



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
January 19, 2017
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Craig Dirksen, *Chair*
Shirley Craddick
Bob Stacey
Paul Savas
Jessica Vega Pederson
Roy Rogers
Dan Saltzman
Tim Knapp
Neil McFarlane
Rian Windsheimer
Nina DeConcini
Jack Burkman

AFFILIATION

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

ALTERNATES PRESENT

Tim Clark
Jef Dalin
Emerald Bogue

AFFILIATION

City of Wood Village, representing Cities of Multnomah County
City of Cornelius, representing Cities of Washington County
Port of Portland

MEMBERS EXCUSED

Denny Doyle

AFFILIATION

City of Beaverton

OTHERS PRESENT: Brenda Perry, Nathan Clark, Mark Ottenad, April Siebenaler, John Williams, Shoshana Cohen, Chris Fich, Joanna Valencia, D. Howatt, Zoe Monehan, Mark Libar, Dayna Webb, Ted Tosterud, Mark Gamba, Jeff Gudmann

STAFF: Alison Kean, Kim Ellis, Mark Whalberg, Ted Leybold, Dan Kaempff, Noah Siegel, Stephanie Soden, Roger Gonzalaz, Ramona Perrault, Frankie Lewington, Beth Cohen, Roger Gonzalez, Ernest Hayes, Nellie Papsdorf, Christopher Spencer

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Craig Dirksen called the meeting to order and declared a quorum at 7:35 a.m.

2. CITIZEN COMMUNICATION ON JPACT ITEMS

Ronald Swaren, Resident in City of Portland: Mr. Swaren gave testimony to support a western arterial connection to reduce congestion on the I-5 Corridor and US-26 Corridor for commuters between Clark County and Washington County. He cited a section in the Washington County Transportation Future study in regards to a Northern Connector project that would expand existing roadways from US-26 to Highway 30. He stated that this can be developed into a high-capacity transit corridor that would improve ease of transit from Vancouver and North Portland to Beaverton and Hillsboro. He continued to mention that this would benefit public transit and displayed a graphic that showed public support for the project.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

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

- Chair Dirksen welcomed Commissioner Dan Saltzman, Commissioner Jessica Vega Pederson, and Councilor Bob Stacey as new JPACT members.
- Chair Dirksen welcomed Commissioner Lori Stegmann, Mayor Tim Clark, and Ms. Emerald Bogue as new JPACT alternates.
- Chair Dirksen announced that the third Regional Leadership Forum, Connecting Our Priorities to Our Vision, took place on December 22, 2016 and had a large group of participants to address urgent regional issues and securing funding. He stated that feedback was positive and that a report would be given at an upcoming JPACT meeting. He expressed appreciation to the attendees and mentioned that the fourth Regional Leadership Forum was scheduled for December 2017.
- Chair Dirksen stated that a lunch and learn was scheduled for January 24 to discuss activities at the recent Seattle Transportation Best Practices trip and the Sacramento T4America conference.
- Chair Dirksen recapped a briefing that took place during June and July of 2016 for proposed federal regulations on Metropolitan Planning Organization (MPO) planning and system performance measures. He stated that both Metro Council and JPACT sent the United States Department of Transportation (USDOT) letters that responded to the proposed rulings. He mentioned that the response to MPO rules emphasized the need to ensure metropolitan areas that encompass more than one state would not be required to operate as one MPO, and that the response to system performance measures suggested the incorporation of a more holistic view of people and freight to better reflect regional goals. He stated that the final rulings were released and both rulings had made significant progress. He continued to mention that further changes were possible with the transition of federal authority and highlighted a need for ongoing JPACT involvement throughout the process.
- Chair Dirksen discussed an upcoming meeting with USDOT on February 1 and 2 to ensure that federal regulations were met and encouraged JPACT members to attend and testify.
- Commissioner Paul Savas asked Chair Dirksen if this was the only opportunity for input. Chair Dirksen responded that the opportunity also extended to written testimony.
- Chair Dirksen mentioned that the JPACT trip to Washington D.C. was scheduled for April 5 and 6 and that it would overlap with the Annual Oregon Business Plan trip and that a reception was planned for both delegations.
- Chair Dirksen announced that a JPACT trip focused on Los Angeles Transportation Best Practices is scheduled for March or June to discuss efforts by Los Angeles County to pass Measure M to fund a multi-modal transportation package and to address transit funding challenges.

