



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
May 18, 2017
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shane Bemis
Jack Burkman
Shirley Craddick
Nina DeConcini
Craig Dirksen (*Chair*)
Denny Doyle
Tim Knapp
Roy Rogers
Dan Saltzman
Paul Savas
Bob Stacey
Jessica Vega Pederson

AFFILIATION

City of Gresham, Cities of Multnomah County
City of Vancouver
Metro Council
Oregon Department of Environmental Quality (ODEQ)
Metro Council
City of Beaverton, Cities of Washington County
City of Wilsonville, Cities of Clackamas County
Washington County
City of Portland
Clackamas County
Metro Council
Multnomah County

ALTERNATES PRESENT

Bernie Bottomly
Emerald Bogue
Kelly Brooks
Bart Gernhart
Jef Dalin

AFFILIATION

TriMet
Port of Portland
Oregon Department of Transportation (ODOT)
Washington State Department of Transportation
City of Cornelius, Cities of Washington County

OTHERS PRESENT: Nicole Hendrix, Dwight Brashear, Mark Graf, Doug Allen, Michael Williams, Jaimie Lorenzini, Chris Fich, Emerald Bogue, Shoshana Cohen, Nathan Clark, Steph Routh, Tallim Adams, Bill Peterson

STAFF: Elissa Gertler, Alison Kean, Kim Ellis, Lake McTighe, Craig Beebe, Ernest Hayes, Frankie Lewington, Tom Kloster, Christopher Spencer, Nellie Papsdorf, Tim Collins, John Mermin, Ken Lobeck

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

JPACT Chair Craig Dirksen called the meeting to order and declared a quorum at 7:31 a.m. All attendees around the table proceeded to introduce themselves.

2. CITIZEN COMMUNICATION ON JPACT ITEMS

Mr. Gerik Kransky, The Street Trust: Mr. Kransky testified against Resolution 17-4800. He stated that the reallocation of RFFA funding to prioritize highway projects would disproportionately burden active transportation projects and called for amending the resolution to share the burden of reduced funding over all priorities.

Mr. Doug Allen, Association of Rail and Transit Advocates: Mr. Allen testified against Resolution 17-4800. He opposed the reduction of funding for active transportation from \$2 million to \$1 million and called for active transportation to be of higher priority, while noting that the SW Corridor project could be delayed for further study and analysis before funding.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

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

- Chair Dirksen reminded JPACT of the Transportation Best Practices Trip to Los Angeles, CA from June 22 to June 23, 2017. He stated that this would serve as an opportunity to learn about two successful multi-modal transportation measures that Los Angeles County passed in the last several years – Measure R, which passed in 2008 and Measure M, which passed in 2016. He added that the delegation was robust with room still available for interested persons.
- Chair Dirksen mentioned efforts to get the State of Oregon to pass a transportation package. He reminded JPACT that a framework for the bill was released and the transportation committee and working group were refining details to create the bill. He added that the discussion at the stated involved the potential for a surcharge on the Metro region to help pay for priority projects. He stated that the region has been working to determine an effective and responsible governance model for allocating surcharge funds. He noted that Commissioner Roy Rogers has helped to convene discussions on the model of governance so that project ideas would be generated at local coordinating committees, a JPACT subcommittee representing the region to prioritize projects, a JPACT review, and a Metro Council review. He stated that a resolution would be brought before JPACT to establish the governance model and that further information would be released before the introduction of the resolution.
- Chair Dirksen discussed a JPACT response to Senator Boquist request asking for feedback on the latest framework for a transportation package. He noted that the regional lobby staff drafted a letter in response and shared a draft letter with JPACT members for their review.

4. CONSENT AGENDA

4.1 Consideration of the April 20, 2017 Minutes

4.2 Resolution No. 17-4798, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Modify and/or Add New Projects as Part of the April 2017 Formal MTIP Amendment (AP17-04-Apr) Involving a Total of Sixteen Affected Projects for Beaverton, Metro, Multnomah County, Portland, ODOT, TriMet, and Wilsonville

MOTION: Commissioner Savas moved, and Councilor Stacey seconded, to approve the consent agenda with amendments to the March 16, 2017 Minutes.

ACTION: With all in favor, the motion passed.

PLEASE NOTE: The April 20, 2017 Minutes were amended to reflect that JPACT supported the Vision Zero goal and framework and to emphasize Commissioner Savas's request for

clarification on the refined language in agreement on the title of the widening of Abernethy Bridge and I-205 to the Stafford Road interchange.

