



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

June 14, 2012

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Rex Burkholder
Carlotta Collette, Chair
Shirley Craddick
Nina DeConcini
Donna Jordan
Ann Lininger
Neil McFarlane
Roy Rogers
Jason Tell
Don Wagner

AFFILIATION

City of Vancouver
Metro Council
Metro Council
Metro Council
Oregon Department of Environmental Quality
City of Lake Oswego, representing Cities of Clackamas Co.
Clackamas County
TriMet
Washington County
Oregon Department of Transportation, Region 1
Washington State Department of Transportation

MEMBERS EXCUSED

Sam Adams
Shane Bemis
Craig Dirksen
Deborah Kafoury
Steve Stuart
Bill Wyatt

AFFILIATION

City of Portland
City of Gresham, representing Cities of Multnomah Co.
City of Tigard, representing Cities of Washington Co.
Multnomah County
Clark County
Port of Portland

ALTERNATES PRESENT

Susie Lahsene
Lisa Barton Mullins

AFFILIATION

Port of Portland
City of Fairview, representing Cities of Multnomah Co.

STAFF: Andy Cotugno, Kim Ellis, Elissa Gertler, Tom Kloster, Dan Kaempff, Ted Leybold, Robin McArthur, Lake McTighe, Mike Hoglund, Josh Naramore, Anthony Butzek, Kelsey Newell, Ramona Perrault, Dylan Rivera, Randy Tucker, Josh Springer

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

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:33 a.m.

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

There were none.

3. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Chair Collette provided an update on the Land Conservation and Development Commission (LCDC) hearings regarding Metro Urban Growth Boundary (UGB) and Capacity Ordinances. The Department of Land Conservation and Development (DLCD) recommended both ordinances be remanded, and that

Metro provide more technical analysis to support the 2011 decision to expand the UGB. Chair Collette noted that today, June 14, LCDC will continue to hear testimony on the matter, and that a resolution on Metro's compliance with statewide land use goals should be decided soon.

Chair Collette reported on the June 1 Oregon Metropolitan Planning Organization Consortium (OMPOC) meeting, during which, there was a presentation of Metro's Regional Transportation Safety Plan, a brief on the new Multi-Modal Mixed Use Area provisions in the Transportation Planning Rule and a walking tour of Salem's Riverfront Park. Chair Collette shared pictures from the walking tour, highlighting the Union Street Railroad Bridge, which was restored to become a bicycle and pedestrian bridge.

Chair Collette then recapped the opening celebrations of the Boring Station Trailhead in Gresham and the Trolley Trail in Oak Grove. The Boring Station Trailhead provides a new hub for outdoor recreational activity along the Springwater Corridor, while the Trolley Trail follows part of an old streetcar line that once carried passengers between Portland and Oregon City. Chair Collette mentioned that both trails developments received support from Metro's natural areas bond measure.

Ms. Kelly Brooks of ODOT provided a status report on the Connect Oregon (IV) project selection. Ms. Brooks explained that Connect Oregon had 40 million dollars to award to multimodal, non-roadway projects throughout the state. The application process, which began in the fall of 2011, is now nearing completion. Ms. Brooks noted that the Oregon Transportation Commission (OTC) will receive the final short list of projects to approve in August. Of the five regions in Oregon, each would receive at least ten percent of the overall funding. Region 1, which encompasses the Portland metropolitan region, finished with approximately 14 million dollars in funding and eight projects.

Ms. Gross then listed the successful projects:

- Air Trans Center Taxilane, Phase 3 – Port of Portland
- T-Pier – Teevin Bros Land & Timber Co., LLC
- Resource & Operation Center – Ride Connections
- Tarr Intermodal Liquid Bulk Facility – Tarr Acquisition LLC
- Terminal 6 Wharf Optimization – Port of Portland
- Mt. Hood RR Bridges Fortification – Mt. Hood Railroad
- T6 Berth 601 Auto Import Expansion – Port of Portland
- Portland & Western Rainer Siding Extension – Portland & Western Railroad, Inc.
- East 181st MAX Station Safety & Security – TriMet

Ms. Susie Lahsene of Port of Portland agreed that Region 1 projects competed well this year, and noted that there was little to no criticism about Region 1 receiving a portionally larger amount of awarded funding.

Mr. Jason Tell of ODOT discussed possible changes to the Statewide Transportation Improvement Program (STIP) funding allocation process. Mr. Tell explained that the OTC will review a more consolidated project categorization scheme, which stakeholders claim could defuse the current, cumbersome application process. Mr. Tell stated that proponents of reforming the process claim that changes would streamline the application process and broaden project eligibility. Mr. Tell clarified that more details on the changes will be determined after OTC meetings in June and July.

