



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
February 16, 2017
Metro Regional Center, Council Chamber

<u>MEMBERS PRESENT</u>	<u>AFFILIATION</u>
Shane Bemis	City of Gresham, Cities of Multnomah County
Jack Burkman	City of Vancouver
Shirley Craddick	Metro Council
Nina DeConcini	Oregon Department of Environmental Quality (DEQ)
Craig Dirksen (<i>Chair</i>)	Metro Council
Tim Knapp	City of Wilsonville, Cities of Clackamas County
Neil McFarlane	TriMet
Roy Rogers	Washington County
Dan Saltzman	City of Portland
Paul Savas	Clackamas County
Bob Stacey	Metro Council
Jeanne Stewart	Clark County
Kris Strickler	Washington State Department of Transportation
Jessica Vega Pederson	Multnomah County

<u>ALTERNATES PRESENT</u>	<u>AFFILIATION</u>
Jef Dalin	City of Cornelius, Cities of Washington County
Kelly Brooks	Oregon Department of Transportation (ODOT)
Kathryn Williams	Port of Portland

OTHERS PRESENT: David McDevitt, John Hartsock, Kem Marks, Sue O’Halloran, Shannon Chisom, Maggie Anderson, Tracy Moreland, Michael Williams, Nathan Clark, Stephan Lashbrook, Tim Clark, Scott Ridman, Larry Krotenko, Aleksey Lobou, Chris Fich, John Bildsoe, Teri Cummings, Brenda Perry, Michael Serrilella, Vivian Satterfield, Heather Wills, Kari Schlosshauer, Leou Chararria, Nicole Hendric

STAFF: Nellie Papsdorf, Christopher Spencer, Ted Leybold, Dan Kaempff, Noah Siegel, Kim Ellis, Ernest Hayes, Frankie Lewington, Ramona Perrault, Beth Cohen, Roger Gonzalez

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Craig Dirksen called the meeting to order and declared a quorum at 7:34 a.m. All attendees around the table proceeded to introduce themselves.

2. CITIZEN COMMUNICATION ON JPACT ITEMS

Mayor Ted Tosterud, City of Fairview: Mayor Tosterud testified in support of the Cleveland Street project for Regional Flexible Funds Allocation (RFFA) funding. He referenced the

recommendation made by the East Multnomah County Transportation Committee (EMCTC) as support for his decision.

Mayor Tim Clark, City of Wood Village: Mayor Clark testified in support of the Cleveland Street project for RFFA funding. He referenced the EMCTC recommendation for Cleveland Street as support for his decision and highlighted the importance of supporting decisions made in East Multnomah County.

Mr. John Hartsock, Gresham-Barlow School District: Mr. Hartsock testified in support of the Cleveland Street project for RFFA funding. He noted the importance the Cleveland Street project would serve for safe routes to school including Gresham High School.

Mr. Kem Marks, City of Gresham: Mr. Marks testified in support of the Division Street project for RFFA funding. He stated his role on the steering committee for Bus Rapid Transit (BRT) on Division Street and efforts made to improve safety of the corridor. He explained that access to the project would be hindered by incomplete sidewalks and crosswalks, especially for people with disabilities.

Ms. Sherry Benfit, City of Troutdale: Ms. Benfit testified in support of the Cleveland Street project for RFFA funding. She explained that her commute was from Troutdale to Gresham along Cleveland Street and that there were dangers imposed by minimal sidewalks and road shoulders.

Ms. Sue O'Halloran, East Metro Economic Alliance: Ms. O'Halloran testified in support of the Cleveland Street project for RFFA funding. She noted the location of employment and industrial lands north of Cleveland Street as regionally significant. She stated that Bus Rapid Transit (BRT) on Division Street would be successful and suggested the use of private industry funding for the construction of sidewalks along Division Street.

Mayor Mark Gamba, City of Milwaukie: Mayor Gamba testified in support of the Cleveland Street project for RFFA funding. He noted the difficulty in decision making for the prioritization of safety on two corridors. He mentioned the benefits of BRT on Division Street would be shared with those who utilize Cleveland Street. He reiterated the need for safety improvements on both corridors but cited the recommendation made by EMCTC as important to support.

Mr. Tanner Todd, City of Gresham: Mr. Todd testified in support of the Division Street project for RFFA funding. He explained his use of public transit on Division Street for his frequent commute to school and that the exposure to traffic on Division Street posed a hazard for those that are hearing impaired.