- Chair Dirksen noted a JPACT Finance Subcommittee meeting for January 30 to observe JPACT investment projects for active transportation through the Regional Flexible Funds Allocation (RFFA) policy process and to discuss shared funding strategies to develop a regional transit package, as well as discussions on the JPACT legislative agenda.
- Chair Dirksen gave a Congestion Mitigation and Air Quality Improvement (CMAQ) update and explained to new JPACT members that CMAQ is a primary source of federal funding for Regional Flexible Funds. He mentioned that ODOT staff highlighted how other regions in the state are more concerned with CMAQ funding and that JPACT should make CMAQ funding a higher priority. He stated that Metro staff drafted a letter included in the meeting packet for member review and jurisdictional refinement to send to ODOT staff.
- Mr. Neil McFarlane noted federal policy changes with Transit Oriented Development (TOD) projects. He stated that the Federal Transit Authority (FTA) released new guidelines related to the disposition of excess parcels and relaxation of rulings in relation to affordable housing.
- Commissioner Nina DeConcini offered to provide a detailed air quality update to JPACT.
- Commissioner Jack Burkman mentioned C-TRAN and the first of Bus Rapid Transit (BRT) system and the expectation of significant change in the area of Downtown Vancouver.
- Mayor Tim Knapp requested that attendees to the best practices trips provide lessons learned back to the JPACT Finance Subcommittee as not all JPACT members are able to attend.
- Commissioner Paul Savas discussed CMAQ funding and highlighted that projects should be focused on the measurement of air quality and congestion as a priority outcome for projects selected for funding.
- Mr. Rian Windshiemer discussed best practices and a recent American Council of Engineering Companies dinner and awards granted for projects in the Metro region.

4. CONSIDERATION OF THE JPACT MINUTES FOR DECEMBER 22, 2016

MOTION: Commissioner Paul Savas moved, and Mayor Tim Knapp seconded, to approve the November 10, 2016 minutes as amended.

ACTION: The motion passed. Ms. Nina DeConcini abstained.

Notes: The December 22, 2016 JPACT minutes were amended to correct:

- Commissioner Paul Savas’s statement under “Member Discussions” from “JPACT” to “JPACT Finance Subcommittee.”
- Clarification of Mr. Rian Windshiemer’s statement under “JPACT Legislative Agenda” to reflect fiscal constraint to ensure that projects selected could be accomplished given the amount of funding and to have a plan if the need for funding increased.

5. INFORMATION/DISCUSSION ITEMS

5.1 JPACT Legislative Agenda

Chair Dirksen gave an update on the JPACT Legislative Agenda by recounting the previous JPACT discussion and presentation. He stated the purpose of the discussion was to obtain feedback on the legislative agenda, with a vote to approve scheduled for February. He noted that the goal is to define concrete outcomes to meet regional priorities and invited Mr. Noah Siegel, Metro, to lead the discussion.

Key elements of the presentation included:

- Mr. Noah Siegel, Metro staff, recapped the prior JPACT meeting. He reiterated the goal to have a shared legislative agenda for 2017 based on conversations of collected ambitions to address active transportation, congestion and bottleneck projects, and to determine the size of the package to address these needs.
- Mr. Siegel highlighted a memo in the packet that would be translated into a draft resolution to adopt for the 2017 legislative session. He explained the goal is to be as direct and specific as possible on shared regional objectives.
- Mr. Siegel brought attention to materials in the packet in support of adopting a regional position first by JPACT, then by Metro Council with a supporting resolution in addition to the JPACT memo.
- Mr. Siegel mentioned that the red-lined version of the memo was based on feedback from staff of JPACT members and was included to be transparent on changes to the document. He stated that additional changes could be made in the following weeks.
- Mr. Siegel acknowledged the core goals and the supporting case for the need of a shared legislative agenda. He stated that they would be required to request \$750 million to one billion to cover the full costs of the investments. He shared that staff attempted to frame the request to be at least \$500 million to partner in funding projects in the region. He continued to explain that if the commitment is not met by the state for funding partnerships then it would become more difficult to make the case regionally.
- Mr. Siegel proceeded to discuss the core principles to accomplish during the legislative session such as the commitment to maintenance, the importance of transit, congestion, air quality, approaches through multi-modal solutions, and local options to fund investments.
- Mr. Siegel continued to discuss the metrics for successful outcomes such as the need for a large package, shared funding fixed for inflation, and the costs to support regional bottleneck projects through multi-modal solutions.
- Mr. Siegel noted CMAQ funding and stated that the Joint Transportation Committee and Governors Vision Panel have indicated that congestion in the Metro area is a statewide priority. He added that the issue should be addressed with a potential decrease in state funding to keep the current funding level stable in order to help address air quality concerns.
- Mr. Siegel referred to Connect Oregon in the Governors message as the only direct source of multi-modal funding for freight and active transportation projects.
- Mr. Siegel discussed local options as the most general but that it offers room for state partnerships and regional revenue. He added that state efforts should not pre-empt regionally defined solutions.

Member discussion included:

- Commissioner Paul Savas referred to the prior JPACT meeting and asked if the \$300-500 million benchmark attachment is what will be asked of the state legislature. Mr. Siegel responded that the referred attachment was only attached as a reference to the presentation at the prior JPACT meeting and was not meant to be brought to the State Legislature.
- Commissioner Paul Savas mentioned that he met with Congressman DeFazio to discuss transportation. He stated that he relayed comments from the elected representatives in the region on the need to request a large package to Congressman DeFazio. He asked Mr. Siegel if that need was reflected in the resolution and expressed concern that the amount requested will not be enough to accomplish regional goals. Mr. Siegel responded that it is

possible to add a statement that explicitly states a 50:30:20 split is required for a large package. Mr. Siegel added that the proposed resolution is similar in content to one adopted by the Oregon Transportation Commission (OTC).

- Chair Dirksen asked Commissioner Savas if he would support a statement that included a description of a need for \$500 million in additional funding annually. He added that the amount would be aligned with proposals by the OTC and the Oregon MPO Consortium. He mentioned a recent meeting with legislatures and the Western Economic Alliance (WEA) where they stated that they would like to see a minimum funding increase of 15 cents per gallon, which if implemented statewide would equate to roughly 500 million dollars a year.
- Mr. Rian Windsheimer stated that the OTC commissioners mentioned revisions to their document for adoption and that he will reflect the discussion to Mr. Siegel in order to bolster perceptions of regional alignment to the state legislature.
- Commissioner Savas recalled that the total number requested from the state legislature when combined with capital investments total out to about \$1 billion in funds. He recommended framing the request as a single number rather than as parcels and to allow the legislature to decide methods of funding in order to clarify the message.
- Mayor Tim Knapp stated his support of the direction outlined by Commissioner Savas. He added that the request for \$500 million does not explicitly frame the need as an annual recurrence. He reiterated the need for clarity
- Commissioner Jessica Vega Pederson concurred with being bold in the request for a large funding package. She noted that the Oregon School Board Association was effective in their funding request with the state legislature in the past by requesting a large amount and subsequent reiteration of the total dollar amount and recommended JPACT do the same.
- Commissioner Jessica Vega Pederson spoke on the topic of seismic resiliency and stated that it is critical to have an operational downtown corridor available in the occurrence of a seismic event. She highlighted the importance to continue discussions on investments into transportation projects that are seismically resilient.
- Mr. Neil McFarlane noted that the position of the OTC is aligned with the regional transit vision and that it is consistent with comments heard from JPACT discussions. He mentioned the importance of the language on expanding and preserving local options and the need for layered investment from federal, state, regional and local sources.
- Commissioner Roy Rogers concurred with Commissioner Savas and Mayor Knapp on their recommendations. He stated that the business model of the OTC has a systemic issue due to a lack of resources and excess inventory. He mentioned that the most obvious solution would be to raise fees and reduce costs through prioritization. He stated that methods of prioritization should be clearly communicated and that the message should be conveyed strongly and well focused.
- Commissioner Roy Rogers mentioned past JPACT discussions on transportation packages and questioned if there should be a contingency plan for a unified system for the entire state of Oregon. He stated if there is a refusal of partnership for a statewide package then a reasonable approach would be to support a regional package and that this should be a clear role for the JPACT Finance Subcommittee.
-
- Mayor Jef Dalin mentioned the need to build local partnerships and stated that local exclusions could not be over emphasized in order to be locally invested as partners.

