

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION  
April 4, 2013  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Carlotta Collette, Chair  
Shirley Craddick  
Nina DeConcini  
Donna Jordan  
Neil McFarlane  
Diane McKeel  
Paul Savas  
Don Wagner

AFFILIATION

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

MEMBERS EXCUSED

Shane Bemis  
Jack Burkman  
Denny Doyle  
Charlie Hales  
Kathryn Harrington  
Roy Rogers  
Jason Tell  
Bill Wyatt

AFFILIATION

City of Gresham, representing Cities of Multnomah Co.  
City of Vancouver  
City of Beaverton, representing Cities of Washington Co.  
City of Portland  
Metro Council  
Washington County  
Oregon Department of Transportation, Region 1  
Port of Portland

ALTERNATES PRESENT

Lisa Barton Mullins  
Craig Dirksen  
Jef Dalin  
Susie Lahsene

AFFILIATION

Cities of Multnomah County  
Metro Council  
City of Cornelius, representing Cities of Washington Co.  
Port of Portland

STAFF: Beth Cohen, Andy Cotugno, Colin Deverell, Kim Ellis, Mia Hart, Robin McArthur, John Mermin, Josh Naramore, Kelsey Newell, Ramona Perrault, Nikolai Ursin, Ina Zucker

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

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:31 a.m.

**2. CITIZEN COMMUNICATIONS ON JPACT ITEMS**

There were none.

**3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS**

Chair Collette update JPACT members on several items including:

- The ODOT Transportation Policy Group is rethinking its function as a policy advisory group to ODOT, working parallel with the OTC.
- The 2013 OMPOC meeting was held on March 29. No JPACT members have volunteered as the alternate. Mayor John Cook of Tigard expressed interest, however the charter might specify the alternate to be a JPACT member.
- OMPOC appointed Councilor Collette and Linda Modrell of Benton County to attend the ODOT Transportation Policy Group.
- There was an update on the ODOT Intermodal Effort.
- Congress approved a continuing resolution that includes another TIGER V series. A future JPACT meeting will discuss a regional strategy to select applications.
- Chair Collette provided legislative updates regarding:
  - Hearings were held in both houses for ConnectOregon (SB 260, HB 2310) and ConnectOregon Plus (SB 247, HB 3348). The House Transportation and Economic Development Committee released a revised version of HB 2310.
  - The Senate scheduled a work session on ConnectOregon (SB 260).
  - ConnectOregon Plus will not be included this session.
  - The public hearing on HJR 9, breaking the gas tax dedication, was held April 1.
  - No hearing is scheduled for the Task Force on Bridges Across the Willamette River in Multnomah County (HB 3468).
- Chair Collette referenced the Blue Heron letter about funding \$5 million for the Blue Heron site, included in the packet.

#### **4. CONSIDERATION OF THE MINUTES FOR MARCH 14, 2013**

MOTION: Councilor Shirley Craddick moved, Councilor Donna Jordan seconded, to adopt the JPACT minutes for March 14, 2013.

ACTION: With all in favor, the motion passed.

#### **5. 2035 REGIONAL TRANSPORTATION PLAN AMENDMENTS**

Mr. John Mermin of Metro presented on the 2035 Regional Transportation Plan (RTP) Amendments. The RTP is a long-range regional plan required by federal and state law. Federal law requires the plan to look 20 years out, conform to all air quality regulations, and have a 30-day public comment period for analysis of the amendments. State law requires the plan be consistent with the 2040 Growth Concept and provide a 45-day public comment period for amendments. Mr. Mermin noted he will discuss the upcoming regularly scheduled update to the RTP at JPACT on June 13, 2013.

WA County approached Metro in late 2012 about a project on Scholls Ferry Road that they plan to build this summer that was inadvertently left out of the RTP during the last update. The project is required to be on the federal plan and monitored for air quality despite it being a locally funded project. Due to the time-intensive nature of amending the RTP, Metro is considering other projects to be included in the amendments. At the November 30 TPAC the solicitation was announced. Jurisdictions were asked to submit projects that came out of a local process that and were expected to advance to design or construction prior to the next scheduled RTP update in June 2014. There are 13 projects from six jurisdictions, including Washington County, the City of Beaverton, the City of Hillsboro, and Metro, in addition to two submissions from ODOT and one from the City of Portland.

