



METRO

Joint Policy Advisory Committee on Transportation

MINUTES

February 28, 2008

7:30 a.m. – 9:00 a.m.

Room 370A/B

MEMBERS PRESENT

Robert Liberty, Interim Chair
James Bernard
Rob Drake
Lynn Peterson
Jason Tell
Paul Thalhofer
Ted Wheeler

AFFILIATION

Metro Council
City of Milwaukie, representing Cities of Clackamas Co.
City of Beaverton, representing Cities of Washington Co.
Clackamas County
Oregon Department of Transportation (ODOT - Region 1)
City of Troutdale, representing Cities of Multnomah Co.
Multnomah County

MEMBERS EXCUSED

Rex Burkholder, Chair
Sam Adams
Fred Hansen
Kathryn Harrington
Dick Pedersen
Royce Pollard
Roy Rogers
Steve Stuart
Don Wagner
Bill Wyatt

AFFILIATION

Metro Council
City of Portland
TriMet
Metro Council
DEQ
City of Vancouver
Washington County
Clark County
Washington DOT
Port of Portland

ALTERNATES PRESENT

Nina DeConcini
Neal McFarlane

AFFILIATION

DEQ
TriMet

GUESTS PRESENT

Kenny Asher
Danielle Cowen
Cam Gilmour
Elissa Gertler
Tom Markgraf
Dennis Mulvihill
Sharon Nassett
Dave Nordberg
Lawrence Odell

AFFILIATION

City of Milwaukie
Clackamas County
Clackamas County
Clackamas County
Markgraf & Assoc.
Washington County
ETA
DEQ
Washington County

Ron Papsdorf
Paul Smith

City of Gresham
City of Portland

STAFF

Andy Cotugno, Robin McArthur, Kim Ellis, Kathryn Sofich, Amy Rose, Josh Naramore, Ted Leybold, Tom Kloster, Kelsey Newell

1. CALL TO ORDER

Interim Chair Robert Liberty called the meeting to order at 7:36 a.m.

2. INTRODUCTIONS

Interim Chair Liberty asked all members and attendees to introduce themselves.

3. CITIZEN COMMUNICATIONS

Ms. Sharon Nassett: Ms. Nassett reminded members that no decision on federal funding has been made for the Columbia River Crossing project. She encouraged those attending the annual appropriation Washington, DC trip to push for freight and infrastructure for the economy. Ms. Nassett stated that the Clark County Neighborhood Association recently held a forum to inform the public of light rail and the project. She indicated that the majority of attendees were in opposition to light rail and conversely wanted a third bridge. As such, the group has developed a referendum in opposition to the project. In addition, Ms. Nassett indicated that the public would ask JPACT, Metro and local jurisdictions to participate in a series forums to discuss property impacts and displacement.

4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

There were none.

5. ACTION ITEMS

5.1. **Resolution No. 08-3916, For the Purpose of Adopting the Policy Direction and Program Objectives of the 2009 Regional Flexible Funding Allocation Process and 2010-2013 Metropolitan Transportation Improvement Program (MTIP)**

Mr. Andy Cotugno briefly outlined the draft 2010-13 Metropolitan Transportation Improvement Program (MTIP) Portland Metropolitan Area Policy Report. (Handout included as part of the meeting record.) The draft report focused on policy discussion questions for MTIP's three funding categories: Regional Flexible, ODOT Administered and Transit funds. The committee is scheduled to take action on Resolution No. 08-3916 and the corresponding report at their March 13th meeting.

Regional Flexible Funds

Two-step Process

Mr. Ted Leybold stated that TPAC recommended simplifying the MTIP process by carrying out the two-step process; allocating regionally administered programs in step one and local projects in step two. The technical committee identified five programs to be considered for funding in step one: Transit Oriented Development (TOD), Regional Travel Options (RTO), Intelligent Transportation Systems (ITS), Metro Regional Planning, and High Capacity Transit (HCT) Implementation. The remaining funds identified would be available for financing local projects and programs. Staff will provide scenarios and historical information on prior MTIP allocations for each of the regionally administered programs.

Commissioner Ted Wheeler requested that the Willamette River Bridges be included in the first step of the allocation process. He indicated that Multnomah County staff would provide additional language for the policy report. Commissioner Lynn Peterson recognized and supported Multnomah County's concern about the bridges, but was concerned by the limited MTIP finances. She emphasized the needs of the local communities, the 2040 goals and concepts and the positive impact MTIP funds have on bike and pedestrian programs. She felt that new funds should be raised for the bridges.

Mr. Jason Tell recommended that in addition to the HCT and ITS programs, regionally significant bridges and bike and pedestrian programs should be considered for funding in the first step of the allocation process.

Additional committee discussion included clarification on the approved ITS allocations, the state's Federal Highway Bridge Replacement and Repair (HBR) program funding and the importance of establishing a clear definition of regional projects.

Policies Priorities from Outreach

Mr. Leybold briefly overviewed the RTP policies identified by JPACT, the Metro Council, MPAC, TPAC, MTAC and the general public as priorities for guiding the investment of regional flexible funds. He highlighted three new policies under RTP Goal 6: Promote environmental stewardship and Goal 7: Enhance human health as priorities from the public outreach. The new policies target lower carbon emissions and reduction of surface coverage, storm water runoff and pollution impacts to residents.

Committee members requested language be changed for Goal 6 policy, "Reduce-impervious surface coverage and storm water runoff" to clarify that as applied to the allocation process for new facilities, the policy should be to minimize the impacts. In addition, Commissioner Peterson recommended language be added to address the cost effectiveness of projects in developing and emerging communities; highlighting that communities are in different states of development of the region's 2040 goals and different adjustment levels. Staff will update the policy document to incorporate this recommendation.

Proposed Policies

Mr. Leybold briefly overviewed the allocation process policy objectives and the project evaluation policies. He highlighted TPAC's recommendation to encourage the application and funding of projects that efficiently and cost effectively make use of federal funds. In particular, administering funds to projects that are adequately funded from project development to construction and are of a minimum cost ensures an efficient expenditure of staff resources and funds used for administrative purposes such as documentation of meeting federal environmental and right-of-way regulations.

In addition, Mr. Leybold briefly outlined the development of the policy objectives into the evaluation criteria for local projects in step two of the overall process. He highlighted the three-tier structure for identifying project priority for the 2040 target areas.

Some committee members were concerned with the lack of funding and development opportunities at the local level. Additional discussion included project leverage, definition of regional town centers and funding for projects in the second or third tier.

ODOT Administered Funds

Prioritization Factors and Project Eligibility Criteria

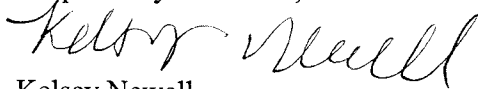
Mr. Leybold briefly referred to ODOT's newly adopted prioritization factors and eligibility criteria for the 2010-13 STIP. He overviewed the two comments received.

Mr. Tell requested clarification on what the proposed local policy considerations meant and how they would be used to create prioritization criteria for the next STIP cycle; specifically if the proposed criteria would help distinguish between projects. Mr. Leybold stated he would consult with TriMet and ODOT staff to provide clarification on the proposed language.

8. ADJOURN

Seeing no further business, Interim Chair Liberty adjourned the meeting at 8:54 a.m.

Respectfully submitted,



Kelsey Newell
Recording Secretary