



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)  
Meeting Minutes  
December 10, 2015  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman  
Shirley Craddick, *Vice Chair*  
Nina DeConcini  
Craig Dirksen, *Chair*  
Denny Doyle  
Kathryn Harrington  
Tim Knapp  
Diane McKeel  
Steve Novick  
Paul Savas  
Rian Windsheimer

AFFILIATION

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

MEMBERS EXCUSED

Roy Rogers  
Kris Strickler

AFFILIATION

Washington County  
Washington State Department of Transportation

ALTERNATES PRESENT

Bernie Bottomly  
Jef Dalin  
Doug Daoust  
Susie Lahsene  
Matt Ransom  
Jeff Swanson

AFFILIATION

TriMet  
City of Cornelius, representing Cities of Washington County  
City of Troutdale, representing Cities of Multnomah County  
Port of Portland  
SW WA RTC  
Clark County

OTHERS PRESENT: Mike Bezner, Rhonda Coakley, Chris Deffebach, Mark Gamba, Jeff Gudman, Savannah Hescock, Eric Hesse, Duncan Hwang, Katherine Kelly, Gerik Kransky, Stephan Lashbrook, Mark Lear, Jaimie Lorenzini, Zoe Monahan, Elyse Pauken, Gary Schmidt, Andrew Singelakis, Ted Tosterud

STAFF: Grace Cho, Colin Deverell, Alexandra Eldridge, Kim Ellis, Elissa Gertler, Matthew Hampton, Dan Kaempff, Alison R. Kean, Ted Leybold, Nellie Papsdorf, 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 7:32 a.m.

## **2. CITIZEN COMMUNICATION ON JPACT ITEMS**

Ms. Elyse Pauken, City of Milwaukie: Ms. Pauken expressed support for dedicated funding for the Safe Routes to School program. She explained that in her neighborhood in the City of Milwaukie insufficient sidewalks, crossings, and streets made it very difficult for her to walk and/or bike to school.

Ms. Savannah Hescoock, City of Oak Grove: Ms. Hescoock expressed support for dedicated funding for the Safe Routes to School program and explained that many of her peers are unable to walk and/or bike to school due to inadequate and dangerous infrastructure.

Mr. Duncan Hwang, City of Portland: Mr. Hwang expressed support for dedicated funding for the Safe Routes to School program as part of the next MTIP/RFFA cycle. He noted that many of the region's students face severe difficulties when trying to walk and/or bike to school. He gave the example of Harrison Park School, the largest and most diverse in the Portland Public Schools system, noting that two pedestrian fatalities had occurred within one block of the school in the past five years. He added that through a multilingual community visioning project, parents identified their top concerns as walkability and safety, and reiterated the importance of a complete transportation system.

Ms. Rhonda Coakley, City of Beaverton: Ms. Coakley requested that \$15 million of MTIP/RFFA funds be dedicated to the Safe Routes to School program and stated that the program was not only vital for families and children but also important for healthy neighborhoods. She added that sufficient infrastructure was also critical for the success of businesses and emphasized community support for the program.

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

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

- Chair Dirksen reminded the committee that starting in 2016 JPACT would meet on the third Thursday of each month as opposed to the second.
- Southwest Corridor Update: The SW Corridor steering committee will soon decide on the narrowing of terminus options and which alignment options in downtown Tigard to study further. At the October meeting, a motion passed to remove the light rail terminus option from downtown Tualatin, assuming no compelling reasons for further study. Project staff recommends removing the downtown Tualatin option for both light rail transit and bus rapid transit, and have expressed that downtown Tualatin could represent a viable station location for future high capacity transit. The steering committee will consider whether to adopt this recommendation. In Tigard, there are currently five routes under consideration to connect the Tigard Triangle and downtown Tigard. Staff has recommended removing two of the options and advancing the three others for further study. At the next meeting scheduled for February 29, the steering committee will decide on travel mode (light rail or bus rapid transit) and whether to continue study of a light rail tunnel to the Portland Community College Sylvania Campus.
- The Fixing America's Surface Transportation Act, or "FAST Act," was passed by Congress, authorizing the federal transportation program through 2020. Chair Dirksen explained that he would provide a more in-depth briefing on the FAST Act at an upcoming meeting, but

shared a few key points about the bill and how it might affect JPACT, Metro, and the region. Highlights included:

- A five-year authorization
  - Funding levels include small increases to both highway and transit funding, with slight additional growth over each year
  - A new National Highway Freight Program and a new Nationally Significant Freight and Highway Projects funding source
  - Other direction and incentives for project innovation, use of public-private partnerships, and other program modifications
  - Authorization levels appear consistent with the existing regional flexible fund forecast through 2020 and should allow the region to proceed with funding awards next year as scheduled
- Mr. Rian Windsheimer noted that being able to provide significant matches to federal funding would be critical and explained that the state, local, and regional governments would need to continue to work together to determine how to raise funds to accomplish the objectives of the FAST Act's programs.
  - Mr. Bernie Bottomly stated that in terms of transit, the bill maintains an 80% road/20% transit split but makes significant changes to discretionary grants that will provide potentially beneficial transit funding opportunities, including adjustments to the New Starts/Small Starts programs. He expressed excitement about the bill and commended the Oregon Congressional delegation for their work.
  - Ms. Lahsene encouraged the committee to consider timing limitations in the FAST Act, noting that construction was anticipated for projects 18 months from award funding. She explained that it would be important to move quickly to take full advantage of funding opportunities.
  - Councilor Jack Burkman acknowledged the important work of Congresswoman Jaime Herrera Beutler and expressed thanks for her work. He explained that the Congresswoman had successfully helped shift the focus from funding on the East Coast, allowing the region to better compete for federal funding.
  - Chair Dirksen then gave an overview of upcoming project work and decisions in 2016:
    - The 2018 Regional Transportation Plan (RTP) update work will continue in the next year, including three RTP forums for JPACT/MPAC and members of the public.
    - MTIP/RFFA policy adoption, development of the project selection process, and the project selection process will all occur in 2016.
    - Key decisions related to the Southwest Corridor and Powell-Division Transit and Development projects will come to both JPACT and MPAC.
    - The JPACT Finance Subcommittee will continue its conversation about transportation funding.
    - The 2016 JPACT trip will soon be scheduled as the committee determines what might be most useful to address transportation challenges.
  - Mr. Rian Windsheimer reminded the committee that the draft of the new Oregon Bicycle and Pedestrian Plan was out for public comment and added that Oregon Department of Transportation (ODOT) staff would be making themselves available for more information. Mr. Windsheimer noted that ODOT has \$11 million available for active transportation projects, including access to transit and sidewalk projects. He explained that applications were available online and that Area Commissions on Transportations (ACTs) would be making their recommendations after the public comment period ended.

#### **4. CONSIDERATION OF THE JPACT MINUTES FOR NOVEMBER 12, 2015**

MOTION: Mayor Denny Doyle moved and Councilor Shirley Craddick seconded, to approve the November 12, 2015 minutes.

ACTION: With all in favor, the motion passed.

#### **5. INFORMATION/DISCUSSION ITEMS**

##### **5.1 Project of the Quarter: Sunrise Corridor Arterial and Trail Projects**

Chair Dirksen introduced Mr. Ted Leybold, Metro staff, and Mr. Mike Bezner, Clackamas County to provide a Project of the Quarter presentation on Sunrise Corridor arterial and trail projects.

