



Joint Policy Advisory Committee (JPACT)
May 19, 2016
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Shirley Craddick
Nina DeConcini
Denny Doyle
Kathryn Harrington
Tim Knapp
Neil McFarlane
Diane McKeel
Steve Novick
Roy Rogers
Paul Savas
Rian Windsheimer

AFFILIATION

City of Vancouver
Metro Council
Oregon Department of Environmental Quality
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
ODOT

ALTERNATES PRESENT

Sam Chase
Doug Daoust
Curtis Robinhold

AFFILIATION

Metro Council
City of Troutdale, representing Cities of Multnomah County
Port of Portland

OTHERS PRESENT: Kelly Brooks, Jef Dalin, Mark Gamba, Jeff Gudman, Eric Hesse, Gerik Kransky, Susie Lahsene, Stephan Lashbrook, Mark Ottenad, Michael Williams

STAFF: Nick Christensen, Beth Cohen, Colin Deverell, Alexandra Eldridge, Elissa Gertler, Shaina Hobbs, Lisa Hunrichs, Daniel Kaempff, Alison Kean, Frankie Lewington, Ted Leybold, Kyra Schneider, Stephanie Soden, Randy Tucker, Ina Zucker

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Vice Chair Shirley Craddick called the meeting to order and declared a quorum at 7:31 a.m.

2. CITIZEN COMMUNICATION ON JPACT ITEMS

LeeAnne Ferguson, Portland - Ms. Ferguson explained that she represented the For Every Kid Coalition and would be reading public comment of West Linn Mayor Russ Axelrod. She testified that increasing access to transit and the ability for student to bike and walk to school would significantly reduce traffic and increase public health and safety. Ms. Ferguson urged JPACT to vote against any amendment that would reduce dedicated funds for active transportation.

Austin Heckert, Gladstone - Mr. Heckert testified that within the past year, two children in his neighborhood were hit by cars, so his mother drives him to school, despite living within walking

distance. He testified that it is unsafe to walk to school, as many of the streets in his neighborhood lack sidewalks, and many of the cars drive quickly. Mr. Heckert's mother asked JPACT to dedicate funds to Safe Routes to School.

3. **CHAIR UPDATES**

- Vice Chair Craddick informed committee members that JPACT and Metro are responsible, as stewards of the Metropolitan Transportation Improvement Plan (MTIP), for ensuring that the region's use of federal funds complies with federal requirements and implements regional policies. She added that TriMet and SMART provided materials outlining the capital investment program going before their decision makers. Vice Chair Craddick encouraged JPACT members to provide any feedback to the transit agencies, and added that JPACT will have an opportunity to review the full slate of federal funding investments put forward by ODOT, TriMet and SMART when the 2018-2021 MTIP comes forward for adoption in 2017.
- Vice Chair Craddick called on Mr. Rian Windsheimer to discuss the recent Region 1 ACT meeting. Mr. Windsheimer informed JPACT that ConnectOregon funds were for non-highway modal projects, such as rail, aviation, and bike/pedestrian. He noted there were 16 application submissions in the region, with 78 applications statewide. He shared a document with committee members (Document No. 051916m-05) which listed the rankings of the submitted applications and explained that final rankings would be determined mid-June, then submitted to the Oregon Transportation Commission before their final decision on July 21st.

4. **CONSENT AGENDA**

- **Consideration of April 21, 2016 Minutes**

MOTION: Commissioner Paul Savas moved, and Mr. Curtis Robinhold seconded, to defer the consideration of the April 21, 2016 JPACT minutes until the June JPACT meeting.

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

Ms. Elissa Gertler introduced Mr. Chris Myers, Metro staff, to discuss the newly updated Unified Planning Work Program (UPWP). He informed JPACT that the updated UPWP included MAP-21 nomenclature, and added that the UPWP referenced several MAP- 21 planning factors that the FAST Act carried forward. Mr. Myers added that most of the document's content is usually carried over each fiscal year.