Ms. Maggie Anderson, North Central Neighborhood Association: Ms. Anderson testified in support of the Cleveland Street project for RFFA funding. She explained that she had continually advocated for safety improvements along Cleveland Street over the past twenty-two years and noted the importance for safety improvements in reference to the Americans with Disabilities Act (ADA) and for safe routes to school to improve livability for residents along the corridor.

Ms. Shannon Chisom, Gresham Arthur Academy: Ms. Chisom testified in support of the Cleveland Street project for RFFA funding. She explained the competition between automobile

riders and pedestrians for road space as a pertinent safety hazard. She concluded her statement by emphasizing the regional significance of Cleveland Street as an increasingly used North-South corridor in East Multnomah County.

Ms. Karla Ibarra, City of Gresham: Ms. Ibarra testified in support of the Division Street project for RFFA funding. She explained the designation of Division Street as a high-crash corridor reflected the need for sidewalks as a critical safety improvement for families and students and that the lack of sidewalks would pose a hindrance for access to transit lines.

Mr. John Bildsoe, Northwest Neighborhood Association: Mr. Bildsoe testified in support of the Division Street project for RFFA funding. He exhibited a handout that listed the number of police reports on safety incidences on each corridor, noting that Division Street was longer in length than that of Cleveland Street. He explained that commercial investment for sidewalk improvements was more likely to occur along Cleveland Street due to the number of commercial properties.

Mr. Larry Krotanko, Multnomah Christian Church: Mr. Krotanko testified in support of the Division Street project for RFFA funding. He explained that his congregation aimed to develop property along a section of Division Street and the vital role sidewalks would provide for members of his congregation that walk to the church.

Ms. Vivian Satterfield, OPAL Environmental Justice: Mr. Satterfield testified in support of the Division Street Project for RFFA funding. She explained that support for the BRT project was contingent on safety investments to be performed on Division Street. She highlighted the importance of safety improvements for transit riders, especially those that are low-income or disabled. She noted the difficulty of decision making between two safety improvement projects.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

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

- Chair Dirksen reminded attendees of Congestion Mitigation and Air Quality Improvement (CMAQ) discussions and mentioned a meeting scheduled for February 21, 2017. He advised members and alternates to submit letters in support of continued funding before the meeting to present a case of shared commitment in the region. He explained that the outcome would likely result in a reduction of CMAQ funding as the total amount of funds remain the same with the cities of Eugene and Salem now qualified to apply.
- Chair Dirksen announced an event to be held on February 28, 2017 to provide a general overview of the approach of regional jurisdictions across the nation to securing transportation funding. He added that the information would be brought back to JPACT for individuals unable to attend the meeting.
- Chair Dirksen announced a JPACT trip to Washington D.C. for April 5 to April 6, 2017. He encouraged JPACT members to attend and discuss regional needs with federal transportation representatives.

- Chair Dirksen discussed the 5310 Special Transportation Funds Process and Metro's responsibility for the development of the Metropolitan Transportation Improvement Program (MTIP) for federal transportation expenditures in the Portland metropolitan region. He explained MTIP's function to coordinate across entities in the region that have discretion over federal transportation funds, including ODOT and TriMet, and to ensure that the packages of federal transportation investments comply with federal statutes and to ensure that federal transportation investments are furthering the implementation of regional goals and priorities.
- Mr. Neil McFarlane noted that 5310 Special Transportation Funds and some state funds had reduced allocations of a combined 17% reduction over what had been allocated in the past. He explained that there was opportunity for the state legislature to see funds increased but noted the importance of the funding category to support many public services for the state transportation program. He added that they had convened a Special Transportation Advisory Committee to review applications and determine priority sets. He stated that the primary goal was to maintain current services without expansion but to see growth in coming years.
- Ms. Kelly Brooks announced the draft comment period for STIP with open houses at the DEQ Portland Office and the Gresham Multnomah County Library. She distributed information with access to the DEQ website with projects listed and the option to provide comment online.

4. **CONSENT AGENDA**

4.1 Consideration of the January 19, 2017 Minutes

4.2 Resolution No. 17-4766, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Include TriMet's New Open Trip Planner and Low or No Emission (Low-No) Bus Program Projects

MOTION: Mr. Neil McFarlane moved, and Councilor Bob Stacey seconded, to approve the consent agenda.

ACTION: With all in favor, the motion passed.

5. **ACTION ITEMS**

5.1 Discussion and Determination of RFFA Project (Cleveland St. or Division St.)

Chair Dirksen gave an update on the JPACT recommendation for RFFA project adoption of Cleveland Street or Division Street by the Metro Council. He explained that project information was presented at the prior JPACT meeting and that additional information was available in the meeting packet. He explained that the goal was to utilize limited funds effectively. He expressed appreciation for the additional consideration given to select a project that would advance the regional transportation system. He noted an amendment in Exhibit A and D to identify the project to receive additional funding and the conditions of approval.