Key elements of the presentation included:

- Mr. Mike Bezner explained that the Sunrise System project was comprised of a system of projects along the Sunrise Corridor in Clackamas County. He noted that the project covers the area from I-205 to Rock Creek Junction, and began with the development of a long-term plan and environmental impact study. Mr. Bezner stated that early in the process, Clackamas County committed funding and acquired right-of-way protection, which ultimately leveraged the investment for additional funding. When \$100 million in funding became available through the Jobs and Transportation Act (JTA), ODOT and the County worked in partnership to design a project to fit the limited budget. Additional funds and cost savings, including MTIP funds, allowed for improvements for all modes to be constructed.
- Mr. Bezner stated that the project initially represented a significant undertaking without a definite roadmap for funding. He explained that it was essential for staff to scale the project to available funding, which involved developing a practical design approach with project partners that prioritized immediate capacity needs. Mr. Bezner then shared the series of improvements identified for the available funding.
- Mr. Bezner emphasized the regional significance of the project by identifying the following benefits: enhances the bicycle and pedestrian environment, provides significant congestion relief, provides enhanced regional and local mobility and connectivity, attracts about 20,500 daily users onto the new roadway from area roads, and provides an estimated \$22.5 million in total annual benefit.
- Mr. Bezner then shared lessons learned on the project that included:
  - The solution that emerged from the “Practical Design” process was a system of projects, both additions to ODOT facilities and improvements to Clackamas County roads.
  - It was difficult initially to gage what the \$100 million would be able to buy. It was important for the partners to work together continually throughout the process to make sure all of the needed pieces were included.
  - Community partners were engaged throughout the process to make sure the key elements were constructed.
  - The purchase of right-of-way early on was a critical aspect of the success of the project.
  - The project was able to stay on-time and on-budget; identifying the key contacts at each agency was essential in keeping the project on track.

- Mr. Bezner provided an overview of the project's completion schedule, noting that the arterials were on target for completion by 2016. He explained that construction of the shared use path was underway and construction of the sidewalk at the west end of Lawnfield Road, intended to close a gap in pedestrian connectivity in the area, would begin in the spring of 2016.

*Member discussion included:*

Members expressed their support for the project and commended staff's strong work.

Mr. Windsheimer commented that the project helped speed up freight trains and Amtrak by making it much safer for them not to have to slow down. He added that the grade-separated alternative was also an improvement for their services. He emphasized that purchasing the right-of-way ahead of time was an essential part of the process, and noted that ODOT and its partners were beginning to consider what else to buy now to preserve the right-of-way and prepare for future improvements.

**5.2 Metropolitan Transportation Improvement Program (MTIP) and Regional Flexible Fund Allocation (RFFA) Policy Questions for Public Comment**

Chair Dirksen explained that staff was hoping to get agreement on the questions about options for the RFFA policy framework to include for public comment. He stated that the framework for public comment had been developed over several months with input from the general public, the Transportation Policy Alternatives Committee (TPAC), and JPACT. He noted that the question that would be going out to the public concerned step two and whether the region should focus on funding active transportation and freight through specific funding targets (such as the 75/25 split). He explained that the public comment period would begin in January and noted that the feedback from JPACT on the policy questions would help direct the proposals to be considered in spring 2016.

He then introduced Mr. Dan Kaempff and Mr. Ted Leybold, Metro staff, to give a brief presentation.

Key elements of the presentation included:

- Mr. Kaempff explained that the purpose of the presentation was to provide an MTIP/RFFA policy update with background and context, and receive final input on the questions for the upcoming MTIP/RFFA public comment opportunity.
- He provided a policy update and implementation timeline for the 2019-2021 regional flexible fund allocation and reminded the committee that they were currently in phase two of the process, focused on public comment and the discussion of policy options. He explained that the questions would go out for public comment in January to mid-February and the policy adoption process would wrap up in March and April of 2016.
- He noted that the policy document included in the meeting packet explained how the MTIP defines the coordination of ODOT, transit, and Metro funding processes and how the RFFA guides the administration of the allocation process by defining priority outcomes for project selection.
- Mr. Kaempff then gave an overview of public engagement improvements since the previous round of MTIP/RFFA funding. He explained that the process aimed to respond to feedback that identified a desire to provide public input on policy and not just projects. He noted that the feedback also identified an interest in more transparency in the policy development discussion from the outset. Because of this, policy questions were developed through a series of workshops and discussions with stakeholders.

