



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

October 13, 2011

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shane Bemis
Jack Burkman
Carlotta Collette, Chair
Nina DeConcini
Craig Dirksen
Donna Jordan
Deborah Kafoury
Ann Lininger
Neil McFarlane
Roy Rogers
Don Wagner

AFFILIATION

City of Gresham, representing Cities of Multnomah Co.
City of Vancouver
Metro Council
Oregon Department of Environmental Quality
City of Tigard, representing Cities of Washington Co.
City of Lake Oswego, representing Cities of Clackamas Co.
Multnomah County
Clackamas County
TriMet
Washington County
Washington State Department of Transportation

MEMBERS EXCUSED

Sam Adams
Rex Burkholder
Shirley Craddick
Steve Stuart
Jason Tell
Bill Wyatt

AFFILIATION

City of Portland
Metro Council
Metro Council
Clark County
Oregon Department of Transportation, Region 1
Port of Portland

ALTERNATES PRESENT

Kathryn Harrington
Susie Lahsene
Rian Windsheimer

AFFILIATION.

Metro Council
Port of Portland
Oregon Department of Transportation, Region 1

STAFF: Aaron Brown, Chris Deffelbach, Elissa Gertler, Tom Kloster, Ted Leybold, John Mermin, Dylan Rivera, Jamie Snook, Randy Tucker, Sheena VanLeuven, John Williams

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:32 a.m.

2. INTRODUCTIONS

There were none.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Chair Collette informed the committee of the joint Metropolitan Policy Advisory Committee (MPAC)/JPACT meeting scheduled for December 2 in the Oregon Convention Center. Chair Collette encouraged JPACT members to attend the meeting, which will discuss in detail the findings from the Climate Smart Communities project.

Chair Collette then introduced Mr. Randy Tucker of Metro to discuss the regional agenda for the Oregon State Legislation's session, which starts in February 2012. He stressed the agency's commitment to monitoring the Columbia River Crossing oversight committee, and asked JPACT members to contact him with any suggestions for items that could be utilized in a future JPACT legislative agenda.

Chair Collette introduced Mr. Andy Cotugno of Metro to report on Metro's Housing and Urban Development (HUD) grant application, which was submitted October 5. Metro anticipates learning of the consortium's verdict in two to three months. Mr. Cotugno noted that should the application be approved, the regional consortium intends to ask JPACT for representatives to serve on an executive committee to oversee consortium related decisions. Chair Collette commended staff on the excellent work of the application.

5. CONSIDERATION OF THE JPACT MINUTES FOR SEPTEMBER 8, 2011

MOTION: Mayor Shane Bemis moved, Commissioner Roy Rogers seconded, to approve the September 8, 2011 minutes.

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

6. INFORMATION/DISCUSSION ITEMS

6.1 Review TIGER III Applications

Chair Collette introduced Mr. Cotugno and Mr. Ted Leybold of Metro to present to the committee the region's Transportation Investment Generating Economic Recovery III (TIGER III) applications. Mr. Cotugno stressed that the grant process was very competitive, and that it is imperative for the region to submit quality applications that best reflect the region's priorities. The grading criteria established by the Department of Transportation (DOT) encourages intergovernmental agency partnership on these projects, and Mr. Cotugno and Mr. Leybold asked JPACT if the committee was interested in providing written support for any or all of these projects. Five regional agencies have announced separate projects seeking TIGER III funds: Washington County's Oleson Road Realignment Project, the City of Hillsboro's US 26/Brookwood Helvetia Interchange, Multnomah County's Sellwood Bridge Replacement, Clackamas County's Sunrise Corridor Multiuse Paths project, and the Port of Portland's

Troutdale Reynolds Industrial Park Road Improvements. Metro staff, partnering with citizen members of the Transportation Policy Alternatives Committee (TPAC), reviewed the drafts of these five applications relative to the grading criteria set by DOT. This review awarded points to each project relative to their fulfillment of the federal TIGER criteria, and these documents are provided in the meeting packet.

Committee discussion included:

- The decision regarding the number of applications that JPACT should explicitly recommend in a letter to DOT. JPACT members noted that the region could have a better chance of receiving funds by recommending fewer projects, but noted the difficulty of choosing which projects specifically to recommend.
- The difference between providing written support for a project and recommending a project. Mr. Rian Windshiemer notes that while the Oregon Department of Transportation (ODOT) typically writes letters of support for projects on its facilities, the agency will also explicitly note that certain projects are a priority for the organization; Mr. Cotugno suggesting adopting this standard for Metro as a regional agency weighing the relative merits of projects within its jurisdiction. The ODOT letter in support of the TIGER III grant applications is included in the meeting packet.
- The value of having an advisory committee screen applications for federal funds and provide suggestions to improve application quality. JPACT members lauded the technical advisory committee for their work in grading these applications, and stated their preference for using an advisory committee to review TIGER grants in the future.
- The federal government's prioritization of funding projects that provide opportunities for immediate job creation. Ms. Susan Lehsene of the Port of Portland noted that the federal criteria for TIGER III grants strongly encourage projects with demonstrated short term job creation and long term economic development opportunities.
- The possibility of allowing projects that did not score highly on the citizen panel review to achieve priority status for future rounds of TIGER funding. Councilor Kathryn Harrington noted that future rounds of TIGER funding may have different set of criteria, and that it was premature to assume that these lower-scoring projects would score comparably to different standards.
- The creation of a list of regional priorities for transportation funding. Councilor Donna Jordan noted that it would be helpful for JPACT, as a regional decision-making body, to be able to support projects by noting their previously established status as a project of critical regional importance.