Member discussion included:

- Mayor Tim Knapp recalled Mayor Mark Gamba's statement that both projects under consideration were necessary but without adequate funding and stated the importance of prioritization of safety in transportation decisions. He explained that he did not feel the decision should be for JPACT. He stated that he would like to honor the process followed by EMCTC coming to a decision for their unanimous favor of the Cleveland Street project.
- Councilor Bob Stacey explained that opposition to the motion was founded on an understanding of the importance of making actions on a regional level. He noted that the work done with coordinating committees was important to understand local perspectives. He stated that JPACT had a responsibility to utilize their judgment to best serve those in the region. He remarked that safety issues on Division Street made it one of the most dangerous corridors in the region. He discussed how he requested Metro staff to produce a matrix on street differences between Cleveland Street and Division Street and that it showed Division Street to be of more importance for the regional transportation network.
- Councilor Shirley Craddick noted that both projects would provide a benefit for the City of Gresham. She explained that Division Street was one of the most dangerous corridors in the region and that the construction of sidewalks would raise the value of the BRT project. She explained that it was her duty as a Metro Councilor to make recommendations that best served the region, but noted that she would abstain from voting as either project would provide a benefit for East Multnomah County.
- Commissioner Paul Savas highlighted similar discussions in the past with the Clackamas County Coordinating Committee (C4) and difficulties with determining criteria of equity, safety and infrastructure. He explained that he did not want to assume local needs and highlighted safety issues with the lack of curbside on Cleveland Street and the need for sidewalks with a BRT line on Division Street. He remarked that there was a need to establish guiding criteria early on to resolve such conflicts.
- Mayor Dalin expressed his approval of Councilor Craddick's action as appropriate for the case and highlighted how his jurisdiction was able to commit to local improvements without regional funds. He noted the safety issues on Division Street and the role it played for regional use. He announced that he would want to abide by the recommendation of EMCTC in favor of Cleveland Street for RFFA funding.
- Ms. Nina DeConcini stated that she was not an elected official and that she historically abstained from decisions related to project funding. She explained that it appeared a second consideration was needed and highlighted concerns over the process. She announced her intent to abstain but highlighted issues of equity and safety from a DEQ perspective.
- Mayor Shane Bemis stated that the Cleveland Street project had been a long standing commitment for his jurisdiction. He highlighted the amount of public testimony received in support of the Cleveland Street project. He reiterated the long standing commitment to complete Cleveland Street as a priority project and that his jurisdiction was ready to move forward. He explained that safety needs were greater along

Cleveland Street due to the higher level of pedestrian use and the number of injuries in the area. He touched on the industrial lands north of Cleveland Street that posed regional significance, and added that Cleveland Street would offer an arterial connection from Downtown Gresham to the industrial lands with multiple transit lines. He discussed the analysis of the projects and stated that all RFFA projects should undergo the same evaluation. He noted that both projects were significant but highlighted the long standing commitment for the Cleveland Street project. He cited racial and income demographics along each corridor to highlight that promotion of equity would best be served by selection of Cleveland Street. He asked JPACT members to respect the recommendation determined by EMCTC and explained that his jurisdiction would work to fund Division Street after fulfilling the commitment to Cleveland Street. He then asked if JPACT abstentions would be considered as a vote of opposition.

- Ms. Alison Kean, Metro Attorney, replied that it was stated in Article 5, Section B of the JPACT bylaws that a vote was fulfilled by a majority of those present at the meeting and that as a result, anyone who abstained would be considered a vote of opposition.
- Councilor Jack Burkman stated that he would abstain from vote as he did not believe that representation from the State of Washington should be a determinant voice on the issue.
- Commissioner Roy Rogers explained that there was a need for a definition of a regional system and highlighted that the coordinating committees should fulfill an advisory role and could not act as the final decision-making body. He noted that it would have been helpful to receive the ratings matrix earlier in the process. He stated that he would like to defer the decision in order to have more time to review the materials and consider both projects.
- Commissioner Dan Saltzman remarked on JPACT's significant role in regional transportation decisions. He explained that the advisory committees' purpose was to advise JPACT members and alternates in order to best apply their own judgments. He added that he felt the City of Portland must side in favor of Division Street given the regional significance, though both projects were worthy of future funding.
- Ms. Kelly Brooks explained her intent to vote for Division Street. She stated that coordinating committees were highly relied on and offered valuable input for consideration. She added that she appreciated EMCTC's unanimous voice in recommendation but expressed ODOT values on the safety criteria for Division Street.
- Mayor Bemis reiterated the safety issues on Cleveland Street as more pertinent than Division Street and added that the technical analysis in the community ranked Cleveland Street as the higher priority.
- Chair Dirksen explained that his role as JPACT Chair barred his vote except in the case of a split decision. He expressed the importance of making a decision at the regional Metropolitan Planning Organization (MPO) level with a risk of retracted funding if the decision was left to the coordinating committees. He then called for a motion to vote.