MOTION: Mr. Neil McFarlane moved, and Mayor Denny Doyle seconded, to recommend the passage of the UPWP to the Metro Council.

Discussion: Mayor Tim Knapp expressed his appreciation of Mr. Myers's effort to update the UPWP.

ACTION: With all in favor, the motion passed.

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

Please note: The amendment numbers for Agenda Item #5.2 are continued from the MTIP/RFFA discussion at the April 21, 2016 JPACT meeting.

Vice Chair Craddick reminded the committee that JPACT members were asked to submit amendments to be discussed at the meeting in advance. Mr. Dan Kaempff, Metro staff, provided a recap of the motions and subsequent actions taken by JPACT at the April 21st meeting. Mr. Kaempff noted that TPAC made one additional recommended edit to add “and persons with disabilities” to the Active Transportation and Complete Streets project criteria on page 17 of the policy document. He noted that there was an open motion to accept the policy document and added that there would need to be a separate motion to accept the additional change from TPAC.

Vice Chair Craddick asked Mr. McFarlane to summarize his amendment, which the committee passed at the previous meeting. Mr. McFarlane noted that the intent of his motion was to create a balanced program to address the needs of highway congestion, transit development, safety, and the priorities of Safe Routes to School (SRTS). He added that the bonding schedule is an attempt to preserve funds for Step 2 allocations, and to create partnerships for future development.

Commissioner Diane McKeel sought to clarify whether the projects listed on page 11 of the policy document were definite or suggested. Mr. McFarlane explained that the projects listed were only suggestions.

Commissioner Steve Novick recommended that TriMet reconsider Step 2 bond allocations to provide funding for an additional project pipeline for “Enhanced Transit Corridor” projects.

Vice Chair Craddick asked Metro staff to explain the effects of the TriMet proposal and Clackamas County’s proposed amendment on the MTIP/RFFA policy document. Ms. Gertler explained that the TriMet amendment would use \$3.78 million of Step 2 funds to secure bonds of \$10 million for highway project development funding and \$2 million for active transportation project development funding. She added that staff’s understanding of Clackamas County’s proposal was that \$5 million from bonding for high capacity transit would be reallocated toward bond payments for additional highway project development.

Ms. Alison Kean, Metro Attorney, explained that there was a motion on the table to adopt the draft policy document which included Mr. McFarlane’s previously approved amendment. Committee members moved several amendments to the motion on the table (MOTION #1).

AMENDMENT #2: Commissioner Paul Savas moved, and Mr. Curtis Robinhold seconded, to adopt the amendment submitted by Clackamas County.

Discussion: Commissioner Savas stated that his amendment would provide additional funds for Safe Routes to School. Councilor Kathryn Harrington noted that the document provided by Clackamas County stated that the \$2 million that would go to active transportation project development would be eliminated, and asked for clarification from staff. Mr. Ted Leybold explained that the county’s proposal did not clearly allocate \$2 million was not clearly allocated to SRTS, but removed it from

active transportation project development and re-allocated the funds to Step 2 active transportation funds capital project.

Councilor Sam Chase acknowledged that freight is an important aspect of the region's economic development strategy, but added that improving active transportation options is another important economic development strategy. He noted that the region chose to adopt a Climate Smart Strategy, which committed to increasing transit and active transportation, and stated that the Clackamas County proposed amendment would move away from the core principles of the Strategy.

Commissioner McKeel asked how removing \$5 million from transit bonding would affect projects such as Southwest Corridor and Powell-Division. Mr. McFarlane answered that the loss of \$5 million of bonding money would be a major blow to either of the projects.

Councilor Jack Burkman shared that he felt Commissioner Savas's proposal was pulling the money toward local interests rather than regional interests. Commissioner Savas noted that the region's bottlenecks need to be addressed, and added that congestion is contributing to toxics in the region's air.

ACTION TAKEN ON AMENDMENT #2: With one in favor (Savas), and 13 opposed, the motion failed.