MOTION: Mayor Bemis moved, and Councilor Jordan seconded, for JPACT to sign a letter to the DOT endorsing all five projects and to explicitly prioritize the Sellwood Bridge project, the Troutdale Reynolds Industrial Park Road Improvements project, and the Phase 3 Connector/Sunrise Corridor Multiuse Paths project to receive TIGER III grants.

Roy Rogers amended the motion to note that the JPACT letter of recommendation would not list any hierarchy of priority among the three recommended projects.

ACTION TAKEN: With thirteen votes in favor and one abstention (DeConcini), the motion passes.

6.2 Proposed Amendments to the Oregon Highway Plan (OHP) and the Transportation Planning Rule (TPR)

Chair Collette introduced Mr. Tom Kloster of Metro and Ms. Lainie Smith of ODOT to discuss with the committee the most recent draft of the proposed amendments to the Oregon Highway Plan (OHP) and the Transportation Planning Rule (TPR). These administrative laws exist to govern the mitigation of impacts from local decisions on state transportation facilities; the Land Conservation and Development Commission (LCDC) expressed interest in amending the TPR document last year to allow increased flexibility for local jurisdictions to achieve their local aspirations (e.g., economic development, improved safety standards, promotion of nonmotorized transportation and transit facilities) at the expense of marginal increases in vehicle/congestion ratio and other standards designed to facilitate automobile throughput. The OHP is currently available for public comment, and while the TPR document is not currently ready for public release, but Mr. Kloster provided a draft version of these proposed amendments. Ms. Smith discussed the revisions to the OHP, noting that “mobility standards” have been renamed “targets,” and that local jurisdictions would be given increased flexibility when creating Transportation System Plans (TSPs).

Questions directed to Mr. Kloster to be addressed at the forthcoming TPAC/Metropolitan Technical Advisory Committee (MTAC) included:

- The relationship between these TPR/OHP amendments and to existing freight plans and statutes, as well as the comments received from freight interests regarding these changes.
- The possibility of taking these state-level policies to local level transportation agencies.
- The possibility that higher mobility standards outside of the region will encourage the state to invest resources in surrounding rural areas outside of the region.
- The ability for ODOT to further amend mobility standards in the future, if the agency is able to develop larger amounts of revenue.

The Oregon Transportation Commission (OTC) is holding a hearing on edits to the OHP in Silverton on November 16, and the LCDC hearing on TPR amendments will be on December 8-9 in The Dalles; Ms. Smith encouraged JPACT members and others from the region to come to these meetings and state their support for these revisions. Further discussion on JPACT’s official recommendation of these changes would be discussed at the November JPACT meeting. Ms. Smith asked that further questions and concerns should be directed towards Mr. Kloster, Chair Collette or herself in advance of the next committee meeting. A copy of Mr. Kloster’s presentation is included in the meeting packet.

6.3 ODOT Tolling Policies

Chair Collette introduced Mr. Dave Williams of ODOT to brief the committee on the agency’s development of policies relating to the tolling of its facilities and consideration of congestion pricing. ODOT produced a report in 2007 reviewing existing literature of best practices for tolling and the relevancy to ODOT’s facilities. These policies only apply to facilities owned and operated by the state; local jurisdictions have the right to develop tolling mechanisms on their own facilities. Mr. Williams explained the significance and reasoning behind each of the listed

policies and actions, ranging from the administration of the State Transportation Improvement Program (STIP) to the need for potential tolling facilities to have undergone significant financial planning before implementation. The OTC will likely not review these documents until next summer; Mr. Williams asked JPACT members to direct comments on tolling policies to ODOT staff.

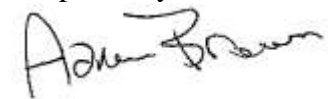
6.4 TriMet Pedestrian Network Analysis

The committee moved Mr. Neil McFarlane's presentation regarding TriMet's Pedestrian Network Analysis to the December JPACT meeting.

7. ADJOURN

Chair Collette adjourned the meeting at 9:02 a.m.

Respectfully submitted,



Aaron Brown
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR OCTOBER 13, 2011

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Memo	10/10/11	Re: TIGER III Evaluation	101311j-01
6.1	Chart	10/10/11	TIGER III Grant Application Review	101311j-02
6.1	Letter	10/05/11	Support for TIGER III grant applications	101311j-03
6.2	Powerpoint	10/13/11	Proposed Amendments to the Transportation Planning Rule & Oregon Highway Plan	101311j-04