JPACT members will consider five resolutions, one per jurisdiction, in addition to one ordinance for the East Metro Connections Plan at JPACT on May 9.

Member discussion included:

- Members inquired about a public hearing. Mr. Mermin clarified that the Metro Council action meeting on May 16 would include a public hearing and that the 45-day public comment period is still underway until April 8.
- Chair Collette reviewed two concerns raised by the Council regarding the Hillsboro projects expanding roads from four lanes with a center to six lanes with a center. Metro Council expressed there should not be precedent to expand roads so as to not set an example to continue expansion elsewhere. Second, concern was raised over the safety of the bike lanes along the busy stretch of the road. Mr. Jeff Dalin, representing the Cities of Washington County, reported there are buffered pedestrian and bikeways for all of the Hillsboro projects.

#### **6. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: PHASE 1 HEALTH IMPACT ASSESSMENT (HIA)**

Ms. Andrea Hamburg and Ms. Jae Douglas from the Oregon Health Authority (OHA) updated JPACT on Phase 1 of the Climate Smart Communities Health Impact Assessment (HIA). The HIA is an important decision-making tool used to assess how a proposed project may affect public health and social equity. The results of this work are intended to assist in selecting the preferred CSC scenario in 2014 - considering the impacts of transportation, and land use policies and investments on overall individual and community health. Ms. Douglas stated the primary goal of the OHA working with Metro is to bring health into the conversation of reducing greenhouse gas emissions.

Ms. Hamburg identified the top four areas of assessment examined in each scenario:

- Physical activity as impacted by environment and food choices, while obesity accounts for 1,400 deaths in Oregon each year;
- Death as a result of collisions, which is currently the second leading cause of death in Oregon;
- Air quality; and
- Social equity in regards to exposure of low-income households and people of color to air pollution.

OHA staff utilized the Integrated Transport and Health Impact Modeling (ITHIM) tool developed for this purpose. The OHA used information from GreenSTEP to evaluate the health impacts of 6 scenarios tested in Phase 1 of the Climate Smart Communities Scenarios Project. Ms. Hamburg noted that all scenarios positively impacted health and cited Scenario 6 as having the highest overall health benefit. Scenario 6 included the most ambitious community design and pricing changes, lowest levels of driving, highest levels of active travel.

Key recommendations from OHA include:

- Develop a preferred scenario that meets or surpasses the greenhouse gas emissions reduction target set for the region.

- Maximize public health benefits and meet the state target by emphasizing strategies that increase active transportation and physical activity.
- Include strategies, such as community design, that can lead to decreases in road traffic injuries and fatalities for all populations in the region.
- Carry out additional quantitative health impact assessment of the three scenarios that are identified for further evaluation in spring 2013 to further inform development and adoption of a final preferred scenario in 2014.

Member discussion included:

- Members asked if increased stress and lack of health insurance associated with high unemployment rates were taken into account when evaluating public health. Ms. Hamburg stated the study did not specifically assess employment, but acknowledged that income plays a significant role in the health outcomes reported in this analysis.
- Members commented that while increased physical activity is beneficial to human health, encouraging walking and biking and locating housing in major transportation corridors can increase exposure to air pollution. Ms. Hamburg commented that there are negative health impacts associated with high particulate matter and effects may be higher than anticipated. Additionally, she noted improving fuel standards is a substantial component to reduce greenhouse gases, which will have positive impacts to help offset air pollutants. Lastly, she stated increased in physical activity has been shown to outweigh the negative effects of air pollution.
- Members commented the BMI regional distribution map reflects the region's income levels and inquired how these numbers were generated. Ms. Douglas responded that income is one of the top primary predictors of BMI and other co-factors can be expanded on upon request.
- Councilor Craddick raised discussion surrounding how to frame the larger policy context to help make positive health changes, citing job and transportation placement as critical to this effort. Members agreed that the connection between BMI and walking and biking opportunities expressed in the HIA is consistent with personal observations.

