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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

April 18, 2019

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)
Nina DeConcini
Craig Dirksen
Tim Knapp
Anne McEnerny-Ogle
Roy Rogers
Bob Stacey
Jessica Vega Pederson
Denny Doyle
Paul Savas
Curtis Robinhold
Chloe Eudaly

AFFILIATION

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

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

Bernie Bottomly
Mandy Putney
Jamie Kranz

AFFILIATION

TriMet
Oregon Department of Transportation
City of Troutdale, Cities of Multnomah County

OTHERS PRESENT: Dwight Brasher, Theresa M. Kohlhoff, Jon Mackler, Karen Buehing, Sharon Nasset, Jef Dalin, Blen Bolen, Jillian Detweiler, and Mark Graf,

STAFF: Margi Bradway, Elissa Gertler, Tyler Frisbee, John Mermin, Nathan Sykes, Ernest Hayes, Sara Farrokhzadian, Sima Anekonda

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

JPACT Chair Shirley Craddick called the meeting to order at 7:30 AM. She asked members, alternates and meeting attendees to introduce themselves.

2. CITIZEN COMMUNICATION ON JPACT ITEMS

Jillian Detweiler thanked JPACT for their support to focus RFFA funds on alternative transportation options. She said the I-205 pack project did not accommodate bicycles or other transportation options. She stated that bikes would be directed to the shoulder of the road and would not be able to access the Abernathy Bridge. She understood that ODOT was constrained by at the State legislature's budget but urged that they expand the scope of the project in order to provide substantial improvement to support increased connections.

Sharon Nasset addressed the I-84 exchange and the changes that were being made. She acknowledged that a number of historic homes had been removed and stated that she did not want to contribute to removal of more. She explained that, since 1950, large areas had changed over time. She stated that redevelopment was not necessary when considering the histories of certain areas. Ms. Nasset mentioned that 2 to 3 years of construction would affect student learning. She then spoke to the need to address transit, realignment, and the short list. She encouraged JPACT to consider what actions should be taken.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Shirley Craddick invited JPACT to the invite to the 2019 Policymaker's Forum on April 22, 2019. She stated that the forum would be followed by a technical workshop.

Chair Craddick provided a reminder on the 2019 JPACT trip to Washington DC. She shared that the planning meeting for the trip would occur on April 23, 2019 at the Metro Council Office. She asked that member unable to be physically present at the meeting call in.

Chair Craddick announced that Metro awarded \$150,000 in funding through a new PILOT grant program to four projects that would improve access to transportation options and tools. She stated that the funding was set aside by Metro Council in 2018 to foster innovative approaches to shared and equitable transportation across the region.

Chair Craddick stated that ODOT, in coordination with mostly Portland area local agencies, was awarded the largest USDOT grant for deployment of advanced transportation management technologies. She added that \$12 million award would improve mobility and safety of travelers through such tools such as dynamic advisory speed signage, traffic signal control with freight and transit signal priority, red-light-running crash prevention, and faster and safer crash scene management. She proceeded to congratulate ODOT and other partners.

Chair Craddick stated that Clackamas County was awarded a \$131,000 grant from the Road to Zero Coalition to meet their goal of ending traffic fatalities by 2035. She expressed that the funds would support low-cost proven safety countermeasures and micro-targeted messages to those most vulnerable to serious and fatal crashes, especially in rural Clackamas County.

Mr. Bernie Bottomly updated that JPACT was provided with a public notice regarding a potential public hearing on the federal formula funds that TriMet receives on an annual basis.

4. CONSENT AGENDA

MOTION: Mayor Denny Doyle moved and Mayor Anne McEnerny-Ogle seconded to adopt the consent agenda.

ACTION: With all in favor, motion passed.

5. INFOTMATION/DISCUSSION ITEMS

5.1 Discussion of Regional Federal Legislative Agenda

Ms. Tyler Frisbee explained that the discussion would provide a comprehensive project agenda.

Mr. Bottomly explained that the memo provided to JPACT members included a comprehensive infrastructure package which would include highways and transit as well as marine and rail facilities. He noted that there was also a discussion of reauthorization of a highway bill. He stated that in order to reauthorize and expand programs, revenue mechanisms were needed. Mr. Bottomly reported that a national conversation regarding reauthorization was just beginning. He acknowledged that the amount of revenue available had yet to be determined and emphasized the need to define what issues needed to be prioritized. Mr. Bottomly reviewed the memo and stated that it both a policy and project section. He said the purpose of structuring the memo in that manner showed that the regional delegation was effective and coordinated.