Chair Collette then asked Metro Councilor Rex Burkholder to explain the resolution of litigation on the Construction Excise Tax (CET) between Metro and the Home Builders Association (HBA). Councilor Burkholder explained that the Oregon Court of Appeals (OCA) ruled in favor of Metro regarding the agency's ability to levy the CET, and accordingly, disperse the funds. The OCA sided with Metro and agreed that the extension of the CET did not constitute a new tax.

Mr. Neil McFarlane of TriMet noted the public transit agency's record ridership in the month of May with 9.2 million riders. Mr. McFarlane also mentioned the finalization of the full funding grant agreement (FFGA) for the Portland Milwaukie Light Rail Transit Project on May 22. In reference to the front-page story in the Oregonian, Mr. McFarlane discussed the TriMet Board of Directors' approval of the budget. Mr. McFarlane explained that the approved budget reconciles the fiscal year shortfall, but does not account for ongoing arbitration with transit union's contract negotiation, which should conclude in late July. Mr. McFarlane overviewed changes to TriMet's operations, including minimal service reductions, the elimination of the Free Rail Zone and the simplification of the fare system. Additionally, the board approved a low income mitigation program aimed at providing discounts to social service agencies working with the counties and other regional stakeholders to support those affected by the increased fare.

Ms. Nina DeConcini of Oregon DEQ provided an update on the Portland Air Toxics Solution Project, which held meetings that addressed point sources and the process of evaluating toxics during permit renewals. Ms. DeConcini mentioned that during the week of June 18, DEQ's governing board, members of the public and the advisory committee are invited to speak at the DEQ Commission meeting. Recommendations will be considered and approved by the commission in October. Councilor Burkholder shared comments from the Metro Council Work Session during which councilors and staff discussed Metro's role addressing air toxics in climate and transportation planning.

4. CONSIDERATION OF THE JPACT MINUTES FOR MAY 10, 2012

MOTION: Councilor Donna Jordan moved, Mr. Neil McFarlane seconded, to approve the JPACT minutes for April 12, 2012.

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

5. INFORMATION/DISCUSSION ITEMS

5.1 Regional Transportation Safety Plan

Chair Collette introduced the Regional Transportation Safety Plan (RTSP) and asked Mr. Phil Ditzler of the Federal Highway Administration (FHWA) to offer his insight on collaborating with Metro to look at the role of safety and transportation. Mr. Ditzler emphasized the importance of a focused approach to analyzing safety data in the region in order to understand where investment can have the greatest impact and to identify priority areas. Chair Collette shared an article that makes the case that cities with more multi-modal commuters are healthier, which corresponds with the RTSP findings that multi-modal communities are safer as well.

Mr. Josh Naramore of Metro provided background on the RTSP, noting that the plan has been in the works for over two years with the support of federal and regional partners like FHWA and TriMet. FHWA recommended that Metro study and integrate safety into the transportation planning process, accounting for Metro's six desired outcomes and the goals in the Regional Transportation Plan (RTP). Mr. Naramore explained that the first task of the Regional Safety Workgroup, comprised of the region's cities and counties, Metro, TriMet, ODOT and PSU, was to develop the performance target for the 2035 RTP to reduce fatalities and severe injuries for pedestrians, bicyclists and motor vehicle occupants by 50%. Mr. Naramore noted that JPACT members will be asked to provide feedback on the RTSP's short term recommendations. Mr. Naramore pointed out that 93% of crashes on transportation system are behavioral, or because of the driver, which has prompted Metro to examine driving behaviors and education in addition to roadway design.

Mr. Anthony Butzek of Metro presented key findings from the State of Safety in the Region report, which uses local and national data to contextualize safety trends Portland region. State by state data indicates that rural areas where driving distances are greater experience higher fatality rates than dense communities where people do not have to drive as much. A major finding in the Portland region is that arterials are the main source of fatalities and severe injuries, accounting for 59% of such crashes. Additionally, Mr. Butzek pointed out that risky behaviors such as alcohol and drug consumption, excessive speeding and aggressive driving are contributing factors to serious and fatal crashes.

There was discussion about other contributing factors to serious crashes such as drivers distracted by mobile technology. Mr. Butzek acknowledged cell phone usage in the transportation system as a contributing factor to crashes, but noted that such distractions are under reported because they are difficult for the responding police officer to catch. Mr. Tell concurred that distracted driving is an emerging issue that ODOT and other statewide partners must address.