- Mr. Kaempff explained that during these conversations, staff asked participants to summarize the three main policy issues and the responses were distilled into the following themes:
  - The region should follow Climate Smart Strategies and prioritize investments in transit, active transportation, regional transit options, and optimizing built road capacity.
  - The region should consider whether to invest in Safe Routes to Schools programs and infrastructure.
  - The region should consider eliminating the funding split and develop a combined active transportation/freight focus area and criteria.
- He noted that staff then used this feedback to synthesize the input into two main policy issues:
  - Should the region consider new investments through step one programs?
  - Should step two be redefined to evaluate all projects within a single set of criteria and measures, and/or with less specific direction on funding targets for project types?
- Mr. Kaempff explained that the themes and questions were used to develop the draft question for public comment as should the region:
  - A.) set aside some money for walking and biking improvements and some money for freight improvements, letting the projects compete in separate categories (status quo)? OR
  - B.) let all potential walking, biking, and freight projects be assessed against multiple objectives (and compete together)?
- Mr. Kaempff then shared the following questions for discussion:
  - Is this the right direction on what Metro asks the public in January to help inform JPACT's decision in March/April?
  - Does JPACT have further input before proceeding to the public comment period?

*Member discussion included:*

Commissioner Savas explained that the Clackamas County Coordinating Committee had discussed the funding split at length and felt that it would be a good idea to remove the 75/25 funding split from the public comment discussion, noting that the concept would be difficult for the public to grasp. He stated that the committee also expressed support for putting more emphasis on the Safe Routes to School program and adding it to active transportation.

Mayor Knapp commented that the Clackamas County cities did not believe the right questions were being asked as currently formulated. He explained that asking the public such technical questions without context was not appropriate and encouraged staff to formulate the questions in a way that people would be able to understand without a technical background. Mayor Knapp also expressed support for the development of an evaluation system based on ratings that would enable staff to judge whether projects were meeting multiple objectives across the region without siphoning funds and limiting project outcomes.

Commissioner Steve Novick expressed support for maintaining the 75/25 funding split as a general policy principle even if the official split was removed. He noted that he did not object to the questions as stated, but feared that the public would not have a strong reaction to either option, and expressed concern about this feedback not being helpful.

Councilor Dirksen agreed and explained that it might be more beneficial to ask the question more generally by focusing on whether or not there should be a split for specific uses at all.

Commissioner Diane McKeel noted that the split was discussed at the East Multnomah County Transportation Committee and the group recommended removing the split as it can pose a challenge to achieving projects. She added that the committee was also interested in exploring the use of existing performance targets in the RTP to prioritize projects.

Mayor Denny Doyle agreed that it would be important to make the questions relevant to the public and explained that he felt the feedback would be more useful if the questions were not so technical. He also recommended including examples of active transportation projects and other features of the MTIP/RFFA in order to better illustrate the issues to residents.

Councilor Craddick explained that the 75/25 split was originally created to dedicate specific funds to projects that traditionally have trouble finding funding (such as multimodal and active transportation). She asked if there was any other way to still protect those funds without using an exact percentage split. Mr. Kaempff responded that the region could create such priorities through project criteria instead but noted that the change would require policy direction from the advisory committees and the Metro Council.

Members discussed how to properly word the questions for public comment.

## **6. ADJOURN**

JPACT Chair Craig Dirksen adjourned the meeting at 9:05 a.m.

Respectfully Submitted,



Nellie Papsdorf  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF DECEMBER 10, 2015**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>2.0</b>	Testimony	12/10/15	APANO/Jade District Support for Dedicated Funding for Safe Routes to School	121015j-01
<b>5.1</b>	PowerPoint	12/10/15	MTIP Project of the Quarter	121015j-02
<b>5.2</b>	Handout	12/01/15	2018-21 MTIP and 2019-21 RFFA Policy Report Draft	121015j-03
<b>5.2</b>	Handout	N/A	Existing MTIP Coordination Policies Activities	121015j-04
<b>5.2</b>	PowerPoint	12/10/15	MTIP/RFFA Public Comment	121015j-05