda Bicicletas en Cully (ABC) and wanted access to safe streets around schools. She testified in support of SRTS funding for kids to have access to sidewalks, lights, and street-safety programming.
- Noel Mickelberry, Portland - Ms. Mickelberry explained that she is the Executive Director of Oregon Walks, and has been working with many partners to make sure that SRTS receives RFFA funding. She noted that RFFA money is one of the few sources of money for active transportation and urged JPACT members to vote against any proposal that would allocate less than \$1.5 million for SRTS programming.
- Chris Smith, Portland - Mr. Smith informed JPACT that he currently serves on the Planning and Sustainability Commission in Portland. He noted that there were current transformational decisions being made to reduce drive-alone commuting and explained that SRTS was a key part of reaching Vision Zero goals. He asked JPACT members to maximize SRTS allocation.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

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

- Chair Dirksen reminded JPACT members of the April 22nd Regional Leadership Forum at the Oregon Convention Center. He explained that the event would be an opportunity to discuss regional transportation priorities and provide direction on the 2018 Regional Transportation Plan (RTP) update. He noted that the keynote speaker would be R.T. Rybak, former three-term mayor of Minneapolis.
- Chair Dirksen asked JPACT members to share their opinions on a draft comment letter to be sent on behalf of JPACT to the Region 1 Area Committee on Transportation (ACT). He explained that this letter would provide information for ACT members to consider before making their decision on State Transportation Improvement Program (STIP) Enhance Non-Highway Funding. Several members expressed concerns over rural representation in the Region 1 ACT, and Chair Dirksen noted that each jurisdiction is able to submit their own letters. Chair Dirksen asked JPACT members to approve the letter with a show of thumbs. A majority of JPACT members expressed approval of the letter with a thumbs-up.

4. CONSENT AGENDA

- **Consideration of the JPACT Minutes for March 17, 2016**
- **Resolution No. 16-4691, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Include the New Interstate 84 at Graham Road Bridge Replacements Project**

MOTION: Councilor Kathryn Harrington moved, and Mayor Doug Daoust seconded, to adopt the consent agenda.

ACTION: With all in favor, the motion passed.

5. ACTION ITEMS

5.1 Resolution No. 16-4694, For the Purpose of Adopting the Fiscal Year 2016-2017 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with the Federal Transportation Planning Requirements

Chair Dirksen introduced Mr. Chris Myers, Metro staff, to give a presentation on the 2016-2017 Unified Planning Work Program (UPWP).

Key elements of the presentation included:

- Mr. Myers noted he would be discussing the 2016-2017 federal self-certification and the proposed fiscal year 2016-2017 UPWP.
 - Mr. Myers explained that the MPO's self-certification is a prerequisite for securing federal transportation planning funds and explained that the UPWP is not a regional policy-making document.
 - He explained that after Council approval, the UPWP would be sent to partners in the region, such as ODOT, for further approval.
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Member discussion included:

Mayor Tim Knapp explained that certain parts of the document were inaccurate and noted that the document should be updated to include current information regarding the Americans with Disabilities Act (ADA) and the recently passed Fixing America's Surface Transportation (FAST) Act. Chair Dirksen tabled the item to be revisited at the next JPACT meeting after revision.

5.2 2018-21 Metropolitan Transportation Improvement Program (MTIP) & 2019-21 Regional Flexible Fund Allocation (RFFA) Policy Report

Chair Dirksen called Mr. Dan Kaempff and Mr. Ted Leybold, Metro staff, to present their summary of the MTIP and RFFA Policy Report.

Key elements of the presentation included:

- Mr. Kaempff noted that the public feedback showed that, in order to improve transportation in the region, regional policymakers should provide a safer, more effective, and diverse transportation system for everyone.
- Mr. Kaempff explained that the document's approach was rooted in the Regional Transportation Finance Approach. He explained that the document that JPACT would be considering at the meeting maintains the current Step 1 and Step 2 funding levels from previous funding cycles.
- Mr. Kaempff explained that JPACT may choose to adopt the policy document as-written, or alter the policy document by identifying specific funding targets.
- Chair Dirksen noted that JPACT would only be considering the policy document and that specific projects would be discussed later in the MTIP/RFFA project selection process.