Mr. Butzek overviewed non-freeway system findings, which show that the number of lanes, congestion, street lighting and time of day all factor into crash data. Rear end collisions are most common but are the least fatal, with aggressive driving involved in 86% of serious rear end crashes. Crashes involving pedestrians are more common in the winter months likely due in part to more darkness, while those involving bicycles are more common in drier months because more people ride. Mr. Butzek then discussed the relationship between safety and land use. The findings from the State of Safety report indicate an inconclusive relationship between community design and crash data.

Mr. Naramore noted that the Regional Safety Workgroup provided short-term recommendations based on the findings from the RTSP. Among these recommendations were,

- To continue data collection and analysis of ODOT crash data to support regional and local planning efforts
- To develop an arterial safety program
- To focus on improved pedestrian crossings including lighting
- To focus on protected bicycle facilities along high-volume, high-speed roadways
- To develop strategies to reduce the prevalence of driving under the influence of alcohol and drugs, speeding and aggressive driving

Member discussion:

Mr. Tell expressed admiration for the work done analyzing ODOT crash data for the RTSP, noting the importance of looking at multi-modal transportation systems. Additionally, Mr. Tell agreed the focus should be placed onto the short term recommendations offered by the workgroup. There was discussion about the impact the aging population may have on crash data, to which Mr. Butzek responded that younger drivers are more often the cause, or involved in serious crashes. Councilor Burkholder discussed the significance of the cost of serious and fatal crashes, which equals almost a billion dollars a year including property damage, medical costs, and lost productivity.

There was discussion about focusing investments on tangible, pragmatic safety infrastructure such as sidewalks, crosswalks and street lighting, particularly in accordance with public transit. Mr. McFarlane agreed that transit and safety investment should be coordinated, and stated that TriMet is working to become more predictive and proactive regarding needed safety improvements. Mr. McFarlane also agreed that focus should be placed on the short term, cost effective solutions where the effects can be measured and demonstrated on the street level.

5.2 Oregon Sustainable Transportation Initiative (OSTI): Statewide Transportation Strategy (STS)

Ms. Barbara Fraser of ODOT provided an overview the Statewide Transportation Strategy by first presented background and then discussing next steps. In 2007, the Oregon State Legislature set a goal to reduce Greenhouse Gas (GHG) emissions by 75% below 1990 levels by 2050. In 2010, the legislature directed GHG emission reduction planning efforts to focus on transportation. Ms. Fraser discussed the challenges and scope of work needed to meet the statewide emission reduction goal. Ms. Fraser explained that the state is currently working to develop toolkits, target rules, public outreach and scenario planning guidelines for local jurisdictions.

Ms. Fraser then explained that the STS is not directive or regulatory, but instead, requires collaboration between public and private sectors. Moreover, STS does not establish a one-size-fits-all approach for the whole state. Ms. Fraser stated that different strategies work for rural and urban areas, and coordination on a federal, statewide, regional and local level will help determine the best site-specific strategies. STS will provide recommendations for each of the three travel markets; ground passenger and commercial services, freight and air passenger. Ms. Fraser noted that recommendations, many which are already underway, have beneficial outcomes in addition to GHG emission reductions.

Ms. Fraser acknowledged challenges STS will encounter with public acceptance considering some of the recommendations could be controversial. STS staff will continue to conduct public outreach through July 20, 2012 as part of phase 1 of the project. Phase 2 will involve developing an implementation plan, building on partnership opportunities and producing economic assessments of recommendations. Ms. Fraser ultimately asked for input from JPACT members on the strategic priorities in the plan. Due to time constraints, Chair Collette asked members to email Ms. Fraser with their comments.

6. ADJOURN

Chair Collette adjourned the meeting at 9:03 a.m.

Respectfully submitted,



Josh Springer
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JUNE 14, 2012

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

ITEM	Document type	Doc Date	Document Description	Document No.
3.0	Article	6/14/12	Analysis: Cities with More Walkers, Bike Commuters are Less Obese	61412j-01
3.0	PPT	6/14/12	Oregon MPO Consortium	61412j-02
3.0	Slides	6/14/12	Boring Station Trailhead Park & the Trolley Trail	61412j-03

5.1	PPT	6/14/12	Regional Transportation Safety Plan	61412j-04
5.2	PPT	6/14/12	Oregon's Statewide Transportation Strategy	61412j-05