



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)  
Meeting Minutes  
June 15, 2017  
Metro Regional Center, Council Chamber

<u>MEMBERS PRESENT</u>	<u>AFFILIATION</u>
Jack Burkman	City of Vancouver
Shirley Craddick	Metro Council
Craig Dirksen ( <i>Chair</i> )	Metro Council
Tim Knapp	City of Wilsonville, Cities of Clackamas County
Neil McFarlane	TriMet
Roy Rogers	Washington County
Paul Savas	Clackamas County
Bob Stacey	Metro Council
Jessica Vega Pederson	Multnomah County
Bill Wyatt	Port of Portland

<u>ALTERNATES PRESENT</u>	<u>AFFILIATION</u>
Kelly Brooks	Oregon Department of Transportation (ODOT)
Tim Clark	City of Gresham, Cities of Multnomah County
Bart Gernhart	Washington State Department of Transportation
Michael Orman	Oregon Department of Environmental Quality (ODEQ)
Art Pearce	City of Portland

OTHERS PRESENT: Bob Terry, Steve Katho, Dwight Brashear, Jeff Dalin, Don Odermot, Jaimie Lorenzini, Taylor Steenblock, Mark Gamba

STAFF: Elissa Gertler, Roger Gonzalez, Nellie Papsdorf, Miranda Mishan, Elissa Gertler, Andy Shaw,

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

JPACT Chair Craig Dirksen called the meeting to order and declared a quorum at 7:10 a.m.

**2. CITIZEN COMMUNICATION ON JPACT ITEMS**

*There were none.*

**3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS**

Chair Dirksen reminded the committee that the transportation best practices trip to LA will be June 22-23, providing an opportunity for the region to learn about the two successful multi-modal transportation measures that LA county passed in the last several years – Measure R and Measure M.

Chair Dirksen recapped the CMAP Advisory group, which coalesced around a tentative recommendation to the OTC last week. He noted that ODOT staff are presenting a high-level overview of that recommendation today. Chair Dirksen explained that while there were still a lot of details, they were on a good path forward. He noted that he was submitting comments as a PAC member to the OTC, and that there was a copy of the letter available for review. Chair Dirksen mentioned that the group would likely come to JPACT to ask for support in July.

Chair Dirksen celebrated Bill Wyatt's last JPACT meeting, and thanked Mr. Wyatt for his participation on JPACT. He explained that Mr. Wyatt was retiring from the Port of Portland, and had served as the Executive Director of the Port of Portland since 2001 and had been on JPACT since that same year. Chair Dirksen thanked Mr. Wyatt for his service and presented him with a certificate.

Chair Dirksen discussed Metro's latest Regional Snapshot, which took a close look at transit in the region, and was released, on the Metro website. He explained that the snapshot included helpful stats, charts and maps about the transportation system and the challenges to be addressed going forward. Chair Dirksen mentioned that the snapshot included interviews and videos of six area residents reflecting on what works and could work better with regard to transportation. He proceeded to play the video for the committee.

## **1. CONSENT AGENDA**

**MOTION:** Mayor Knapp moved, and Councilor Stacey seconded, to approve the consent agenda.

**ACTION:** With all in favor, the motion passed.

## **2. INFORMATION/DISCUSSION ITEMS**

### **A. Bus on Shoulder Feasibility Study Findings**

Chair Dirksen called on Mr. Bob Hart and Mr. Jeff Hamm.

*Key elements of the presentation included:*

- Mr. Bob Hart provided background on the study, and explained that as congestion on I-205 and Washington SR-14 increases, they are looking at creative ways to manage congestion. Mr. Hart explained that bus on shoulder (BOS) allowed the bus to move to the shoulder when traffic slowed below 35mph. He noted that while there were many concerns about safety, it was found to be an effective way of providing better bus speeds and times. Mr. Hart discussed the implementation of BOS from Triangle Transit in North Carolina, saying that it has become popular with bus riders.
- Mr. Hart elaborated on safety concerns and that in Minnesota where there was 300 miles of BOS, there has been only twenty crashes over the last thirty years and they were not serious accidents. He explained that in Miami there was no increase in crashes with a BOS system. He noted that Puget Sound also had a system in place for BOS and reported no changes in safety, which showed that safety wasn't an issue in the BOS systems already implemented around the country. Mr. Hart attributed this safety to drivers with good visibility and good operating rules including strict operation speeds, maximum speed differentials and good signage and standards for shoulder width.

