



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
April 9, 2015
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Shirley Craddick
Nina DeConcini
Craig Dirksen, Chair
Kathryn Harrington
Tim Knapp
Steve Novick
Roy Rogers
Paul Savas
Jeanne Stewart
Rian Windsheimer

AFFILIATION

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

MEMBERS EXCUSED

Shane Bemis
Denny Doyle
Neil McFarlane
Diane McKeel
Don Wagner
Bill Wyatt

AFFILIATION

City of Gresham, representing Cities of Multnomah County
City of Beaverton, representing Cities of Washington County
TriMet
Multnomah County
Washington State Department of Transportation
Port of Portland

ALTERNATES PRESENT

Jules Bailey
Bernie Bottomly
Jeff Dalin
Doug Daoust
Susie Lahsene

AFFILIATION

Multnomah County
TriMet
City of Cornelius, representing Cities of Washington County
City of Troutdale, representing Cities of Multnomah County
Port of Portland

STAFF: Elissa Gertler, Alison Kean, Andy Cotugno, Dan Kaempff, Ted Leybold, Chris Myers, Tom Kloster, John Williams, Kim Ellis, Colin Deverell, Alexandra Eldridge, Joel Cvetko

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

Chair Craig Dirksen declared a quorum and called the meeting to order at 7:34 a.m.

Chair Dirksen inquired with JPACT members about cancellation of the August 13 JPACT meeting.

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS

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

- The prep meeting for the JPACT trip to Washington D.C. will be on Tuesday, April 14 at 5pm in Room 401 of the Metro Regional Center.
- Last week, the U.S. Department of Transportation announced that \$500 million will be made available for transportation projects across the country under the seventh round of the Transportation Investment Generating Economic Recovery (TIGER) competitive grant program. The pre-application deadline is May 4, and the final application deadline is June 5.
- Vancouver City Councilor Jack Burkman provided an update on the March 19 meeting of the Bi-State Coordinating Committee, which serves to maintain regional dialogue on issues affecting the I-5 corridor. The advisory committee's next meeting is in June.
- Mr. Ted Leybold, Metro Resource Development Manager, provided an update on a technical advisory committee to the JPACT Finance Subcommittee, which held two regional systems workshops to advise the Subcommittee on prioritization of regional transportation system components. The technical advisory committee will hold a third workshop on April 27 at Metro Regional Center (MRC).
- The next meeting of the JPACT Finance Subcommittee is scheduled for May 18 at 7:30am at MRC.
- The funeral service for Hector Macpherson, Jr., the primary author of Oregon Senate Bill 100, will be held in Albany on April 9 at 11am.
- Ms. Nina DeConcini, Oregon Department of Environmental Quality (DEQ), mentioned that EPA Administrator Gina McCarthy will be in Portland to award a clean diesel retrofit grant to DEQ and Northwest Container Services on April 15 at 8:15am. Also, DEQ staff will be briefing the Transportation Policy Alternatives Committee (TPAC) on air quality issues in May.
- Mr. Rian Windsheimer, Oregon Department of Transportation (ODOT), spoke about ODOT's preparation for the 2019-2021 Statewide Transportation Improvement Program (STIP) update.
- Washington County Commissioner Roy Rogers thanked Chair Dirksen for providing an update on the JPACT Finance Subcommittee's consideration of regional transportation funding to the Washington County Coordinating Committee (WCCC) at their April 6 meeting.

4. CONSIDERATION OF THE JPACT MINUTES FOR MARCH 19, 2015

MOTION: Wilsonville Mayor Tim Knapp moved and Councilor Harrington seconded to approve the JPACT minutes from March 19, 2015.

ACTION: With all in favor, the motion passed.

5. ACTION ITEMS

5.1 **Resolution No. 15-4617**, For the Purpose of Reallocating Unspent Transit Project Development Funds on Current Regional Priority Projects

Mr. Alan Lehto, Director of Policy and Planning at TriMet, and Ms. Elissa Gertler, Director of Planning and Development at Metro, provided information on the proposed reallocation of \$5.861 million in unspent transit project development funds from the 2012-13 Regional Flexible Funds Allocation (RFFA) process, to further implement HCT project development.

