



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

MINUTES

June 10, 2010

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Carlotta Collette, Chair
Sam Adams
Rex Burkholder
Jack Burkman
Craig Dirksen
Fred Hansen
Kathryn Harrington
Donna Jordan
Roy Rogers
Jason Tell
Bill Wyatt

AFFILIATION

Metro Council
City of Portland
Metro Council
City of Vancouver
City of Tigard, representing Cities of Washington County
TriMet
Metro Council
City of Lake Oswego, representing Cities of Clackamas County
Washington County
Oregon Department of Transportation, Region 1
Port of Portland

MEMBERS EXCUSED

Shane Bemis
Nina DeConcini
Deborah Kafoury
Lynn Peterson
Steve Stuart
Don Wagner

AFFILIATION

City of Gresham, representing Cities of Multnomah County
Oregon Department of Environmental Quality
Multnomah County
Clackamas County
Clark County
Washington State Department of Transportation

ALTERNATES PRESENT

Shirley Craddick
Andy Ginsberg
Ann Lininger
Troy Rayburn

AFFILIATION

City of Gresham, representing Cities of Multnomah County
Oregon Department of Environmental Quality
Clackamas County
Clark County

STAFF PRESENT: Kim Ellis, Mike Hogle, Tom Kloster, Ted Leybold, Tom Matney, Kelsey Newell, Lake McTighe, Deborah Redman, Amy Rose, Alison Kean Campbell, Robin McArthur, Andy Cotugno, Colin Deverell, Josh Naramore, Council President David Bragdon, Councilor Rod Park, Dick Benner, Randy Tucker.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Carlotta Collette called the meeting to order and declared a quorum at 7:34 am.

2. INTRODUCTIONS

Chair Collette welcomed Division Administer Phil Ditzler and Mr. Satvinder Sandhu of the Federal Highway Administration.

Chair Collette introduced Councilor Shirley Craddick, as representative for the Cities of east Multnomah County for the June 10 meeting. Both Mayor Bemis and Mayor Fuller were unable to attend the meeting.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Mr. Andy Cotugno of Metro briefed the committee on the HUD Sustainability Planning Grant. The US Departments of Housing and Urban Development (HUD) and Transportation (DOT) and the Environmental Protection Agency (EPA) have come together to form The Partnership for Sustainable Communities. The Partnership has launched a major new effort, the Sustainable Communities Initiative (SCI), adopted Livability Principles, and initiated the HUD Sustainability Planning Grant.

SCI's Livability Principles mirror the values that underline the Portland region's nationally recognized long-range plan, the 2040 Growth Concept. Metro has proposed a framework for a collaborative regional SCI grant proposal to enhance and implement elements of the 2040 Growth Concept as informed by the Livability Principles. The framework is being reviewed and discussed by public, private and nonprofit sector partners in advance of the release of HUD's SCI Notice of Funding Availability (NOFA).

Mr. Jason Tell of the Oregon Department of Transportation (ODOT) briefed the committee on a request for project proposals in the Urban Trails Fund which will provide \$970,000 in available funding statewide this year for transportation trail projects that can be ready for contract in 2011. A maximum of four grants will be awarded. Applications are due July 9, 2010.

Chair Collette thanked Mr. Fred Hansen for his years of service, both as the Director of the Oregon Department of Environmental Quality and as the General Manager of TriMet, on JPACT.

5. CONSIDERATION OF THE JPACT MINUTES FOR MAY 13, 2010

MOTION: Councilor Rex Burkholder moved, Councilor Donna Jordan seconded, to approve the JPACT minutes for May 13, 2010.

ACTION TAKEN: With all in favor, the motion passed.

6. HOUSE BILL 2001

Mr. Mike Hoglund of Metro briefed the committee on the key issues regarding the greenhouse gas scenario work program. A revised version of the work program will be presented at the July 8 JPACT meeting.

7. AIR QUALITY CONFORMITY DETERMINATION FOR THE 2035 REGIONAL TRANSPORTATION PLAN AND THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM: RESOLUTION NO. 10-4150A

8. 2035 REGIONAL TRANSPORTATION PLAN ADOPTION: ORDINANCE NO. 10-1241A

Chair Collette introduced both Resolution No. 10-4150A and Ordinance No. 10-1241A and provided an overview of the timeline for the 2035 Regional Transportation Plan and its components, including:

- A first-ever Climate Change Action Plan to identify the right mix of policies and investments necessary to achieve significant reductions in greenhouse gas emissions;
- An updated High Capacity Transit Plan that lays out a set of priorities for expansion of bus and light rail service throughout the region;
- A Regional Freight Plan that outlines investments to support trade-sector jobs and improve freight reliability;
- The first comprehensive plan for transportation systems management and operations to make the most of investments already made in the transportation network; and
- Ambitious performance targets and a monitoring system to evaluate how well the region's transportation investments meet those targets.