6. ACTION ITEMS

6.1 Regional Flexible Fund Step 2 Project Allocation

Chair Dirksen stated that the intent is for JPACT to take action on a Transportation Policy Advisory Committee (TPAC) recommended package on investments to be funded through Regional Flexible Funds Allocation (RFFA) for the 2019-21 time period. He noted that step two is in regard to investments in active transportation and freight networks. He added that TPAC's recommendation follows an approach that draws on technical evaluation, public comment and the indicated priorities of the various county coordinating committees and the City of Portland to invest in projects around the region. He concluded that the action would lead to the development and adoption of the 2019-21 Metropolitan Transportation Improvement Program (MTIP).

Key elements of the presentation included:

- Mr. Kaempff mentioned that the requested costs for the projects in Example B totaled about \$4.8 million more than the \$33.15 million available across the two funding categories.
- Mr. Kaempff noted that Metro staff worked with the project applicants to balance the requested amounts with the available funding using a combination of additional local matching funds provided by the applicants, changes to the projects scopes, and defederalizing select projects to reduce their overall project costs.
- Mr. Kaempff noted that there were four projects identified for defederalization and stated that they are projects with no federal funding and do not impact the national or state highway systems. He stated that they anticipate those projects to use local funding to enable early anticipated completion and a lower overall cost.
- Mr. Kaempff explained that any cost savings would be used to continue the region's work on freight planning beyond federal requirements.
- Mr. Kaempff recalled TPAC's recommendation to include a \$3.41 million allocation for the Gresham Division Street project. He noted that there was a debate on the replacement of the Division Street project with the Gresham Cleveland Street project and that TPAC recommended that JPACT consider the regional significance of the Division Street project as it relates to the Division Transit Project.
- Mr. Kaempff concluded his portion of the discussion by noting that Metro Council was slated to take action on February 2, 2017 on a final package of investments.

Member discussion included:

- Councilor Bob Stacey discussed Mr. Kaempff's reference to the TPAC discussion on the Gresham Cleveland and Division Street projects.
- Chair Dirksen expressed appreciation to those who worked on the costs saving measures in the package without eliminating any of the projects through careful identification of funding sources. He asked for a motion to adopt TPAC's recommendation with further amendments to be determined.

MOTION: Mr. Neil McFarlane moved, and Mayor Tim Knapp seconded, to adopt the TPAC Recommendation with an addendum to Exhibit D in regard to local matching funds for the Tualatin Hills Parks and Recreation District – Beaverton Creek Trail project.

ACTION: With all in favor, the motion passed.

Member discussion included:

- Commissioner Paul Savas asked if the regional freight studies that are yet to be determined will have approximately \$410,000 in funds. Mr. Dan Kaempff responded that the final amount will be determined following discussions with the Portland Bureau of

Transportation (PBOT) on costs saving measures. He added that it has historically been approximately \$500,000 in funds.