5. ACTION ITEMS

5.1 Resolution No. 17-4800, For the Purpose of Approving a Multi-Year Commitment of Regional Flexible Funds for the Years 2019-31, Funding the Division Transit Project, the Southwest Corridor Transit Project, and Authorizing the Execution of an Intergovernmental Agreement with TriMet Regarding the Multi-Year Commitment of Regional Flexible Funds

Chair Dirksen introduced the topic by stating that the agreement would help implement the RFFA policy decision that JPACT approved last May. He stated that the policy decision was based on a forecast of full CMAQ funding and since that decision, it had been determined that CMAQ funding would likely be reduced, requiring a reduction on what the agreement covered. He added that a phase two for bonding decisions would occur after the CMAQ issues were resolved. He then introduced Mr. Ted Leybold, Metro staff, to lead the discussion.

Key elements of the presentation included:

- Mr. Leybold explained that the JPACT policy decision made last year had three components: step one for high capacity transit bonds and ongoing regional programs, step two for active transportation and freight capital projects, and step three as a new initiative for project development contingent on new funding and a multi-year commitment. He stated that they are typically funded in three year cycles. He added that access to the ability to bond for project development extended funding from 2019-2034.
- Mr. Leybold explained that JPACT made a policy decision on a 2015 forecast and since then the cities of Salem and Eugene now qualify for funding which would likely coincide with a reduction of funding for the Metro region.
- Mr. Leybold explained that phase one of the bond agreement is for the available bond revenues. He stated that they would scale back commitment to 2031 and that they were working with TriMet on their bond measure for available funding. He stated that phase 1 impacts would be towards the entire Division Transit project and for reduced funding for the SW Corridor project, with regional bottlenecks left whole and a reduction for active transportation. He noted that enhanced transit corridors would be postponed.
- Mr. Leybold then requested that for JPACT action to authorize Metro and TriMet to move forward.

Member discussion included:

- Chair Dirksen explained that this was in response to timing on when funding for projects is needed. He stated that money allocated for bottleneck projects in needed to reflect the regional support for those projects while the legislature considers the size of the transportation package. He added that the Division Transit project is also due to timing and that further funding sources for these projects would be determined later in time.
- Councilor Jack Burkman asked why active transportation was cut drastically with the SW Corridor project. Chair Dirksen responded that it was done by calculation with TriMet, with \$15 million the minimum necessary to get to the LPA to the ballot in 2018.

- Commissioner Dan Saltzman asked why TPAC did not have the opportunity to review the changes. Ms. Elissa Gertler, Metro staff, replied that TPAC is generally not asked to weigh in on policy decisions. Commissioner Saltzman recommended that both committees should be utilized to increase input from government entities. Ms. Gertler stated that if JPACT delayed the decision that it would impact other projects on how to implement future project phases with additional funding and that there is no precedent that requires TPAC input on the contract.
- Mayor Knapp mentioned an earlier meeting with the Clackamas County Coordinating Committee (C4) to carry out prior policy decisions. He added that it was not clear that cuts would be restored and that there was no analysis behind the \$15 million minimum. He noted that cutting active transportation in half is troubling when compared to the request for other projects. He noted that the reduction for SW Corridor does not seem to keep the project moving towards completion and that there was not an analysis supporting the case. He stated that discussions should be done towards distribution of CMAQ funding for best results for air quality across the state. He stated his concern over the appearance of direction and the letter requesting CMAQ funding remain whole for the region. He recommended a process for open and transparent discussions before proposed changes in the future.
- Chair Dirksen stated that Mayor Knapp's concern over sources of funding yet to be determined was valid. He stated that despite the letters requesting CMAQ funds be left whole that it was clear that they would be cut by some amount. He added that the decision will be made by the legislature are recommended testifying in favor for leaving CMAQ funding stay whole, but that the ultimate decision is not for JPACT.
- Commissioner Savas stated that the funding reductions are only interim adjustments made for project readiness and are not actual cuts to projects. He stated that it must be made clear that the projects are not cut but are just interim until gaps in funding are fulfilled.
- Councilor Craddick asked that if the decision was postponed, what would the impacts be to the state legislature on funding. She stated that it was important to show support for the projects and that the contract support the message that there are partnerships committed to project success.
- Ms. Kelly Brooks stated that the I-217 and I-205 projects were moving quickly and key area impacted in the 217 northbound. She stated that the funds are critical for the work and that the legislatures are working on a strict timeline with the potential for project delays if not supported. She then stated her support for Resolution 17-4800.
- Mr. Bottomly stated that the current funding for the SW Corridor project had been depleted and that there was no money in the pipeline to keep the project moving forwards. He stated that it was important that a decision be made as TriMet bonds general fund resources and that bonding has to happen for bus purchases, not active transportation. He reiterated Commissioner Savas's comment that this is a postponement and not a cut and that the work is needed for the 2018 election to have a decision and to move forward.
- Mayor Doyle asked about phase 2 and the timeframe. Mr. Leybold responded that ODOT had scheduled the CMAQ decision for November with flexibility with the policy advisory committee. Mayor Doyle stated that if this is the necessary minimum to keep moving forward then he is in support of Resolution 17-4800.

