

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
May 9, 2013
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Carlotta Collette, Chair
Shirley Craddick
Nina DeConcini
Denny Doyle
Donna Jordan
Charlie Hales
Kathryn Harrington
Neil McFarlane
Diane McKeel
Roy Rogers
Paul Savas
Jason Tell
Don Wagner

AFFILIATION

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

MEMBERS EXCUSED

Shane Bemis
Steve Stuart
Bill Wyatt

AFFILIATION

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

ALTERNATES PRESENT

Lisa Barton Mullins
Susie Lahsene

AFFILIATION

Cities of Multnomah County
Port of Portland

STAFF: Beth Cohen, Andy Cotugno, Colin Deverell, Kim Ellis, Mia Hart, Alison Kean Campbell, Tom Kloster, Ted Leybold, Robin McArthur, John Mermin, 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

Mr. Randy Tucker of Metro updated members on the following legislative items:

- ConnectOregon has two versions in the House and Senate: HB 2310 and SB260.
- ConnectOregon Plus will not be included this session.
- VMT fees did not come out of committee. The Revenue Committee is considering several amendments and is expected to send the bill to the Committee of Ways and Means in a work session on May 15. Senator Starr amended an existing bill to create SB 810 that creates voluntary opt-in road usage.
- HB 3468 will not be considered.
- HB3316 would replace current governance with a board appointed by three counties, Portland, Metro, and the Governor. The bill was sent to the Rules Committee without recommendation and a public hearing is scheduled on May 8.
- HB2945 had a technical amendment and was sent to the Rules Committee for further consideration. The bill is waiting to be discussed with interested parties.

Councilor Jack Burkman of the City of Vancouver provided an update on the Columbia River Crossing (CRC). The Legislature will go into special session on Monday, May 13. The bill contains \$81 million in planning and engineering funds, which is granted when the Coast Guard issues a bridge permit. If the Coast Guard does not authorize the permit, an Environmental impact statement is required to be submitted.

Chair Collette updated members on the following items:

- UPWP and self-certification, Resolution 13-4426, Spans all transportation planning that is federally funded and tracks how Metro, as an MPO, spends federal transportation dollars at the regional level. Chair Collette stated that JPACT will be asked to approve the work scopes and general budgets subject to this consistency check in June.
- Metro is required to follow the self-certification process annually, in tandem with updating the UPWP each spring. In addition to annual self-certification, the federal agencies conduct an on-site certification review of our MPO every four years. The process of completing the most recent review began October 2012.
- The RFFA public comment period runs May 8 through June 7. JPACT will be hosting the RFFA Public Hearing on the RFFA projects, Thursday May 30 at Metro Regional Center starting at 5 P.M.

Mr. Jason Tell of ODOT distributed the I-84 Paving Project Spring 2013 Newsletter outlining construction projects that will occur throughout the summer. Mr. Tell highlighted the repaving of I-84 between I-5 and 205 and noted project summaries and timelines are listed in the handout.

4. CONSENT AGENDA

MOTION: Councilor Kathryn Harrington moved, Councilor Donna Jordan seconded, to adopt the JPACT Minutes for April 4, 2013 and **Resolution No. 13-4426:** the 2013-15 Unified Planning Work Program and Metropolitan Planning Organization Certification.

RESULT: With all in favor, the motion passed.

5. REGIONAL TRANSPORTATION PLAN AMENDMENTS

Mr. John Mermin of Metro provided a summary of the Regional Transportation Plan (RTP) Amendments, noting all projects are scheduled to advance to design and construction before the next RTP update is adopted in June 2014. The RTP has completed the required air quality modeling, finished the public comment period, and gave notice to the Oregon Department of Land Conservation and Development.

Mr. Mermin reviewed the timeline of the RTP amendments, reminding members that MPAC and TPAC unanimously recommended approval of the amendments and a public hearing at Metro Council was held on May 2. After approval from JPACT, the RTP Amendments will be taken back to Council on May 16 for final action.

Councilor Kathryn Harrington assured members that the Metro Council has discussed all proposed amendments and purposely held the public hearing in advance of JPACT to allow members the benefit of hearing those comments prior to taking action.

MOTION: Commissioner Roy Rogers moved, Mr. Jason Tell seconded, to approve the RTP Amendments:

- **Ordinance No. 13-1304:** East Metro Connections Plan
- **Resolution No. 13-4420:** City of Beaverton
- **Resolution No. 13-4421:** City of Portland
- **Resolution No. 13-4422:** ODOT
- **Resolution No. 13-4423:** Washington County
- **Resolution No. 13-4424:** City of Hillsboro

RESULT: With all in favor, the motion passed.

6. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: RECOMMENDED PHASE 2 INVESTMENT CHOICES AND EVALUATION CRITERIA

Chair Collette introduced the Climate Smart Community (CSC) Scenarios Project and stated that members will be asked to recommend approval to the Metro Council to move forward with the Phase 2 Evaluation. Ms. Kim Ells of Metro offered context to the project by showing the Climate Smart Communities video and noted the recording will be available on the Metro website and DVD. Chair Collette complimented the video and the distinct perspectives presented.

Ms. Ellis provided an overview of the CSC Scenarios Project and emphasized that JPACT is not voting on a scenario at this time, but recommending Council move forward with the Phase 2 Evaluation. MPAC, TPAC, and MTAC have made unanimous recommendations to move forward. The next phase will use the results of the analysis to decide which elements should be included in the preferred scenario. Ms. Ellis stated she will seek future direction from JPACT and MPAC on how to shape the preferred scenario.