- Mr. Hart discussed the recommendations from the study, and the three categories of recommendation, the first was recommending a pilot project on SR-14. He added explained that this could be feasible because of Washington's authority to implement this project. Mr. Hart noted that Oregon on the other hand did not have the authority to implement buses on shoulders, and that ODOT had to determine if something could be done within the current purview of the agency to add a BOS pilot program. He described other recommendations including three south bound segments on I-205, which were recommended for further review because they met the technical criteria for shoulder width and congestion but were shorter and had several interchanges.
- Mr. Jeff Hamm explained that twenty percent of C-TRAN service went through Oregon via freeways, and that the congestion on the freeways had a significant impact on transportation. He explained that there was great value in having the ability to get around the congestion. Mr. Hamm added that they felt that BOS had a broader applicability in the Metro region with suburb to suburb commutes particularly in Clackamas and Washington County.

*Member discussion included:*

- Councilor Jack Burkman explained that legal changes in Oregon would have to take place in order for BOS to be implemented. He added that I-205 would be much more feasible but it is necessary to lay the legislative groundwork in order for that to happen. Councilor Burkman emphasized the importance of this project as an affordable way to add road capacity.
- Commissioner Paul Savas asked about the traffic over the Jackson Bridge and the cause of the back-up. Mr. Hart responded and explained that the ramp activity is a problem. Commissioner Savas asked what was causing the bottleneck on the Washington side. Mr. Bart Gernhart from WSDOT said that there was more need than capacity, which caused this problem. He noted that since the economy of the region changed, traffic increased in certain areas, with a lot more turbulence. Mr. Gernhart spoke to ramp metering as a potential solution in the next two to three years. He noted that a project had been approved to widen SR-14 between I-205 and 164<sup>th</sup> which would involve adding a lane in each direction, in addition to potentially adding another off-ramp. Mr. Gernhart spoke to the challenges involved in distributing funds to improve capacity.
- Mayor Tim Knapp brought up concerns with the BOS concept, saying that a very large public education campaign would be imperative because of the potential for BOS to shock people. He emphasized the need to invest in the education side of BOS, noting that it would make it a success. Mr. Hamm agreed, and explained that efforts had been made to do public outreach and a national consultant had been around the country studying current BOS programs and said that the lack of more BOS programs could be attributed to a lack of courage.
- Chair Dirksen reiterated concerns about whether people would assume that the shoulder was open to general traffic, and asked if other areas have had this problem with BOS. Mr. Hart replied, noting that signage and enforcement have prevented this problem for the most part. Mr. Hamm added that this was the perfect pilot project because there was already a bus queue on the on ramp, so essentially the bus was continuing on the shoulder which was already used to bypass the ramp meter. Mr. Hart discussed the time efficiency benefits of the program, and cited the program saying 3-4 minutes on every bus on every trip.

- Councilor Burkman noted that regarding concerns about outreach and education, a parallel could be drawn between the HOV lanes in that it took a level of enforcement, knowledge and time. He added that safety was increased by the height of the seats of bus drivers, which gave them better vision.
- Commissioner Roy Rogers asked about the implications for Washington County. Mr. Hart explained that there were opportunities for use on 217 and that buses on the shoulder could help connect Washington County to other suburbs for a suburb to suburb commute. Mr. Neil McFarlane noted that the opportunity to add this program on I-205 from Clackamas County into Washington County was particularly attractive, and that other applications in Oregon could be possible.

## **B. MTIP Update**

Chair Dirksen called on Mr. Ted Leybold and Ms. Grace Cho.