MOTION #1: Commissioner Roy Rogers moved, and Mayor Denny Doyle seconded, to adopt the MTIP/RFFA policy document as presented by staff.

AMENDMENT #1: Mr. Neil McFarlane moved, and Commissioner Steve Novick seconded, to amend Section 7.0 of the draft policy document to:

- Adopt Step 1. A. bond commitments for regionally significant project development at a level of \$48 million.
- Adopt Step 1. B. Region-wide program investments at a total level of \$28.02 million with the sub-section funding levels outlined in the *Draft 2018-21 MTIP/RFFA Policy Report, April 2016*.
- Adopt new policy direction #1 of the *Draft Policy Report* and increase regional bond commitment for transit in the 2019-2021 program by \$15.43 million and the associated long-term bond repayment schedule to provide:
 - \$25 million for the final design and construction of the Powell-Division high capacity transit bus project.
 - \$80 million to the SW Corridor project for planning, design, engineering and construction.
- Adopt new policy direction #2 of the *Draft Policy Report* providing an increase to the RTO program of \$1.5 million for Safe Routes to Schools program support.

- Adopt new policy directions #3 & #4 of the *Draft Policy Report* providing a \$500,000 increase in regional programs to support Climate Smart Actions:
 - \$250,000 for RTO programs.
 - \$250,000 for TSMO programs.

 - Adopt new policy direction #5 of the *Draft Policy Report* providing \$3.78 million in 2019-2021 program funds and the associated long-term bond repayment schedule. Funding would create a \$12 million bond for a regional freight and active transportation project development program to advance projects that can leverage discretionary federal resources, support a 2017 legislative transportation funding effort and a 2018 regional transportation funding initiative:
 - \$10 million to be allocated to support arterial and related improvements associated with efforts already initiated by ODOT to develop projects to address three major regional bottlenecks; I-205 Abernethy Bridge, I-5/I-84 at the Rose Quarter, and Hwy 217 improvements.
 - \$2 million to be allocated to support project development and capital investment for active transportation projects, including Safe Routes to School for Title 1 schools, regional trails and other regionally significant active transportation facilities.
 - Require that before project development can proceed, candidate projects must be approved by JPACT.

 - Adopt a Step 2 allocation of:
 - \$7.33 million for Regional Freight Investments
 - \$25.76 million for Active Transportation/Complete Streets

 - Adopt additional policy language that:
 - Notes that Metro and TriMet have agreed that, as the planning and design of the SW Corridor project moves forward, opportunities to incorporate cost-effective pedestrian and bicycle connections between station areas and adjacent neighborhoods and schools, particularly Title I schools, will be identified and that, to the extent consistent with federal project eligibility and funding limitations, will seek to integrate such meritorious elements into the project design.
 - Expresses the region's intention to use the project development and regional transit bonding allocations to position the region to successfully win federal, state and local transportation funding increases and that this is intended to be an ongoing effort that not only will address the three named ODOT projects, but will be a foundation for addressing the funding needs of further priority projects in the Regional Transportation Plan such as the Sunrise Corridor Phase II, improvements associated with development of the Basalt Creek Parkway area and jurisdictional transfer efforts such as Powell Boulevard.
 - Express TriMet's willingness to seek approval from its Board of Directors for approval for bonding or in other mechanisms to de-federalize funding that is directed by JPACT to be used for Safe Routes to Schools projects in the 2019-2021 program allocations.
 - Note that TriMet has agreed not to initiate projects to compete in the Step 2 discretionary process for the 2019-2021 program allocations, although it may partner with others on applications.
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Discussion: Mr. McFarlane noted that the state of transportation project funding has changed and explained that there should be an increase in funding available for project development in order to leverage additional state and federal transportation dollars. He explained that many funding sources, such as federal Transportation Investment Generating Economic Recovery (TIGER) grants, require front-end investment. Mr. McFarlane proposed dedicating \$3.78 million to secure \$12 million in bonds for regional project development. He explained that \$10 million would go to match funds from ODOT to address the region's bottlenecks, and the remaining \$2 million of the bond would be used for project development and capital investment for active transportation for SRTS and regional trail development.