7. **CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: IPACT INPUT ON EVALUATION CRITERIA**

Ms. Kim Ellis of Metro provided members an overview the Climate Smart Communities Scenarios Project (CSC). The project is currently in Phase 2 and staff is working toward testing the Scenario A, Scenario B, and Scenario C this summer. Scenario A follows recent funding trends by limiting community investment to existing revenue. Scenario B uses revenues projected in the RTP to invest in a mixture of transportation and land use strategies assumed in local plans and the adopted 2035 Regional Transportation. Scenario C is the result of further investment to more fully achieve adopted and emerging plans. The results of the evaluation will be reported back to policy makers next Fall – kicking off the third and final phase of the project. Working together, cities, counties and regional partners will decide which elements from each of the three approaches should go forward into one preferred approach for the region to adopt, considering implementation costs and feasibility and the affects of policies on jobs, housing, the environment, economy, travel, public health, and social equity.

A series of social equity, environmental workshops held last summer and business focus groups held this winter helped inform development of the evaluation criteria. Ms. Ellis asked JPACT for input on the evaluation criteria to confirm it is consistent with JPACT's previous recommendations at the beginning of the project. JPACT will be asked to provide final input on the updated scenarios assumptions and evaluation criteria, in addition to providing a recommendation to the Metro Council to move forward with the Phase 2 evaluation on May 9.

Member discussion included:

- Members inquired about the inclusion of measuring the proximity of land to key transportation corridors.
- Members emphasized the need to measure the job accessibility as influenced by public transportation, as well as ensuring good quality jobs.
- Members discussed how market size and moving products long distances have been limited as a result of constraining the transportation system. Ms. Ellis clarified that the travel demand model will not be utilized until the final evaluation of the preferred scenario, and as a result, this level of analysis is not possible.
- Members raised concern over the logistics of pursuing more aggressive scenarios. In particular members discussed how to motivate businesses and citizens to achieve these transportation and lifestyle changes. Ms. Ellis stated this information will be partially supplied by focus groups, specifying how and who will be carrying out these goals.
- Members inquired about the ability of MetroScope to account for the varying cost of infrastructure in different areas. Ms. Ellis stated MetroScope does take this into account.
- Members asked if rising costs combined with increasing fuel efficiency takes into account the resulting decrease in revenue. Ms. Ellis stated that GreenSTEP is designed to account for interplay between these factors.
- Members comments that in the end, the preferred scenario will need to be something the region and local governments can afford and provide sufficient flexibility for different local implementation approaches, recognizing policies that may be feasible in one community may not be feasible in another community.

## **8. COMMENTS ON CONGRESSMAN BLUMENAUER'S CARBON TAX LEGISLATION**

Mr. Andy Cotugno of Metro provided an overview of the letter to Congressman Blumenauer in support of the carbon tax. The letter discusses how to set the carbon tax level and use of revenues. Members expressed their support of the letter.

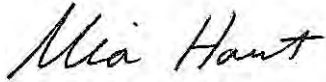
## **9. REGIONAL FLEXIBLE FUND 150 PERCENT PROJECT LIST**

Mr. Josh Naramore of Metro referred members to the revised list of the Regional Flexible Fund Applications in the JPACT packet. Further information will follow at JPACT on May 7.

**10. ADJOURN**

Chair Collette adjourned at meeting at 9:04 a.m.

Respectfully Submitted,



Mia Hart  
Recording Secretary

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
5	PowerPoint	4/4/13	2035 Regional Transportation Plan (RTP) Amendments	40413j-01
6	PowerPoint	4/4/13	Climate Smart Communities Scenarios HIA	40413j-02
6	Handout	N/A	Climate Smart Communities Scenarios: Health Impact Assessment	40413j-03
7	PowerPoint	4/4/13	Investment Choices Evaluation Approach	40413j-04
9	Handout	N/A	Revised List of Regional Flexible Fund Applications	40413j-05