*Key elements of the presentation included:*

- Ms. Cho introduced MTIP, and explained it as the schedule of federal transportation investments over the next four federal fiscal years serving to demonstrating compliance with federal regulations and implementing adopted regional updates. She added that MTIP allows Metro to remain eligible for spending federal dollars.
- Ms. Cho described the outline of transportation for 2018-2021. She explained that in total the 2018-2021 MTIP totaled to about 1.6 billion dollars of transportation investment which included 213 projects. Ms. Cho noted that 2/3 of that investment was federal funding, while the remaining was made up by a local match. She emphasized the wide range of investments which included maintenance, preservation enhancements, and operational improvements.
- Ms. Cho discussed the division of funding between the administering agencies, and began by noting that TriMet makes up most of the MTIP with a little over a billion dollars. She elaborated, saying that ODOT had the next largest investment with a 349 million, which included funding allocated to local jurisdictions. Ms. Cho added that Metro had 208 million in federal investment which included some roll over funds, and that SMART represented 2.4 million. Ms. Cho reminded the committee that a number of investments made with local dollars were not represented in the presentation.
- Ms. Cho explained that Portland and Washington County have the most programmed for the MTIP followed by Clackamas County and Gresham. She discussed investment type, and noted that the majority of investments went towards capital improvements to the regional transportation system, followed closely by maintenance operations. Ms. Cho explained that many of these dollars get routed back to the local communities. She added that about 90 million dollars of MTIP investments were tied into repaying debt services.
- Ms. Cho discussed the air quality analysis done in September 2016 in order to comply with federal requirements. She explained that the key provisions were met, and that federal air quality standards specific to the transportation sector were met. She also discussed the 30 day public comment period during which 147 people responded to a ten minute survey. Ms. Cho described that from an investment standpoint there were many different opinions about how the region was doing, but overall people thought

that they were doing okay. She added that a specific question was asked regarding equity to inform how the region should approach its investments to ensure that historically marginalized communities get to experience the benefits of the investments. Ms. Cho noted that there was strong support for investing heavily in the transportation system.

*Member discussion included:*

- Mayor Knapp suggested that there was more concern about transportation than the graph Ms. Cho presented was representing. He expressed concern that many households consider housing and transportation as combined issues and emphasized the importance of maintain focus on those issues moving forward. Chair Dirksen asked Ms. Cho if there was a follow up question on the survey, and Ms. Cho replied and said there was an opportunity to elaborate on responses, and that staff had developed a response to major things that came out of free form comments, which will come out in the public comment report.
- Commissioner Savas echoed Mayor Knapp's comments and added that with regard to air quality he thought that the region was doing a good job. He continued to say that in the future there would be fewer gas powered cars, so the region would not have an automobile component related to emissions, and he did not foresee air quality issues from cars.

### **3. ACTION ITEMS**

#### **A. Comment on US Army Corps of Engineers Final Disposition Study for Willamette Falls Locks**

Chair Dirksen called on Commissioner Savas.

*Key elements of the presentation included:*

- Commissioner Savas noted that the comment period is open for the Army Corps of Engineers study. He explained that they were looking in the region for someone to take over the locks and what that transfer would look like. Commissioner Savas mentioned that a committee had been formed to bring together multiple groups including Metro, City of Oregon City, City of Milwaukie, City of Wilsonville, and businesses. He explained that the corps had two options, one was blocking the Locks permanently with a concrete wall, and he mentioned there were concerns regarding that. Commissioner Savas cited a letter from Wilsonville concrete expressing concerns about blocking the Locks, and emphasized the importance of the availability of marine transport. He explained that barging was a cost-beneficial alternative.

*Member discussion included:*

Chair Dirksen asked the committee if everyone had a chance to read the letter. He mentioned that he felt it well-reflected the position of JPACT.

MOTION: Commissioner Rogers moved, and Councilor Shirley Craddick seconded, to approve the letter.

ACTION: With all in favor, the motion passed.

### **B. Resolution 17-4811**

Chair Dirksen called on Mr. Ken Lobeck

*Key elements of the presentation included:*

- Mr. Lobeck introduced the May 2017 formal amendment which included nine projects. He noted that one of the projects, Kellogg Creek, was up for being cancelled from the 2015 MTIP. Mr. Lobeck explained that the recommendation was either to include or remove the Kellogg Creek project.
- Mr. Lobeck discussed the distribution of the projects, and explained that ODOT had six out of the nine, one was additional funding for Metro's ride share program, and two were transit projects, one for TriMet and one for Ride Connection which both addressed elderly and disable service needs. Mr Lobeck explained that TPAC was not comfortable adding the Kellogg Creek project without further discussion. He indicated that after the day's action the resolution would be sent to council on July 20, after which the projects could move forward