The Chair Next Called on Commissioner Paul Savas: Commissioner Savas distributed a chart entitled "MTIP Funding Proposal" which proposed reallocating funds to project readiness bonding. Commissioner Savas moved, with Mr. Bill Wyatt second, to amend Mr. McFarlane's amendment to allocate more funds to project readiness bonding. In response to a question from the Chair regarding parliamentary procedure, Metro Attorney Kean advised that the motion was out of order as it did not pertain to the amendment on the table; Commissioner Savas withdrew his proposed motion.

AMENDMENT #1A: Commissioner Diane McKeel moved, and Councilor Shirley Craddick seconded, to amend Mr. McFarlane's motion regarding the language about incorporating cost-effective pedestrian and bicycle facilities into the design of the Southwest Corridor project, to also apply that intent to the Powell-Division Corridor project.

Discussion: Seeing no discussion, Chair Dirksen called for a vote on the amendment.

ACTION TAKEN ON AMENDMENT #1A: With all in favor, and one opposed (Savas), Amendment #1A passed.

AMENDMENT #1B: Commissioner McKeel motioned, and Mr. McFarlane seconded, to amend Mr. McFarlane's motion to include the Burnside Bridge Seismic and Safety Project to the list of projects to receive project development funding.

Discussion: Commissioner McKeel noted that the Burnside Bridge is an economic lifeline in the region and added that there was just a major earthquake in Japan. Commissioner Novick stated that the Burnside Bridge seismic strengthening is one of the most critical projects for the region. Councilor Harrington noted that the language in Mr. McFarlane's amendment did not limit the definition of further priority projects to exclude the Burnside Bridge Project.

ACTION TAKEN ON AMENDMENT #1B: With five in favor, and seven opposed, Amendment #1B failed.

AMENDMENT #1C: Mayor Tim Knapp moved, and Mayor Denny Doyle seconded, to make a friendly amendment to Mr. McFarlane's motion to clarify policy language that provides direction for TriMet and partners to de-federalize Safe Routes to School funding to the greatest extent possible is for capital projects, not the programmatic education and planning work.

Discussion: Mr. McFarlane shared that TriMet had already stated its commitment to de-

federalize funds.

ACTION TAKEN ON AMENDMENT #1C: With all in favor, and one opposed (Stewart), Amendment #1C passed.

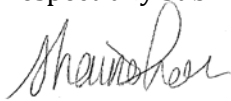
ACTION TAKEN ON AMENDMENT #1: With all in favor, and two opposed (Savas, Stewart), the Amendment #1 passed, as amended.

Chair Dirksen tabled the item until the May JPACT meeting.

ADJOURN

Chair Dirksen adjourned the meeting at 9:09 a.m.

Respectfully Submitted,



Shaina Hobbs
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 21, 2016

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
N/A	Handout	April 2016	Metro Hotsheet	042116m-01
2.0	Testimony	04/21/16	Curtis A. Loop Written Testimony	042116m-02
5.1	Table	N/A	UPWP – Other Projects of Regional Significance	042116m-03
5.1	Handout	03/18/16	2016-2017 Unified Planning Work Program	042116m-04
5.2	Table	N/A	2019-2021 RFFA Funding Example	042116m-05
5.2	Memo	04/21/16	Mr. Neil McFarlane Motion to Amend Section 7.0 of the 2018-21 Transportation Improvement Program & 2019-21 Regional Flexible Funds Program	042116m-06
5.2	Chart	N/A	Commissioner Paul Savas 2018-2021 MTIP Funding Proposal	042116m-07
2.0	Post cards	N/A	Safe Routes to School Post Cards	042116m-08