



Joint Policy Advisory Committee (JPACT)
January 21, 2016
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick
Craig Dirksen, *Chair*
Kathryn Harrington
Tim Knapp
Neil McFarlane
Diane McKeel
Roy Rogers
Paul Savas
Kris Strickler

AFFILIATION

Metro Council
Metro Council
Metro Council
City of Wilsonville, representing Cities of Clackamas County
TriMet
Multnomah County
Washington County
Clackamas County
Washington State Department of Transportation

MEMBERS EXCUSED

Jack Burkman

AFFILIATION

City of Vancouver

ALTERNATES PRESENT

Kelly Brooks
Jef Dalin
Doug Daoust
Susie Lahsene
Jeff Swanson

AFFILIATION

Oregon Department of Transportation
Cities of Washington County
City of Troutdale, representing Cities of Multnomah County
Port of Portland
Clark County

OTHERS PRESENT: Eric Brodell, Barbara Cartmill, Chris Deffebach, LeeAnne Ferguson, Mark Gamba, Gerik Kransky, Mark Gray, Jeff Hamm, Eric Hesse, Susan Kubota, Stephan Lashbrook, Jaimie Lorenzini, Andrea Marquez, Bob Martin, Zoe Monahan, Elexis Moyer, Dave Nordberg, Mark Ottenad, Chris Rall, Gary Schmidt, Leah Treat, Joanna Vacena, Chris Wall, Michael Williams

STAFF: Beth Cohen, Andy Cotugno, Alexandra Eldridge, Elissa Gertler, Matthew Hampton, Shaina Hobbs, Ted Leybold, Randy Tucker, Hope Whitney

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Craig Dirksen called the meeting to order and declared a quorum at 7:36 a.m.

2. CITIZEN COMMUNICATION ON NON-AGENDA ITEMS

Ms. Elexis Moyer, City of Portland: Ms. Moyer expressed her concern about inadequate infrastructure and unsafe traffic patterns in her outer SE Portland neighborhood. She noted that although her youth transit pass helped her to travel to school, she, as well as others in her area still had to walk on many streets without sidewalks to make it to their transit stops. She requested that

the Metro Council dedicate \$15 million of MTIP/RFFA funds to Safe routes to School in order to increase access to safe transit and to improve the quality of streets and crossings surrounding schools in the region.

Dr. Susan Kubota, City of Tualatin: Dr. Kubota expressed her concern about dangerous conditions for pedestrians and cyclists. She requested that the Metro Council provide funding for the For Every Kid campaign for Safe Routes to School programming. She added that providing funds for more complete infrastructure would encourage children to walk and bike more, which would have positive health benefits for Oregon's youth population.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

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

- Chair Dirksen informed the committee that the Supplemental Special Transportation Fund allocation process is being administered by TriMet. He noted that although the state funds did not require any formal action on behalf of the Metropolitan Planning Organization (MPO), they served an important role in our region's transportation vision by funding transportation projects for underserved communities. He introduced Mr. Neil McFarlane, who gave a more detailed explanation of the Special Transportation Fund (STF) allocation process. Highlights included:
 - Neil McFarlane shared that supplemental STF funds had increased each biennium and are now subject to allocation by the Special Transportation Fund Advisory Committee (STFAC). He added that there was a great deal of demand for the funds, and highlighted that there were approximately \$3 worth of applicants for every \$1 of funding available.
 - Mr. Eric Hesse informed the committee that roughly \$2.1 million were available.
 - After discussion about a singular source of info about all available transportation funding in the region, Councilor Kathryn Harrington noted that transportation funding is very complex and interwoven and that an exercise in coordinating funding sources was conducted for the 2010 MTIP funds.
- Chair Dirksen informed committee members that the Regional Flexible Fund Allocation (RFFA) process is now in the public comment period, as was reported in the December JPACT meeting. He added that on January 14, 2016, Metro has opened an online survey in order to gain broader public feedback and to provide the public with more information about its transportation initiatives. Chair Dirksen asked JPACT members to share the information with their constituents, as the questionnaire closes on February 16, 2016.
- Chair Dirksen expressed that in light of the Federal Transportation Reauthorization bill, he wanted to discuss how the upcoming JPACT trip could best advance the region's agenda. Highlights from this discussion included:
 - Chair Dirksen noted that Portland Business Alliance (PBA) and TriMet were organizing a trip to Washington D.C. from May 10-12, 2016.
 - Chair Dirksen noted that the trip would be less focused on proposing a certain project, and it would be more of an opportunity to learn more about the terms of the FAST Act administration.
 - Ms. Susie Lahsene emphasized that discussing projects with Department of Transportation (DOT) officials would be a good idea if the region planned to put forward certain projects for grants included in the Federal Transportation Reauthorization bill.