*Member discussion included:*

- Chair Dirksen asked if project additions would always have to come through JPACT. Mr. Leybold explained that adding or deleting from a TIP is a formal amendment and couldn't be done administratively, but formally is it would be a significant change of scope or cost. Chair Dirksen welcomed Mayor Mark Gamba.
- Mayor Gamba explained that the Kellogg Creek dam was structurally integral to the OR-99E Mcloughlin Boulevard Bridge over Kellogg Creek in downtown Milwaukie. He explained that it blocked fish passage to 26 miles of Kellogg and Mt. Scott creeks and created ¾ miles long mill pond between two city parks and adjacent to downtown Milwaukie. Mayor Gamba discussed the intentions of the city to remove the dam and restore the natural habitat to enhance the city of Milwaukie. He noted that the city received two grants to address this issue, one of which was under discussion.
- Mayor Gamba indicated that ODOT did not inform the City of Milwaukie that the Kellogg Creek project was potentially going to be defunded. He noted that removal of the dam and lake restoration had been named a high priority project to the potentially responsible parties, and that ODOT was a potentially responsible party. Mayor Gamba explained that ODOT had not found justification to replace it and the dam would not be removed until then.
- Mayor Gamba explained that while he supported the allocation of funds to other projects, he was asking for JPACT's commitment to signing a letter, and asking for ODOT to accept responsibility for failed mitigation efforts, and the aging of the bridge as well as to invest in the removal of the dam and restoration of the creek. He added that they would like this done by 2021.

- Commissioner Savas reiterated the importance of projects like these and vocalized his support for Mayor Gamba.
- Chair Dirksen called on ODOT representatives to respond to Mayor Gamba.
- Ms. Kelly Brooks emphasized that the decision to cancel the project did not reflect that it was not a priority. She explained that the box culvert project would trigger a bridge project, and therefore the program could not fit the needs of the project.
- Ms. Brooks explained that ODOT had committed to being a part of planning discussions to look at what other solutions may be available. She added that she committed to following up with potential super fund mitigation as well as a follow up to the biological opinion related to the fish ladder at Kellogg Creek.
- Councilor Craddick asked Mayor Gamba to clarify his request for JPACT to approve the current MTIP amendment, and asked what the future request would be. Mayor Gamba replied that the request would be to find and construct a solution to the Kellogg Creek issue in the foreseeable future.

MOTION: Councilor Craddick moved, and Mr. McFarlane seconded to recommend to Metro Council the approval of Resolution 17-4811 as written.

ACTION: With all in favor, the motion passed.

- Chair Dirksen asked if there would be interest in signing a letter from Mayor Gamba regarding Kellogg Creek.
- Councilor Bob Stacey mentioned that his vote in approval of the resolution was premised on the reservation that he expected continued dialogue regarding the endorsement of Mayor Gamba's letter.
- Mayor Knapp seconded Councilor Stacey's comment.

### **C. Resolution 17-4818**

Chair Dirksen noted that while there were parts of the legislation that not everyone would agree on, he felt that it was moving in the right direction to address transportation issues in the region.

MOTION: ? moved and Commissioner Jessica Vega Pederson to approve the resolution.

*Member discussion included:*

- Mayor Doyle presented a friendly amendment the resolution, changing "that the Metro Council and JPACT pledge to continue working" to read "the Metro Council and JPACT pledge to take action". He explained that this strengthened the letter to show that JPACT would play an active and positive role.
- Chair Dirksen added that this was a friendly amendment, and that the state legislature sought an affirmation of JPACT's support for the bill, and Mayor Doyle's amendment helped reinforce this commitment.

MOTION: Mayor Doyle moved and Bill Wyatt seconded to approve the friendly amendment.

ACTION: With all in favor, the motion passed.