In September 2010, JPACT and the Metro Council approved a multi-year commitment of regional flexible funds to provide a significant portion of the local match for the construction of the Portland-Milwaukie Light Rail project, and to support moving forward with the next two planned HCT projects: the Lake Oswego to Portland Transit Project (LOPT) and the Southwest Corridor Project. However, LOPT project partners were unable to define a Locally Preferred Alternative in 2011. Consistent with the 2012-13 RFFA policy, TriMet and Metro propose reallocating the transit project development funds that had been targeted for the suspended LOPT project to support current regional HCT priority projects. The proposed reallocation comprises three elements:

- Capital improvements along the Willamette Shoreline: Dedicate approximately \$861,000 towards early implementation projects to address safety and stormwater concerns (2015-16).
- Powell-Division Transit and Development Project: Dedicate \$1.5 million to complement project partner funds and complete financing the project through the Federal Transit Administration (FTA) Project Development process (July 2015 – June 2017).
- Southwest Corridor Plan: Dedicate \$3.5 million to match project partner funds to move the project through the FTA Project Development process (Dec. 2018 – Dec. 2020).

Action would recommend to Metro Council to approve.

MOTION: Commissioner Rogers motioned and Metro Councilor Shirley Craddick seconded that JPACT recommend to the Metro Council the adoption of Resolution No. 15-4617.

ACTION: With all in favor, the motion passed.

6. INFORMATION / DISCUSSION ITEMS

6.1 Draft 2015-16 Unified Planning Work Program (UPWP) Report and Annual Self Certification

Mr. Chris Meyers, Metro Regional Planner, provided information and requested member feedback on the Draft Unified Planning Work Program (UPWP). Mr. Myers also provided an overview of the 2015-16 Federal Metropolitan Planning Organization (MPO) Self-Certification. Key elements of the presentation included:

- Definition of federal MPO self-certification: A formal certification review that occurs every four years, to ensure that an MPO is in compliance with federal transportation planning requirements.
- Required self-certification areas, including the MPO's designation, geographic scope, agreements, responsibilities/cooperation/coordination, and metropolitan transportation planning products.
- Definition of the UPWP: An annual, federally-required document that ensures efficient use of federal planning funds. The UPWP describes transportation planning tasks, their relationships to other planning activities in the region, and budget summaries. The document only includes planning projects that will receive federal funds in the coming fiscal year.

- New features in the Draft 2015-16 UPWP, which added 13 new planning projects, removed 16 other projects (primarily due to completion), and added a quadrennial review corrective actions, recommendations, and commendations table.
- Next steps in the 2015-16 Draft UPWP approval process, including:
 - April 24: TPAC's recommendation to JPACT.
 - May 14: JPACT's recommendation to the Metro Council.
 - May 21: Metro Council action.

Member comments included:

- Ms. Susie Lahsene, Port of Portland, expressed her appreciation for placing focus on the regional freight program, and recommended that the Port of Portland and Port of Vancouver be mentioned in the staff report for the draft adopting resolution (15-4623).

6.2 Metropolitan Transportation Improvement Program (MTIP) and Regional Flexible Fund Allocation (RFFA) Policy Update Work Program

Mr. Leybold, along with Mr. Dan Kaempff, Metro Principal Transportation Planner, provided information on the process for updating the policy direction of the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) and 2019-2021 Regional Flexible Fund Allocation (RFFA). The purpose of the presentation was to provide JPACT members an overview of the goals, timeline, background information, and key topic areas for discussion in developing the 2018-2021 MTIP and 2019-21 RFFA policy direction. Key elements of the presentation included:

- Metro's responsibility for the MTIP as an MPO.
- Purpose and need for the policy direction update: to fulfill the federal requirement to develop MTIP policy, and to develop a policy and process for allocating the federal funds awarded to Metro as an MPO (RFFA).
- The MTIP coordinates between the three funding processes conducted in the region: ODOT Fix-It/Enhance funding, TriMet/SMART transit funding, and Metro RFFA funding. The MTIP also demonstrates compliance with federal regulations pertaining to public involvement, civil rights, addressing federal planning factors, air quality conformity, fiscal constraint, and coordinated decision-making. The MTIP is a component of the STIP.
- The MTIP policy discussion defines how JPACT and the Metro Council wish to coordinate with the three investment processes, while considering how regional policy can inform these investments.
- RFFA policy update overview: A nine-month discussion to determine regional priorities, which will form the basis for the project selection process in 2016.
- RFFA funding breakdown: The initial 3-year forecast projects \$125 million available for the 2019-2021 RFFA cycle. Following historical allocation patterns, RFFA funding would amount to \$48 million for the transit bond obligation, \$31 million for regional programs, and \$46 million for "Step 2" projects.
- Three RFFA policy development workshops will take place between April and June 2015 to begin the RFFA policy update process. These workshops are open to all interested parties, and will frame the policy discussion around existing MTIP policy, new transportation policy since the last MTIP, new performance data, and feedback from a retrospective process.
- Stakeholder input and outreach: Over the next few months, program staff will introduce and discuss the policy update process with county coordinating committees and technical advisory committees, and will hold workshops with TPAC to develop and refine MTIP/RFFA policy objectives. The 45-day public outreach period will take place in July and August.