- Mayor Tim Knapp discussed a letter in the package from the East Multnomah County Transportation Committee (EMCTC) that prioritized the Gresham Cleveland Street project over the Gresham Division Street project. He asked if EMCTC's recommendation preceded TPAC's recommendation, to which Chair Dirksen responded that TPAC's recommendation came first.
- Mayor Tim Knapp questioned if the wording on Condition D in Example 10 clearly indicated that it is applicable to federal funding while other can be defederalized or met through local funds. Mr. Kaempff stated that staff can apply headings to clarify the intent.

MOTION: Mayor Tim Knapp moved, and Councilor Bob Stacey seconded, to amend Example 10 with added headings to clarify intent.

ACTION: With all in favor, the motion passed.

Member discussion included:

- Councilor Shirley Craddick announced that she would like to see the discussion brought to EMCTC over concerns on the Gresham Division Street She noted that the Cleveland Street project had been a priority for the city for many years but that it does not meet the same priority for the region as the Division Street project. She noted differences between the projects and highlighted issues on Division Street as a high crash corridor. She mentioned that RFFA funding is critical for sidewalk development.
- Councilor Craddick discussed other considerations such as the proximity to Gresham Station which has been identified for redevelopment. She emphasized how the Cleveland Street project is not a transit corridor and that the use of RFFA funds is dedicated to regionally significant transportation projects.
- Councilor Craddick added that it would be desirable to see cities in the region identify local sources of funding.
- Councilor Bob Stacey acknowledged the Cleveland Street project is locally important. He noted letters submitted to JPACT that identify Division Street as a fatal high crash corridor and the criticality of having a Bus Rapid Transit (BRT) on Division Street without necessary sidewalks.
- Mayor Tim Clark stated that he heard these concerns expressed beforehand but reiterated EMCTC's consensus in favor of the Cleveland Street project.
- Mr. Neil McFarlane emphasized that it is critical to make sidewalk improvements along Division Street with BRT development. He noted that TriMet will partner with the City of Gresham regardless of the decision but highlighted that there will be severe gaps in safety along the corridor without a continuous sidewalk.
- Commissioner Roy Rogers expressed his appreciations to the Cities of Portland and Tigard for identifying cost saving measures for projects in their jurisdictions. He added that he is unfamiliar with the full scope of the Gresham Cleveland Street and Division Street projects and asked if JPACT could postpone a motion to the next meeting.
- Ms. Elissa Gertler, Metro's Planning and Development Director, stated that the package could be adopted at the meeting and amended at a future date to reflect the decision regarding the Cleveland and Division Street projects.
- Commissioner Jessica Vega Pederson mentioned that she would prefer to defer the decision to the next meeting if possible.

MOTION: Councilor Shirley Craddick moved, and Mayor Tim Clark seconded, to adopt the package and to defer the decision on the Cleveland Street project or the Division Street project to the next JPACT meeting.

ACTION: With all in favor, the motion passed.

ADJOURN

JPACT Chair Dirksen adjourned the meeting at 9:16 a.m.

Respectfully Submitted,



Christopher Spencer
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JANUARY 19, 2017

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Handout	01/19/17	Graphic Recording of Regional Leadership Forum #3	011917m-01
3.0	Handout	01/19/17	Draft Letter to ODOT on CMAQ Funding for RFFA	011917m-02
5.1	Handout	01/19/17	Red-Line Version of Draft Resolution: For the Purpose of Endorsing Regional Policy and Funding Priorities for 2017 State Transportation Legislation	011917m-03
6.1	PowerPoint	01/19/17	2019-21 RFFA Step 2 Project Recommendation	011917m-04
6.1	Handout	01/19/17	Draft Project Map of Regional Flexible Fund Allocation 2019-21	011917m-05
6.1	Testimony	01/19/17	RFFA Allocation and The Division Street Project	011917m-06
6.1	Testimony	01/19/17	MTIP RFFA EMCTC Endorsement of Cleveland Project	011917m-07