- Commissioner Savas asked for assurance that the letter stated that JPACT supported the bill not as it was but with refinements.
- Mr. Shaw discussed the process of the letter and Metro's timeline with the transportation package. He explained that final language was expected in the next few days and the committee was meeting soon to put together a final bill. Mr. Shaw discussed some of the recent changes to the package and the implications of those changes, including changes regarding congestion relief. He emphasized that the goal of the letter was to send a strong message to legislators that JPACT was on board with the general direction of the package. Mr. Shaw noted that the letter was carefully crafted to show that work still needed to be done.
- Chair Dirksen added that there was nothing in the letter that precluded JPACT from continuing to work with the state legislature on the package.
- Commissioner Savas acknowledged that he was prepared to support the bill, but noted that he wanted to emphasize the fact that there was work to be done.
- Commissioner Jack Burkman expressed confusion regarding the wording, explaining that he felt that the letter conveyed complete agreement with the transportation package. He added that there were many areas in the package that needed changing, and that he would abstain from the vote because he felt it was too soon for a blanket statement of support.
- Mr. Shaw acknowledged that the structure of the bill was to explore tolling, as well as redirecting tolling revenue to the bottleneck project. He agreed that it was an evolving piece of policy. Commissioner Burkman reiterated his concerns and asked if there was a way to change the first section of the letter. Mr. Shaw pointed to language that showed support for the direction of the package rather than the entire package as it was. He added that there were a lot of people with a range of opinions on the package and that they wanted to recommend their support while still working on the details.
- Chair Dirksen asked if there was a way to amend the letter to say that JPACT endorsed the general idea of the bill but not the specific language. Mr. Shaw conveyed that legislative leaders were looking to JPACT to signal agreement on joint investment on bottlenecks and the scope of the package. He added that the stronger the language, the better. Commissioner Burkman emphasized that there were better ways to convey that message than the words "we endorse".
- Councilor Bob Stacey suggested the addition of the words "direction and scope" to the letter, changing the language to "the Metro Council and JPACT support the direction and scope of the state legislature's proposed transportation funding package".

MOTION: Councilor Stacey moved, and Commissioner Burkman seconded to add the words direction and scope to the letter.

- Commissioner Rogers voiced his preference for a statement that said that JPACT endorsed the package. Mr. Shaw explained that he felt that the amendments reflected JPACT's support of the scope of the package.
- Mr. Neil McFarlane emphasized concerns that the proposed new language was not strong enough and that he preferred the original language.



- Commissioner Savas announced his support for Councilor Stacey’s amendment, and added that he felt it was important to be clear about the kind of support JPACT provided for the package and to leave the option for amendments.
- Commissioner Jessica Vega Pederson said that she did not think that three words of the document would make a difference to the state legislature. She explained that she felt that the letter made clear the difference in opinions on JPACT while still conveying support for the general scope of the package.
- Mayor Knapp voiced concern about a split vote on the amendment on the table. He suggested leaving alone the first “be it resolved” and instead adding the following: “Metro Council and JPACT pledge to continue working with the legislature to craft and enact a transportation package that meets the needs...” which he felt implied that JPACT was still working on changes.
- Commissioner Vega Pederson emphasized that any letter of support from JPACT would be a strong statement of support.
- Mayor Doyle noted that he was comfortable with Councilor Stacey’s proposed change. He added that it was important to get a unanimous vote on the letter, and this change was necessary to avoid abstentions.
- Commissioner Burkman explained that he felt it was most important to get a unanimous vote on the letter, and how the committee reached that unanimous vote was not important.

ACTION: With all in favor, the motion passed.

- Chair Dirksen called for a vote on the original motion to approve the resolution.
- Mr. Bart Gernhart explained that the Washington State Department of Transportation would be abstaining from the vote because of the elements of the package that would prevent Washington citizens from voting on taxes.
- Chair Dirksen noted that an abstention from a representative from Washington State would be recognized.
- Mayor Knapp expressed concern about the direction the legislature was going with regard to mandating surcharges for the Metro region. he said that legislators were reluctant to impose surcharges on the Metro region and that this introduced uncertainty across the state about whether the metro surcharges will happen if they’re not mandated by the state. Mayor Knapp conveyed that this uncertainty would make contention more likely in terms of initiatives for referral, whereas if the regional surcharge was in the legislation then the tone would shift. He suggested that the legislators would want to avoid mandating surcharges for the region, and that these political interests would place this legislation at more risk in the long run.
- Mr. Shaw responded that risk was an important issue to consider, and that there were risks across the whole package for a variety of interests. He added that legislators were trying to evaluate and mitigate risks for various groups.
- Chair Dirksen noted that JPACT would continue to advocate for a state imposed surcharge.
- Ms. Vega Pederson explained that a state imposed surcharge was still being discussed in the state legislature. She asked Mr. Shaw to explain about weight-mile taxes and the potential for a true-up at the end of projects.
- Mr. Shaw responded, saying that weight-mile taxes are very complicate, and went on to explain the process of weight-mile taxes. He added that the surcharge concept

created much larger local revenue raising than has been seen in the past. Mr. Shaw responded to Ms. Vega Pederson's question, saying that there would be a proposal to true-up the truck fees to concur with the new rate of usage. He added that Metro was proposing that revenue made from taxes be brought back to the region to defray the costs of bottlenecks. Mr. Shaw concluded that this ran counter to the package but they were working on it.