Mr. Frisbee said that the memo emphasized the need for a more robust multimodal funding stream as well as continuing funding and support of bill programs and title programs. She said the memo supported providing more funding as well as more decision making ability at the local level to insure that local input was involved. She said that there were two new additions were made to the memo regarding seismic resiliency as well as local controls and fleet management.

Mr. Bottomly spoke to the need to add resources to transit and roads. He summarized that the second bullet point of the memo gave credit to agencies that managed new starts and small projects. He mentioned that changes to small start projects may occur and highlighted that when the bill was originally drafted, the project cost less than it did currently. He recommended that transit districts interested in converting buses to non-diesel platforms be addressed. He added that there was also a piece in the memo which encouraged federal government involvement.

Ms. Frisbee discussed the project priority section of the memo and stated that earmarks were not expected. She discussed how project recommendations were broken down and responded to. She highlighted that when taking a project request to the federal government, it was important to clarify what actions could be feasibly be delivered. She stated that the focus was on projects that could be delivered quickly such as: I-205, seismic resiliency, Barbur Boulevard viaducts, and Portland safety improvements. She also mentioned four other smaller project opportunities.

Mr. Bottomly discussed how the memo was constructed, mentioned how certain sections affected the airport line, and reiterated information on the bus programs.

Ms. Frisbee stated that the SW Corridor was a key priority, but stated that it was not an earmarked request. She stated that project priorities were still supportive of the SW Corridor.

Chair Craddick spoke to the importance of consortiums and thanked the various parties that were involved.

Member discussion included:

- Mayor Anne McEnerny-Ogle expressed the need for talking points for the I-5 bridge replacement project in order to move forward.
- Commissioner Chloe Eudaly appreciated the efforts to inform federal priorities and recommended that funding be added to safe routes to schools as part of Congressman Peter DeFazio's highway projects. She expressed support for Ms. Detweiler's testimony regarding pedestrian facilities. She added that Portland continued to enhance and build programs that helped with safety and transit.
- Ms. Mandy Putney provided more context and information on ODOT's bike and pedestrian planning in the I-205 corridor. She stated that ODOT had a project that had been planned and that design was speeding up rapidly. She stated that project would be able to proceed as planned using federal money. She stated that ODOT was continuing conversations with West Linn regarding bike and pedestrian planning. She recalled that West Linn was considering a multiuse path along I-205 using ODOT right of way, but later decided that was not the preferred option. She updated that West Linn was then considering a multiuse path along Willamette Falls Boulevard. Ms. Putney stated that ODOT's support for I-205 as a potential corridor for the transportation investment measure was tied closely to bike and pedestrian facilities in that corridor.
- Commissioner Paul Savas recalled that West Linn received money for this project and remembered that they had concerns regarding about the proposed path. He reflected upon that conversation and addressed how leadership had changed in various cities. He stated that he was a huge advocate for a pedestrian and bike path. He spoke to his experiences with biking in the City of Eugene and provided an anecdote regarding the Tressel Bridge. He said that the goal was to provide a pathway over the Willamette River safely. He expressed the hope to provide improved connection between Gladstone and Oregon City. He said ODOT had been an advocate for the project. Commissioner Savas also discussed advocacy for bus on shoulder projects. He emphasized the need to provide an alternative to going over an interstate bridge.
- Commissioner Jessica Vega Pederson emphasized the need to continue conversation regarding multimodal access and enhanced transit investment during JPACT meetings. She stated that she appreciated comments that had occurred during the discussion. Ms. Frisbee clarified stated that the project language for the earmark was focused on the bridge seismic rebuild.
- Ms. Bottomly shared his experience with TriMet's electric buses.

5.2 Resolution No. 19-4979, For the Purpose of Adopting the Fiscal Year 2019-20 Unified Planning Work Program: Recommendation to Metro Council (7:40 AM)

Mr. John Mermin explained that the Unified Planning Work Program was an annual federally-required document that ensured efficient use of federal planning funds. He said it described transportation planning tasks, relationships to other planning activities in the region, and budget summaries. He emphasized that the document was not a regional policy making document.

Mr. Mermin explained that TPAC recommended approval of the UPWP at their April 5, 2019 meeting. He added that TPAC requested an opportunity to review the final draft of the document at their May 3, 2019 meetings.

Mr. Mermin discussed the next steps for the UPWP adoption process.

5.3 Jurisdictional Transfer Assessment

Mr. Mermin explained that the Jurisdictional Transfer Project was a Metro funded project and worked closely with ODOT. He stated that the 2018 REP recommended a transfer process to create a consensus around regional priorities for transfer. He emphasized that the project did not commit funds or commit a jurisdiction to transfer.