- Adoption schedule: Development and discussion of an initial draft will take place in late summer through TPAC, JPACT, and Council, and the refinement and revision of a final draft for TPAC recommendation and JPACT/Council adoption will occur in the fall.

Member comments included:

- Mr. Windsheimer spoke to formulating criteria that ensure projects selected are appropriate and efficient uses of federal funds (as opposed to state and local funding sources), especially with regard to small project funding.
- Ms. Lahsene inquired about staff reporting on the status of projects completed with Regional Flexible Funds over the last ten years.
- Chair Dirksen spoke about levels of efficiency in applying federal funds to projects of varying complexities.
- Mr. Leybold spoke to the development of a comprehensive report, as well as a “project of the month,” to update stakeholders on the status of projects funded in previous cycles.
- Councilor Harrington spoke to advocating for simplifying the process of using federal funds for small projects, to maintain efficiency in funding allocation at all levels.

6.3 2016 TriMet Budget and MTIP Coordination

Mr. Eric Hesse, TriMet Strategic Planning Coordinator, provided information on the coordination of transit funding with the MTIP. Key elements of the presentation included:

- MTIP purpose: to ensure financial capacity for projects, coordinate project implementation to planning activities and between agencies, provide public transparency in the funding process, and as a requirement to maintain federal funding.
- Purpose of the briefing: to inform TriMet’s coordination with JPACT, to provide a progress update on prior RFFAs, to enhance understanding of the transit funding decision process and proposed programming, and to update transit funding into the 2015-18 MTIP based on actual appropriations.
- The extent of TriMet’s MTIP coordination with Metro: On the High Capacity Transit (HCT) System Plan and Transit element of the Regional Transportation Plan (RTP), the MPO’s lead in planning for HCT projects, and MTIP programming and TriMet budget.
- TriMet’s fiscal year (FY) 2016 budget priorities, which concentrate on ensuring financial stability, and continuing the focus on rider needs.
- TriMet’s service improvements during FY 2015.
- Key FY 2016 budgeting assumptions: Strong payroll tax growth due to the economic recovery, fare revenue growth and transfer time impacts, and flat federal funding from the previous FY.
- Federal funding elements, including MTIP Regional Flexible Funds, Portland-Milwaukie Light Rail Transit (LRT), and projects that use other federal funds (State of Good Repair, Job Access, and Special Needs Transit).
- In FY16, TriMet is receiving MTIP Regional Flexible Funds for Regional Rail debt service, the Bus Stop Development Program, Employer Outreach Program, East Portland Access to Employment and Education, and Powell-Division Corridor Safety and Access to Transit. TriMet is also receiving STIP Enhance funds for Barbur/99W Corridor Safety and Access to Transit and OR 8 Corridor Safety and Access to Transit in FY16.
- Key improvements implemented through the Bus Stop Program.
- Allocation of RFFA Regional Rail bonds.

- Funding sources and partnerships for capital investments in the Portland-Milwaukie Light Rail (PMLR) Project, which culminates in TriMet's opening of the Orange Line in September 2015 (on-time and under budget).
- Moving Ahead for Progress in the 21st Century (MAP-21) funding impacts.
- FY16 program of proposed projects using other federal funding, including bus and rail preventative maintenance, bus replacement, PMLR funding, elderly and disabled transportation.
- State of Good Repair funding: \$59 million in 5307 and 5337 formula funds used for preventative maintenance on bus and rail.
- Bus and Bus Facilities funding: 5339 funds used to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.
- Job Access Reverse Commute (JARC): Need to consider new funding mechanisms for community and jobs connectors envisioned in Service Enhancement Plans, as JARC, which provided transportation to jobs for low-income individuals, was eliminated under MAP-21.
- Elderly and Disabled funding: 5310 funds used to address mobility needs beyond para-transit services.
- In summary, TriMet programming is aligned with the MAP-21 focus on State of Good Repair to ensure reliability and support regional goals. Public engagement opportunities are provided in programming of projects and budget processes. TriMet is coordinating with Metro staff on updating programming of forecasted funding in the 2015-18 MTIP with actual federal funding apportionments.