- Mr. Michael Orman noted that the DEQ would abstain from the vote on the resolution.
- Chair Dirksen called for a vote on the approval of the resolution.

ACTION: With two abstentions from WSDOT and DEQ, the motion to approve the resolution passed.

#### **4. Information/Discussion Items**

##### **A. Draft Recommendations for Metro Congestion Relief District**

Chair Dirksen emphasized that the highest priority is to get the package enacted, and then discuss how the region can manage it. He added that there had been a lot of discussion regarding governance on the front end of what is being proposed in the transportation package. Chair Dirksen mentioned that full discussion would not be possible but the hope was to share the model of regional governance process that would comply with the bill after the creation of a congestion district. He added that he would like both TPAC and the Office of Metro attorney to look at the model. Chair Dirksen reminded the committee that any government structure proposed by JPACT would be a recommendation to the body created by state legislation but that there would be significant overlap between JPACT and the new body. He introduced Mr. Andy Shaw.

*Key elements of the presentation included:*

- Mr. Shaw explained that a metropolitan congestion relief district was being proposed and created as a model for use in other MPO's. He added that current discussions focused on creating a collaborative process for creating projects with funding from tax revenue under the structure currently being discussed by the state legislature. Mr. Shaw explained that the aim was to maintain a unified front with the state legislature while creating a system that allowed for fair representation and a good process for projects in the region. He discussed an example of this system at work using a visual aid. He explained that the Metropolitan Congestion Relief District would be a body of representatives whose role would be to review recommendations from the Metro Council.

*Member discussion included:*

- Chair Dirksen noted that the initial recommendation was to involve the Oregon Transportation Commission as an appellate because state money requires involvement of a state agency, but that state legislatures saw otherwise and proposed the creation of a new group.
- Mayor Knapp asserted his concern with the sub-mechanism, and relayed that he had heard it was possible to deal with the process of regional governance later. He added that he felt it was a convoluted mechanism and that he wasn't sure that it was the right idea. Mr. Shaw noted that all that was being discussed in the legislation was the broader mechanism but the discussion of a new sub-mechanism had come out of discussions of the best way to develop additional projects that might come forward. Mayor Knapp asked if there would be future room for transparent open discussion within the proposed substructure. Mr. Shaw responded that concern was about developing a consensus within a region and that once the bill was passed then the specific information about the process could be discussed. He added that the expectation was that the new congestion relief district would act to both acknowledge a commitment to funding the bottleneck projects then vote to enact the local taxes.
- Chair Dirksen emphasized that this was a first proposal in incorporating the region's interest with the state's recommendations.
- Commissioner Savas echoed Councilor Dirksen's earlier sentiments and explained that it was important to empower the sub-group that would be a part of the regional governance under the transportation bill.
- Commissioner Rogers commented that trust was a significant element of this proposal, and that Metro's involvement and input was necessary. He expressed the hope that JPACT could move forward in collaboration. Chair Dirksen acknowledged Commissioner Rogers for convening the group which came up with the proposal.
- Commissioner Savas explained that the legislature asked JPACT to shape this new model of governance and that he felt that more balance was possible without diminishing the role of Metro Council.

### **ADJOURN**

JPACT Chair Dirksen adjourned the meeting at 9:06 a.m.

Respectfully Submitted,



Miranda Mishan  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JUNE 15, 2017**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
5.1	PowerPoint	6/15/17	Bus on Shoulder Feasibility PowerPoint	061517j-01
5.2	PowerPoint	6/15/17	MTIP PowerPoint	061517j-02
6.1	Handout	6/15/17	Draft Letter on US Army Corps of Engineers Final Disposition Study for Willamette Falls Locks	061517j-03
6.2	PowerPoint	6/15/17	MTIP Amendment PowerPoint	061517j-04
6.2	Handout	6/15/17	Kellogg Creek Watershed Map	061517j-05
N/A	Handout	6/15/17	Metro's June Hotsheet	061517j-06