- Mayor Tim Knapp expressed some concerns over a joint trip with the Portland Business Alliance; mainly that having both organizations lobby together would dilute the respective messages of each entity.
- Commissioner Savas and Mr. Jeff Swanson expressed an interested in making the region more competitive in funding by focusing on freight and manufacturing.
- Councilor Dirksen added that in addition to the JPACT trip to D.C., JPACT should explore opportunities to organize a transportation-oriented “best practices” trip to another region that’s been successful in addressing transportation challenges. He also noted that Transportation for America would be a good resource for recommendations because to their work with MPOs nationwide. Councilor Harrington shared her interest in visiting an area with a multi-jurisdictional MPO because it would better reflect Metro’s composition.
- Councilor Dirksen reminded JPACT members that that the next JPACT Finance Subcommittee was January 25th, 2016.

4. **CONSENT AGENDA**

4.1 CONSIDERATION OF THE JPACT MINUTES FOR DECEMBER 10, 2015

MOTION: Mayor Tim Knapp moved and Commissioner Diane McKeel seconded, to approve the December 10, 2015 minutes.

ACTION: With all in favor, the motion passed.

5. **INFORMATION/DISCUSSION ITEMS**

5.1 Update on Federal Reauthorization

Chair Dirksen introduced Mr. Andy Cotugno, Metro staff, to provide an update on the Federal Transportation Reauthorization bill, the FAST Act and a comparison of the bill with the region’s priorities.

Key elements of the Mr. Cotugno’s update included:

- A bill was passed which included a modest funding increase. Funds for passenger rail such as AMTRAK were included. He noted that the bill included more discretionary spending programs, opposed to the traditional formula programs. The Transportation Investment Generating Economic Recovery (TIGER) grant program was not included in the reauthorization, but it was appropriated and will now have to be approved on an annual basis.
- There was an increase in the Small Starts component of the Core Capacity grant program funding which increased the funds available for projects such as the Powell-Division Corridor.
- Many of the funds made available in the FAST Act are aimed at closing funding gaps on large projects that would be ready to begin construction within 18 months. Mr. Cotugno noted that in order to secure the grant money, locally raised or locally controlled funds needed to be put forward to complete the initial project development.

- There was an expansion in the National Highway System (NHS) funding eligibility which will allow funding for bridges outside of the NHS with the NHS funding category.
- The Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which provided low cost financing and loan guarantees, was significantly reduced from \$1 billion per year to \$250 million per year, although its eligibility was expanded to enable smaller projects.
- Greater flexibility in design standards was provided by allowing the use American Association of State Highway and Transportation Officials (AASHTO) standards as well as National Association of City Transportation Officials (NACTO) standards.
- “High Priority Corridor” treatment status was given to the Newberg-Dundee Bypass and to I-205 throughout the length of Oregon. However, there was no source of funds attached to the priority treatment status.
- Federal Transit Administration’s (FTA) Bus Discretionary Grant Program was restored and will create more opportunities for smaller jurisdictions and transit organizations to purchase buses.