AMENDMENT #3: Councilor Burkman moved, and Mr. McFarlane seconded, to adopt the changes proposed by Metro staff and TPAC to the policy document.

Discussion: Mr. Kaempff explained that the motion would adopt the changes made to the weighting for active transportation criteria made by TPAC's recommendation on May 6th. The changes would also include the adoption of the language "and persons with disabilities" to the Active Transportation and Complete Streets project criteria on page 17 of the policy document.

ACTION TAKEN ON AMENDMENT #3: With all in favor, the motion passed.

AMENDMENT #4: Commissioner McKeel moved, and Mayor Daoust seconded, to remove the list of suggested projects from page 11 of the policy document.

ACTION TAKEN ON AMENDMENT #4: With 12 in favor, and 2 opposed (Harrington, Savas), the motion passed.

AMENDMENT #5: Mr. Rian Windsheimer moved, and Commissioner Savas seconded, to combine bullets 2 and 3 on page 11 of the policy document.

ACTION TAKEN ON AMENDMENT #5: With all in favor, the motion passed.

Mayor Knapp noted that he felt the language included in the motion on the table did not properly address the amendment made at the previous JPACT regarding the de-federalization of funds. Metro staff noted that they would correct the language to accurately reflect what was passed in the previous meeting.

AMENDMENT #6: Mayor Knapp moved, and Commissioner Roy Rogers seconded, to revise the language about schools in the list of priority areas for active transportation criteria on page 17 of

the policy document to read, “schools, including the extension of safe routes to and from” in order to extend the priority to the areas surrounding schools.

Discussion: Commissioner Savas stated that the language was redundant. Councilor Harrington noted that she appreciated Mayor Knapp’s focus on the areas surrounding schools.

ACTION ON AMENDMENT #6: With all in favor, the motion passed.

Commissioner Novick distributed a sheet which clarified the definition of “Enhanced Transit Corridors” and listed potential corridors (document 051916m-06). Mr. McFarlane noted that he appreciated Commissioner Novick’s list and that TriMet would be in favor of returning to Commissioner Novick’s list if there were additional funds. Councilor Harrington asked whether there was language to allow for savings from bonds to go toward Step 2 projects. Mr. McFarlane noted that language would be required in an intergovernmental agreement.

Commissioner Savas shared that he has supported active transportation projects since 1999, and added that he would not be supporting the adoption of the policy document as he feels it does not do enough to address the region’s bottlenecks and will reduce future capability to leverage funds for highway projects.

Councilor Chase noted the importance in thinking about how affordable housing fits into our transportation system, and added that 30% of TriMet riders make less than \$20,000 a year.

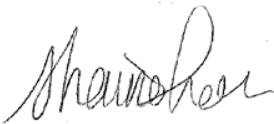
Vice Chair Craddick called for a vote on the motion on the floor (MOTION #1) to approve the 2018-21 Metropolitan Transportation Improvement Program (MTIP) & 2019-21 Regional Flexible Fund Allocation (RFFA) Policy Report, incorporating the amendments passed by the committee.

ACTION TAKEN ON MOTION #1: With 13 in favor, and 1 opposed (Savas), the motion passed.

6. ADJOURN

Vice Chair Craddick adjourned the meeting at 8:58 a.m.

Respectfully Submitted,



Shaina Hobbs
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 19, 2016

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3	Handout	N/A	ConnectOregon VI Application Log	051916m-01
5.2	Letter	05/12/2016	Westside Economic Alliance Letter to JPACT	051916m-02
5.2	Memo	05/12/2016	Clackamas County Draft Motion to MTIP/RFFA	051916m-03
5.2	Letter	05/17/16	For Every Kid Coalition Letter to JPACT	051916m-04
5.2	Letter	04/06/16	Safe Routes to School Open Letter to JPACT	051916m-05
5.2	Handout	N/A	Enhanced Transit Corridors	051916m-06