Chair Collette explained that the four-year development of the RTP involved extensive collaboration among several government agencies, including Metro, the Oregon Department of Transportation, the Oregon Department of Environmental Quality, the Port of Portland, TriMet and the cities and counties in the region. The RTP also reflects considerable input and guidance from citizens, businesses and advocacy organizations. Chair Collette proceeded to outline the work plans and investment strategies that will ultimately implement the plans and policies within the 2035 RTP. Chair Collette thanked the committee and their staff for all the time and hard work that went into developing the plan.

MOTION: Mr. Fred Hansen moved, Commissioner Roy Rogers seconded, to approve Resolution No. 10-4150A and Ordinance No. 10-1241A with the following language amendments:

- Section 6.7.18 of Chapter 6 in the RTP, as specified in the June 8, 2010 letter addressed to Mr. Jason Tell:
*“6.7.18 Congestion management program data collection and monitoring
The great challenge for establishing and maintaining a monitoring program has been the availability of data. Historically, collecting and managing data has been expensive and difficult. With advancements in intelligent transportation systems in the region, more and better data is available today and will continue to grow with implementation of data collection projects identified in the Regional Transportation System Management and Operations (TSMO) plan. In 2008, the region approved ongoing funding for implementation, including \$100,000 per year to fund PORTAL data collection, maintenance and reporting on the region's highway and transit system. Metro will work with ODOT and other regional partners to **expand existing data collection and performance monitoring** efforts to include other parts of the system and **develop new tools and methods** to evaluate system performance for all modes of travel. This work will include developing a data management system to facilitate data collection, maintenance and reporting to support on-going RTP monitoring. **The data will be reported biennially as part of the Regional Mobility Program, consistent with the region’s federally-approved congestion management process.**”*
- Section 6.7.6 of Chapter 6 in the RTP, as specified in the June 8, 2010 letter addressed to Mr. Jason Tell:
*6.7.6 Greater Portland-Vancouver Indicators (Regional performance indicators)
As the region increasingly shares similar desired outcomes, the need to use similar performance measures increases. To take advantage of this, Metro ~~is~~ has been and continues to be engaged in ~~embarking on~~ an effort with PSU’s Institute of Metropolitan Studies to develop a coordinated regional approach to develop and utilize performance measures that can provide a shared lens for tracking how the region is doing socially, economically and environmentally. As **this new regional approach is developed, the performance indicators identified in this RTP can be included into a broader, even more holistic performance ~~measure~~ monitoring system for the region. Results teams have been identified for the following sectors: economy; education; culture and the arts; civic engagement; well-being (health, protection and public safety); access and mobility; housing and community; and the natural environment. Although the teams will be sector specific, they will be provided venues and resources to collaborate on critical inter-relationships across indicators and issues (i.e., economic vitality and transportation, housing and transportation, equity and transportation). More information on this project can be found at <http://www.pdx.edu/ims/Indicators>.***

- Section 6.7.20 of Chapter 6 in the RTP, as specified in the June 8, 2010 letter addressed to Mr. Jason Tell:

“6.7.20 Freight system bottlenecks

As a critical West Coast domestic hub and international gateway for commerce and tourism, the Portland area must maintain well-functioning river ports, rail connections and highways. The Regional Freight Plan and RTP identify a small set of key highway bottlenecks on National Highway System facilities critical to state and regional truck mobility. The plans also note freight rail bottlenecks critical to access to the region’s ports and intermodal facilities, as well as the need for rail to carry its full share of existing and future commodities efficiently.

In order to address these long standing needs and to increase understanding of their economic importance, the Regional Freight Technical Advisory Committee, with assistance from private sector stakeholders (e.g., through a Regional Freight and Business Task Force) will **develop criteria and a methodology for ranking these locations in terms of their freight and business impacts.** This can be done by: (a) measuring the extent to which sensitive economic activities are affected by those facilities, and (b) estimating the magnitude of potential economic benefit associated with making improvements to these facilities, using the best available methods and tools. Information generated through this analysis will be used in future RTP updates to help prioritize investments and may be needed in the future to qualify for certain federal funding categories.”