Mr. Mermin stated that ownership patterns of streets, roads and highways reflected historical patterns, but not necessarily current transportation functions, land use and development patterns. He added that roadways, often referred to as “orphan highways” were constructed by the State for farm-to-market or statewide travel at a time when Oregon was less urbanized. He then provided JPACT with images of 82nd Avenue from 1934 compared to present day images. He also showed images of Barbur Boulevard from 1948.

Mr. Mermin described what information had changed since JPACT last heard about the Jurisdictional Transfer project. He stated changes included project managers being assigned from Metro and ODOT, an RFP was released for consultant services, and that Metro Council was briefed and received direction.

Mr. Mermin provided a map which outlined fatal and serious crashes overlapping with areas with a large population of communities of color. He stated that the map helped summarize RTP’s equity work. He then discussed the regional framework for highway jurisdictional transfer timeline as well as what milestones were achieved.

Mr. Mermin milestone and timeline slide. The last circle is the final report and would be housed in 2023 RTP and would include prioritization, agreement on regional approach, and recommendation on funds to pursue for transfer.

Mr. Mermin outlined the next steps for the project.

Member discussion included:

- Mr. Bottomly stated that as Metro approached the 2020 ballot measure and the implementation of Enhanced Transit Concept funds, the jurisdictional transfer would become increasingly important.
- Curtis pointed out that in 1934, the City's airport was on Swan Island. He said that in 1935 the City of Portland invested in a new airport called the Columbia Airport. He said that state and local cooperation built the current PDX International airport.
- Commissioner Vega Pederson sought clarity on what the outcomes were based on the process. She expressed concern with the overlap between the 2020 Regional Transportation Bond and the corridors. She said that work on certain corridors could be accomplished without a jurisdictional transfer. Ms. Margi Bradway said that the functional class needed to be addressed and a cost methodology needed to be determined.
- Ms. Putney added the conversation surrounding T2020 work would provide more information which could add to the jurisdictional transfer process. She clarified that ODOT was in conversation with different jurisdictions regarding corridors and stated that certain corridors may offer more conversation.
- Commissioner Savas spoke to improvements that could be made on 82nd Avenue. He hoped that certain T2020 dollars go to areas in need.
- Ms. Jamie Kranz asked about the timeline already put forward. Ms. Bradway suggested that a quarterly update provided.

5.4 ODOT 100% Fix-It Leverage List

Mr. Jon Mackler explained that STIP was a state-wide transportation network. He said it was clear that the MPO coordinates efforts with the state. He then provided an overview of 2021-24 STIP allocation.

Mr. Mackler summarized different STIP programs including paving, ARTS, culvert, bridge and "Ops".

Mr. Mackler discussed the timeline for 2021-24 STIP funds. He then overviewed the planning process employed. He discussed that a year prior, the State identified leverage projects, such as repaving a portion of 82nd Avenue, and that leverage projects would allow Metro to buy into the scope of that program. He said that in 2019, there was a process of disseminating funds. He then stated that 2020 there would be outreach to OTC.

Mr. Mackler stated that during the December 2017 allocation decision, the OTC created three leverage pots of money that could be used to add certain kinds of scope to fix-it projects. He stated that the Metro region was given specific funding amounts in each category.

Mr. Mackler conveyed that the timeline was focused on identifying projects and scoping. He said that more information would be provided in Spring 2019 and stated that coming to JPACT was an opportunity to share what those funding priorities should be.

Member discussion included:

- Ms. Putney thanked JPACT for helping with the project's scoping work and voiced the desire to leverage additional money.
- Commissioner Savas said that STIP dollars were the only opportunity to for the rural areas to leverage funds. He highlighted that there were other parts of the region which were not urbanized and stated that it was crucial to help smaller areas implement projects.
- Councilor Dirsken stated that regional government perspectives were different from the statewide system. He said he was pleased that the 100% list were in concurrence with the process. He proceeded to point out the last page of the 100% project list, mentioning that they were worthy projects but there simply was not enough funding. He stated that an effort to accomplish these projects needed to be pursued.

6. **ADJOURN**

JPACT Chair Craddick adjourned the meeting at 8:48 AM.

Respectfully Submitted,

A handwritten signature in black ink, appearing to be 'SA' with a large, stylized 'A' and a circular flourish.

Sima Anekonda
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 18, 2019

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5.2	Presentation	4/18/19	2019-20 Unified Planning Work Program Presentation	041819j-01
5.3	Presentation	4/18/19	Regional Framework for High Jurisdictional Transfer Presentation	041819j-02
5.4	Presentation	4/18/19	Statewide Transportation Improvement Program (STIP)	041819j-03
5.4	Handout	4/18/19	ODOT—Region 1 Active Transportation Strategy	041819j-04