Member comments included:

- Clackamas County Commissioner Paul Savas spoke to concerns that Clackamas County lacks a substantial east-to-west frequent service transit line, and inquired about funding sources for new east-to-west transit service, particularly to serve employment areas in the county. Commissioner Savas also inquired about plans to convert buses to natural gas to address air quality concerns, in order to serve Clackamas County more cleanly by bus.
- Mr. Hesse stated that east-to-west transit service in Clackamas County is being designed into TriMet's Future Visions through the Service Enhancement Planning process, and mentioned that expansion of the payroll tax could serve as a funding stream for such a service upgrade. He also spoke to creativity and flexibility in looking for funding to replace the JARC program. Mr. Hesse also spoke about TriMet's work to explore natural gas and electric transit options.
- Ms. Lahsene acknowledged City of Portland's work in studying relationships between where people live and work in the region, to more effectively gear transportation options to areas where people travel for work, and spoke to encouraging efforts to account for peak travel times based around shift work in enhancing transportation options.
- Mr. Hesse spoke about future updates to JPACT on Service Enhancement Plans (SEPs) as part of the next Regional Transit System Plan and RTP update cycle, as these SEPs serve as the vehicles for addressing transit service needs.
- Multnomah County Commissioner Jules Bailey addressed concerns regarding TriMet's proposed 25% increase in Honored-Citizen fares.
- Troutdale Mayor Doug Daoust inquired about the \$2.3 million allocated to East Portland Access to Employment and Education in FY16 through the MTIP Regional Flexible Funds.
- Mr. Hesse spoke to collaboration with City of Portland on the East Portland Access to Employment and Education program, to improve transit access for low-income individuals commuting to work. The program is focused on capital investments, not service changes.

- Mayor Knapp expressed his support for expanding east-to-west transit connections in Clackamas County, and highlighted the need to discuss scheduled east-to-west service in Clackamas County as part of the service enhancement planning process.

6.4 Update on Climate Smart Strategy Submittal to Land Conservation and Development Commission

Chair Dirksen introduced this informational item updating members on the Climate Smart Strategy (CSS) Submittal to the Land Conservation and Development Commission (LCDC). After working with MPAC and JPACT, along with other community, business, and elected leaders across the region for four years, the Metro Council adopted the strategy last December with broad support. On February 23, Metro staff submitted the CSS decision record to LCDC in the manner of periodic review.

Ms. Kim Ellis, Metro Principal Transportation Planner, provided an update on the submittal and next steps. Staff at the Department of Land Conservation and Development (DLCD) are currently reviewing the CSS, and are expected to make a recommendation to LCDC within the next month. LCDC is expected to take action on the CSS at their May 21 meeting. Metro staff will provide a final CSS report to JPACT following LCDC's action. Metro staff will receive input from JPACT and Metro's other policy and technical advisory committees throughout the summer on the development of a work plan for the 2018 RTP update. Ms. Ellis thanked JPACT members and their staff for their participation in developing and shaping the CSS.

Member comments included:

- Mayor Knapp spoke to highlighting the need for substantially increased investment in order to achieve the outcomes identified by the CSS.
- Ms. Ellis spoke to efforts to seek increased funding at the local, regional, and state levels.
- Ms. Ellis spoke to DLCD's review of the technical assumptions upon which the CSS emissions reduction targets are based, and provided information on ODOT's work to implement the Statewide Transportation Strategy for reducing greenhouse gas emissions.
- Commissioner Savas inquired about the relationship between the Clean Fuels Program (Senate Bill 324) signed by Governor Brown, and the investments required to achieve the outcomes outlined in the region's CSS. He also spoke about a federal strategy to implement clean fuels standards.
- Ms. DeConcini suggested that DEQ air quality staff could update JPACT on the Clean Fuels Program at a future meeting.

7. ADJOURN

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

Respectfully submitted,



Joel Cvetko, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 9, 2015

ITEM	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Handout	4/8/15	Updated 2015 JPACT Work Program	040915j-01
3.0	Letter	3/31/15	Letter from North Clackamas School District RE: Safe Routes to School for Every Child	040915j-02
3.0	Handout	4/9/15	ODOT Region 1 2019-2021 STIP Cycle: Operations Program 150% List	040915j-03
3.0	Handout	4/9/15	ODOT Region 1 2019-2021 STIP Cycle: Preservation Program 150% List	040915j-04
5.1	Letter	4/1/15	Letter from Portland Streetcar RE: Re-allocation of Transit Project Development Funds	040915j-05
6.1	Handout	4/9/15	Draft 2015-2016 Unified Planning Work Program (UPWP)	040915j-06
6.1	Legislation	4/8/15	Resolution No. 15-4623: Draft Legislation and Staff Report	040915j-07
6.2	PowerPoint	4/9/15	2018-2021 MTIP / 2019-2021 RFFA Policy Update Process Presentation	040915j-08
6.3	PowerPoint	4/9/15	Transit Coordination with the Metropolitan Transportation Improvement Program (MTIP) Presentation	040915j-09