MOTION: Mayor Tim Knapp moved, and Mayor Shane Bemis seconded, to endorse the Cleveland Street project for RFFA funding.

ACTION: Mayor Tim Knapp, Mayor Shane Bemis, Ms. Kathryn Williams, Commissioner Paul Savas, Mayor Jef Dalin, Commissioner Jessica Vega Pederson and Councilor Jeanne Stewart voted in favor. Councilor Bob Stacey, Mr. Neil McFarlane, Commissioner Dan Saltzman, Commissioner Roy Rogers and Ms. Kelly Brook voted in opposition. Mr. Kris Strickler, Ms. Nina DeConcini, Councilor Shirley Craddick, and Councilor Jack Burkman abstained.

With 17 members present, seven were in favor, five opposed, and 4 abstained, the motion failed.*

MOTION: Commissioner Roy Rogers moved, and Mayor Tim Knapp seconded, to defer the final decision to the following JPACT meeting.

ACTION: Councilor Bob Stacey opposed. With all else in favor, the motion passed.

***Please note:** As JPACT Chair, Chair Craig Dirksen only votes in the case of a tie.

5.2 Resolution No. 17-4772, For the Purpose of Endorsing Regional Policy and Funding Priorities for 2017 State Transportation Legislation

Chair Dirksen invited Mr. Noah Siegel to the table but noted time constraints against a presentation. He explained that action on Item 5.2 was time sensitive and could not be deferred.

Member discussion included:

- Councilor Jeanne Stewart expressed that she would like to see a greater emphasis on the importance of transportation systems for motor vehicles as a part of the 2017 State Transportation Legislation.

MOTION: Mr. Neil McFarlane moved, and Councilor Bob Stacey seconded, to recommend approval of Resolution No. 17-4772 to Metro Council.

ACTION: Ms. Kelly Brooks abstained and Councilor Jeanne Stewart voted against the resolution. With all else in favor, the motion passed.

6. INFORMATION/DISCUSSION ITEMS

Please note: Items #6.1 and 6.2 were postponed due to time constraints and were rescheduled for future meetings.

ADJOURN

JPACT Chair Dirksen adjourned the meeting at 9:04 a.m.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Chris Spencer", with a long horizontal flourish extending to the right.

Christopher Spencer
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEBRUARY 16, 2017

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2.0	Handout	02/16/17	Handout from ODOT on STIP	021617j-01
5.1	Testimony	02/16/17	Testimony from City of Gresham in Support of Complete Cleveland Street	021617j-02
5.1	Testimony	02/16/17	Testimony from East Metro Economic Alliance in Support of Complete Cleveland Street	021617j-03
5.1	Testimony	02/16/17	Testimony from Mountainview Christian Church in Support of Complete Cleveland Street	021617j-04
5.1	Testimony	02/16/17	Testimony from Representative Piluso in Support of Complete Cleveland Street	021617j-05
5.1	Testimony	02/16/17	Testimony from Carol Rulla in Support of Complete Division Street	021617j-06
5.1	Testimony	02/16/17	Testimony from Division Midway Alliance in Support of Complete Division Street	021617j-07
5.1	Testimony	02/16/17	Testimony from John Bildsoe in Support of Complete Division Street	021617j-08
5.1	Handout	02/16/17	Ranking and Classification Comparison Between Division Street and Cleveland Street	021617j-09
5.1	PowerPoint	02/16/17	PowerPoint on Building the RTP Investment Strategy	021617j-10
6.1	PowerPoint	02/16/17	PowerPoint for JPACT Finance Sub-Committee Briefing	021617j-11
6.2	Handout	02/16/17	Handout on Regional Active Transportation Project Pipeline	021617j-12
6.2	Memo	02/16/17	Memo on MPO Endorsement Process for 2017 TIGER and FASTLANE	021617j-13
6.2	Handout	02/16/17	Takeaways from November 2016 JPACT Best Practices Seattle Trip	021617j-14