Member discussion included:

- Commissioner Paul Savas expressed that local jurisdictions were often concerned with requirements to meet onerous federal standards that can sometimes delay a project. Mr. Cotugno noted that the standards for design might be easier to meet. Chair Dirksen noted an ODOT program which allows local jurisdictions to exchange money with the state in order to bypass federal standards and get the funds from the state instead. Chair Dirksen recommended that local jurisdictions look into opportunities to have conversations with ODOT to avoid delaying a project due to federal funding requirements.
- Ms. Susie Lahsene inquired about the benefits of borrowing money with TIFIA funds to back the credit. Mr. Cotugno answered that backing credit with projected revenue, such as toll revenue, would be speculative because the revenue did not exist yet, therefore, the credit rating would not be as strong as a credit rating backed with TIFIA funds.
- Mayor Knapp asked about the lack of projects lined up to seek TIGER funding. Mr. Cotugno explained that despite the availability of TIGER funds, there was no pipeline of projects, nor had there been funds for project development to create TIGER-ready projects.
- Ms. Kelly Brooks noted that it was a challenge for local agency partners to meet federal standards, and she added that ODOT had been looking at a program to ease the burden on localities with state funds and had also been discussing how to certify localities to seek federal funds. Ms. Brooks emphasized that it was necessary to quickly take advantage of the stability of the five year reauthorization. Ms. Brooks indicated that in the short term, ODOT was increasing its focus on freight-related projects.
- Ms. Lahsene commented that she had heard that the United States Department of Transportation (USDOT) was looking to spend time locally to get points for the grant programs. She recommended that JPACT members possibly offer to host USDOT to be more competitive and get firsthand feedback. She noted that she’d be happy to work with anyone to help.

6. ACTION ITEMS

6.1 MPO Comment Letter to Region 1 ACT on Enhance Project

Craig Dirksen introduced the MPO Comment Letter to Region 1 ACT on Enhance Project by informing the committee that the letter was recommendation from TPAC and described the policy frameworks that should be considered during project prioritization of Enhance project selection. He noted that the letter essentially framed policy positions that JPACT had already agreed upon.

Councilor Harrington explained that there would soon be a point when JPACT would need to narrow a "150% List" of projects for further consideration to a "100% List." Councilor Harrington then asked if it was possible for ODOT to brief JPACT before that time and for ODOT to staff the evaluation of Enhance projects. Ms. Kelly Brooks noted that ODOT was slated to narrow down the possible Enhance projects by May or June to a "100% List".

Ms. Leah Treat expressed agreement with letter on behalf of Commissioner Steve Novick.

Commissioner Savas emphasized the importance in acknowledging that parts of Region 1 are urban and parts are rural and suggested that the rural areas be incorporated into making recommendations. He noted that in discussions with the cities of Clackamas County, concerns were raised that a different focus on criteria, or a change of criteria, may create issues with already-developing projects.

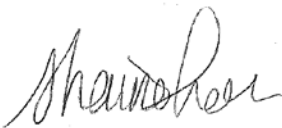
MOTION: Mayor Tim Knapp moved and Councilor Harrington seconded, to endorse the MPO Comment Letter to Region 1 ACT on Enhance Project.

ACTION: With all in favor, the motion passed. Kelly Brooks (ODOT) abstained.

7. ADJOURN

JPACT Chair Craig Dirksen adjourned the meeting at 9:08 a.m.

Respectfully Submitted,



Shaina Hobbs
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JANUARY 21, 2016

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2.1	Flyer	N/A	For Every Kid Flyer	012116m-01
2.2	Letter	10/22/15	Safe Routes to School Letter	012116m-02
2.3	Handout	N/A	Dr. Susan Kubota Testimony Transcript	012116m-03
N/A	Flyer	N/A	Metro Snapshot Speaker Series: Building an Inclusive Economy	012116m-04
N/A	Agenda	N/A	1/25 JPACT Finance Subcommittee Agenda	012116m-05