- Mayor Knapp asked what the effect of reduction would be from \$15 million to \$14 million. He stated that it is important to consider the restoration of funding for active transportation and asked about what can be done on SW Corridor.
- Chair Dirksen stated that \$15 million is the absolute minimum to carry SW Corridor through the draft EIS.

MOTION: Commissioner Saltzman moved, and Councilor Stacey seconded, to recommend adoption of Resolution 17-4800 with an amendment restoring funding for active transportation by a \$1 million reduction to regional bottlenecks.

- Councilor Stacey stated his support for the original motion but stated that the amendment could be used to consider how to amend CMAQ funding in the future.
- Commissioner Savas reiterated that it was a timing issues and would not support the amendment as it is not a cut but a postponement until funding is determined. He noted that TriMet would be most severely impacted.
- Councilor Burkam stated he would not support the amendment as it would send a negative message to the legislature.
- Mayor Knapp stated that he supported the concept of restoring funding for active transportation but not through reductions of funding for regional bottlenecks. He reiterated the need to show strong support across the region for regional bottlenecks.
- Commissioner Vega Pederson concurred with Mayor Knapp and reiterated that it was a timing issue and not a complete cut of funding.

ACTION: With Commissioner Saltzman and Councilor Stacey in favor and all else opposed, the motion to amend Resolution 17-4800 failed. Ms. Nina DeConcini abstained.

MOTION: Commissioner Rogers moved, and Mayor Doyle seconded, to recommend adoption of Resolution 17-4800 to Metro Council as submitted.

ACTION: Commissioner Saltzman opposed and Ms. DeConcini abstained. With all else in favor, the motion to recommend adoption of Resolution 17-4800 to Metro Council as submitted passed.

5.2 Powell-Division Transit LPA and RTP Amendment

Chair Dirksen called on Ms. Elizabeth Mros- O'Hara, Metro staff, to lead the presentation.

Member discussion included:

- Commissioner Rogers stated that this was a critical item and that JPACT had been presented to on the topic before. He recommended moving towards a motion without a presentation if there was no new information to discuss.

MOTION: Commissioner Rogers moved, and Mayor Doyle seconded, to recommend adoption of the Powell-Division Transit LPA and RTP Amendment to Metro Council.

ACTION: With all in favor, the motion passed.

5.3 Recommended Additions to the National Highway Freight Network

Chair Dirksen called on Mr. Tim Collins, Metro staff, to lead the presentation.

Member discussion included:

- Commissioner Rogers stated that JPACT had been presented to on the topic before and recommended moving towards a motion without a presentation if there was no new information to discuss.

MOTION: Commissioner Rogers moved, and Councilor Burkman seconded, to recommend adoption of the Recommended Additions to the National Highway Freight Network to Metro Council.

ACTION: With all in favor, the motion passed.

5.4 2018 RTP Update: Building the RTP Investment Strategy

Chair Dirksen provided a brief update on the RTP investment strategy. He reminded JPACT that this was not a policy decision but a request to make a recommendation on how to move forward with the RTP project selection. He stated that staff had been working to develop a system and process that would work for all jurisdictions to update the region's priority transportation projects. He stated that there were new evaluation approaches for the RTP and that a more comprehensive system level evaluation would include safety and expanded equity measures, and pilot project-level evaluation to better understand and communicate results. He stated that staff was using a set of funding assumptions to realistically reflect the funding the region can expect over the next 25 years. He stated that this reflected recognition that the process and funding scenarios are not appropriate for the funding vision of the future. He stated that there would be future opportunities to discuss the policy setting and direction but that the current topic is a request for a call for projects. He then introduced Ms. Kim Ellis, Metro staff, to lead the discussion

Key elements of the presentation included:

- Ms. Ellis stated that TPAC made a recommendation in April 2017 and that they are looking for JPACT action and Council approval on May 30, 2017. She explained that the RTP is a federally required document to meet funding requirements and to comply with federal and state law. She noted that they were mid-way through the process into the next phase of building the investment strategy and that they are looking to identify evaluation proposals and to refine and calibrate the funding strategy to meet the needs and challenges for the transportation future.
- Ms. Ellis discussed challenges such as with TriMet work on service enhancement plans, the Climate Smart Strategy expansion of transit, and regional active transportation plans. She stated the TPAC recommendation to JPACT organized in three parts: the policy framework, the evaluation framework, and the funding framework, to establish a budget
- Ms. Ellis stated that the policy framework included the vision statement recommended by MPAC and TPAC. She explained that the idea in for the framework and vision to use

the existing adopted policy as the starting point with further opportunity to amend. She noted that the vision statement was updated to shorten it to only explicit information on the broad desires and outcomes to achieve.

- Ms. Ellis discussed the evaluation framework that would be tested as part of the evaluation phase. She stated that work was done with TPAC and MPAC to adopt a pilot approach on different evaluation factors and that the pilot would be limited to large scale projects. She explained that larger agencies would be asked to test draft criteria for five projects and smaller agencies for one project. She added that they would apply criteria and return with feedback on the process.
- Ms. Ellis discussed the funding recommendation and that TPAC recommended acceptance of the draft financial forecast subject to pending refinement. She stated that it assumed that funds from transportation bill would be available and that they would come back next year for final action. She explained that the draft forecast sets targets for each coordinating committee to develop updated investment priorities. She stated that they are still reviewing local revenue sources and that it is represented in the constrained category. She stated that ODOT and TriMet recommend doubling the constrained level. She noted sets of activities moving forward to solicit investment priorities and that they would bring forward additional funding situations from policy review, with refinements from the draft process.
- Ms. Ellis asked for support for TPAC's recommendation to Metro Council.

Member discussion included:

- Commissioner Savas stated his appreciation for the updated vision statement. He provided a suggestion on page 2 of attachment 4 on the criteria for testing pilot projects. He based his suggestion on C4 discussions on applying criteria of various funding sources and learned that criteria is important and that the RTP is the biggest document moving forward. He stated his support for the criteria proposed and that Clackamas County was considering different strategies to get the most from funding while learning from the experience. He stated that Clackamas County was working on the technical level and proposed to have one or two additional sample criteria to test projects through different filters with the goal being to improve regional transportation. He added that if other agencies were interested in the exercise that they would have results from staff.
- Commissioner Savas discussed page two and the ten criteria with rankings. He suggested that they consider an alternative criteria model or weighing system along with the proposed criteria so that all modes are considered fairly and that the system combined works.
- Ms. Ellis stated her concern over capacity issues for jurisdictions. She stated that Clackamas County is welcome to test criteria in addition to those listed and would welcome the feedback. She stated challenges on applying criteria to projects with refinements to bring back to TPAC and JPACT. She noted that this was a trial period with evidence based projections as the goal.
- Mayor Knapp discussed the first page and third bullet point. He stated that it was ambiguous that JPACT recommends refinements and how it would be done. He stated that it is important to further evaluate the testing phase and that it was not clear if it is JPACT or TPAC that would recommend refinements and that it is critical to acknowledge during the testing phase.

- Ms. Ellis stated that they expect further adjustments from TPAC and that the workgroup would review how the pilot goes. She stated that recommendation would come to JPACT, Council and MPAC.
- Mayor Knapp recommended making adjustments to the pilot test as needed. Chair Dirksen stated the assumption that they test the projects for observation with refinements after.

MOTION: Mayor Knapp moved, and Commissioner Vega Pederson seconded, to recommend adoption of the 2018 RTP Update: Building the RTP Investment Strategy to Metro Council.

ACTION: With all in favor, the motion passed.

ADJOURN

JPACT Chair Dirksen adjourned the meeting at 8:48 a.m.

Respectfully Submitted,



Christopher Spencer
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 18, 2017

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Handout	05/18/17	Talking Points – State Transportation Package	051817j-01
3.0	Handout	05/18/17	Letter: USACE/Willamette Falls Locks Final Disposition Study	051817j-02
5.1	PowerPoint	05/18/17	Metro –TriMet Bond Agreement	051817j-03
5.2	PowerPoint	05/18/17	Powell-Division Transit and Development Project	051817j-04
5.3	PowerPoint	05/18/17	TPAC Recommended Additions to the National Highway Freight Network	051817j-05
5.4	PowerPoint	05/18/17	Building the RTP Investment Strategy	051817j-06
N/A	Handout	05/18/17	May Hotsheet	051817j-07