Ms. Ellis provided an overview of three case studies. Beaverton is focused on revitalizing downtown through encouraging bike and pedestrian friendly infrastructure and creating destinations within walking distance. Hillsboro is focused on reducing greenhouse gas emissions, in conjunction with the city's sustainability program, by working on traffic signal timing and building electric vehicle infrastructure. Wilsonville has leveraged investment in sidewalks and bike facilities and linking these investments to transit service for employees and community members throughout the city. The remaining case studies will be completed in May and all case studies will be available on the project website (www.oregonmetro.gov/climatescenarios).

There are three scenarios options proposed for evaluation this summer, reflecting different levels of investment. Scenario A will show the results of implementing adopted plans with existing revenues. Scenario B will show the results of raising additional revenues to implement adopted plans - as called for in the adopted Regional Transportation Plan - to allow the region to make more progress toward implementing adopted plans. Scenario C will show the results pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

Ms. Ellis highlighted refinements made to the scenarios since the April 4 JPACT meeting, including the addition of an extension of commuter rail from Wilsonville to Salem and other changes to better align state policy actions with the Statewide Transportation Plan. An additional change was requested at MPAC on May 8 to refer to 'eco-driving' as 'fuel efficient driving.' New measures have been added in response to committee recommendation including, number of jobs and access to employment, measure to look at housing and transportation cost burden on households, amount of growth within the urban growth boundary as a result of the scenarios, and changes in travel patterns as a result of the scenarios.

Ms. Ellis stated the results of the evaluation will be presented to JPACT in October 2013, initiating a six month discussion to shape what is included the preferred scenario. Formal action by the Metro Council will be held June 6.

Member discussion included:

- Members inquired about the fuel efficient driving and pay as you drive insurance strategies, specifically if they are incorporated in Scenario A or B. Ms. Ellis stated they are incorporated in all three scenarios with varying assumptions related to different levels of participation.
- Members commented it would be beneficial to eliminate the dollar signs shown on communication materials, as each scenario inevitably costs money and the dollar signs may redirect attention from the value of the project. Members discussed the intent of eliminating dollar signs is not to overlook the level of investment as a consideration for the preferred scenario and clarified the desire for good return on investment.
- Members commented that multiple versions of Scenario C could be valuable given that Scenario A and Scenario B may not meet the greenhouse gas emissions reduction target. Ms. Ellis responded that we will only know the level of greenhouse gas reductions through the evaluation and there may be pieces in Scenario A or B that we want to carry forward in the preferred scenario.
- Members asked whether documentation of the analysis will be available after the evaluation in addition to the high level overview of the results. Ms. Ellis assured members that the results and assumptions for each scenario will be documented and made available.

- A member commented that investment in employment areas has not been represented in the work to date. Ms. Ellis stated that employment areas will be part of the evaluation, including employment proximity to key transit corridors and access to employment, in addition to measures related to the type of jobs created and their location in the region. Members commented that jobs, whether they are located in downtowns, main streets or employment areas and adopted local plans for these areas are a foundation for the analysis.
- Members expressed concern surrounding the granularity of the MetroScope outputs. Ms. Ellis responded that the information is sourced at a census tract level and will be presented as fine grained as possible, noting the limitations of the tools and resources available. Ms. Ellis will collaborate with the technical work group to summarize the results and policy implications for discussion by policymakers and others, and anticipates engaging experts to complement the modeling during the evaluation process.
- Members acknowledged that a one-size-fits-all approach will not be the best fit for each community and asked how Metro will work with communities to identify a preferred approach for the region. Ms. Ellis stated the preferred scenario will be developed in Phase 3, and that will include a toolbox of options for communities and how local governments and Metro can work together to meet the target.

MOVED: Mayor Charlie Hales moved, Councilor Jordon seconded, to recommend Metro Council move forward with the Phase 2 Evaluation.

RESULT: With all in favor, the motion passed.

7. TIGER V

Mr. Ted Leybold of Metro presented on the fifth round of funding for transportation projects as a part of the TIGER program. Mr. Leybold stated the purpose of this presentation is to ask JPACT for their endorsement to move forward with the TIGER V grant process. Applicants seeking endorsement need to submit the ODOT project proposal form to Metro by May 10 at 9 A.M. A special JPACT meeting to consider endorsement of the TIGER applications will be held May 30 at 4 P.M. Final applications are due to USDOT by June 3.

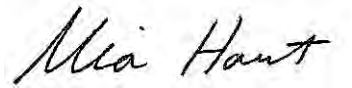
Mr. Andy Cotugno of Metro highlighted two qualities of the project applications that will make it a more compelling case. First, he noted the short deadline for submitting an application is accompanied by the short deadline for the project to begin construction. Second, the TIGER funding is a crucial financial push to fund the project to ensure the grant is used most effectively.

Members inquired about the format of the special JPACT meeting on May 30. Mr. Leybold stated the meeting will provide an overview of the technical evaluation of the projects based on the federal criteria and ask members to approve a letter to ODOT in support of a regional priority. Members provided their support to move forward with the TIGER V grant process.

8. ADJOURN

Chair Collette adjourned the meeting at 8:49 a.m.

Respectfully Submitted,



Mia Hart

Recording Secretary

ITEM	DOCUMENT TYPE	Doc DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3.0	Handout	Spring 2013	I-84 Paving Project Newsletter Spring 2013	050913t-01
5.0	PowerPoint	5/9/2013	2035 RTP Amendments	050913t-02
6.0	PowerPoint	5/9/2013	Phase 2 Investment Choices Evaluation	050913t-03