Discussion: Mayor Dirksen requested that Section 3.08.510B of the Regional Transportation Functional Plan, as specified in the June 8, 2010 letter addressed to Mr. Jason Tell be amended to read, “... ~~below the vehicular trip generation rates recommended~~ recorded by the Institute of Transportation Engineers...” Mr. Hansen and Commissioner Rogers accepted this proposal as a friendly amendment. This amendment has been recorded in the above motion.

Mayor Sam Adams clarified that projects listed in the 2035 RTP are not grandfathered into the RTP with this action and will be required to be consistent with the greenhouse gas emissions reduction targets. Staff concurred with Mayor Adam’s assessment and explained that local transportation plans will be updated to address the new RTP policies and functional plan requirements.

ACTION TAKEN: With all in favor, the motion passed as amended.

**9. 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION POLICY REPORT:
RESOLUTION NO. 10-4160**

Mr. Ted Leybold of Metro introduced the 2014-15 Regional Flexible Fund Allocation Policy Report and Resolution No. 10-4160 and requested that JPACT provide final direction for funding targets for the Metropolitan Mobility preparedness, Green Economy/Freight Initiatives, and Active Transportation/Complete Streets focus areas within the policy report.

MOTION #1: Mr. Bill Wyatt moved, Mr. Jason Tell seconded, to allocate 75% of Step 2 funds to the Green Economy/Freight Initiatives project focus area and 25% of Step 2 funds to the Active Transportation/Complete Streets project focus area. (Metropolitan Mobility preparedness was not addressed in the Port of Portland’s motion.)

Discussion: Councilor Donna Jordan and Commissioner Ann Lininger proposed a \$2 million amount for Step 1: Metropolitan Mobility Preparedness and for Step 2: Community Investment Funds, \$8 million to Green Economy/Freight Initiative with \$500,000 set aside for fleet electrification and \$10 million to Active Transportation/Complete Streets.

Councilor Kathryn Harrington discussed ideas around allocating the funding based on a percentage split similar to the historical allocation for Active Transportation/Complete Streets and an increase in the historical percentage for Green Economy/Freight Initiatives. Councilor Harrington also proposed a \$1 million amount for Step 1: Metropolitan Mobility preparedness.

A number of other comments were made by the committee in the process of discussing options for how to spend regional flexible funds. The main points of discussion are as follows:

- Establish a set aside for High Capacity Transit planning to take advantage of funding opportunities as they become available.
- Need a long term, dedicated source of funding for transit planning to get projects “ready to go.”
- Debate should not be between freight vs. livability (cycling & pedestrian improvements) as both are important.
- Look at the existing funding opportunities for the project focus areas – what money is on the table for leveraging federal dollars?
- Develop minimums for the project focus areas instead of targets.
- Have Metro staff develop “scenarios” and a rationale for each to aid in the discussion of options.
- JPACT needs more discussion on high speed rail.
- Many committee members suggested taking more time to discuss how to allocate the regional flexible funds.

MOTION #2: Councilor Harrington moved, Councilor Jordan seconded, to continue the discussion to the July 8 JPACT meeting.

ACTION TAKEN ON MOTION #2: With all in favor, the committee agreed to continue the discussion to the July 8 JPACT meeting.

10. TIGER 2 GRANTS

Mr. Cotugno briefed the committee on the TIGER 2 grants. USDOT has announced a TIGER 2 solicitation, providing access to \$600 million. Pre-applications are due July 16 and final applications August 23.

The committee agreed to submit multiple individual applications for the July 16 pre-application deadline, and revisit the discussion prior to the August 23 final deadline to decide whether to select a single application to be the Portland region application or to submit multiple applications.

11. ADJOURN

Chair Collette adjourned the meeting at 9:01 a.m.

Respectfully submitted,



Tom Matney
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JUNE 10, 2010

The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
8.	Letter	06/08/2010	Re: Chair Collette's June 2 Letter re: Oregon Transportation Commission Concerns re: 2035 RTP	061010j-01
8.	Memo	06/01/2010	Housing and Transportation Index Methodology for Cost Burdened Households	061010j-02
9.	Letter	06/08/2010	Re: MTIP RFFA Allocation for Regional Freight Projects	061010j-03
9.	Memo	06/09/2010	Re: Resolution No. 10-4160	061010j-04
9.	Letter	06/09/2010	Re: Regional Flexible Fund Allocation Policy	061010j-05
10.	Memo	06/08/10	TIGER 2	061010j-06