



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
June 13, 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
Paul Savas
Jason Tell

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
Clackamas County
Oregon Department of Transportation, Region 1

MEMBERS EXCUSED

Shane Bemis
Roy Rogers
Steve Stuart
Don Wagner
Bill Wyatt

AFFILIATION

City of Gresham, representing Cities of Multnomah Co.
Washington County
Clark County
Washington State Department of Transportation
Port of Portland

ALTERNATES PRESENT

Lisa Barton Mullins
Bart Gernhart
Susie Lahsene

AFFILIATION

Cities of Multnomah County
Washington State Department of Transportation
Port of Portland

STAFF: Michelle Bellia, Beth Cohen, Andy Cotugno, Colin Deverell, Kim Ellis, Mia Hart, Tom Kloster, Ted Leybold, Robin McArthur, Lake McTighe, 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 7:32 a.m.

2. CITIZEN COMMUNICATIONS ON IPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS

Chair Collette updated members on the following items:

- Senator Bruce Starr is seeking \$2 million for a Westside transportation study.
- HB 3316 will be amended to call for the Secretary of State to conduct an audit of TriMet.
- ConnectOregon, SB 260 and HB 2310, are in Ways and Means to determine which bill will advance or if the two bills will merge, in addition to determining the level of funding.
- The Clackamas County Rural ACT, HB 2945, did not go through.
- VMT fees, HB 2453, would charge a per-mile fee for vehicles with an equivalent of 55 MPG or more. SB 810, which would create a voluntary stop-in program, was amended into HB 2453. HB 2453 was heard in the Ways and Means Committee. The bill requires 36 votes in the House and 18 votes in the Senate to move forward.
- The prior OMPOC meeting discussed the Hole-in-the-Air Rule and scenario planning conducted by Oregon's MPOs, notably Eugene-Springfield and Corvallis-Albany. Alignment selection for the Oregon Passenger Rail Project is scheduled for Fall 2013 and new Talgo trains, "Mt. Jefferson" and "Mt. Bachelor," are in testing. The next OMPOC meeting will be held May 16 in Bend. Mayor Denny Doyle has agreed to be the JPACT representative.
- The Climate Smart Communities Project (CSC) was presented to the Land Conservation and Development Commission (LCDC). The LCDC expressed their support of the project and assigned Jerry Lidz as the project liaison from the commission. On June 8 the Council recommended staff move forward with analysis. Results on strategies, investment levels, and policies to achieve greenhouse gas reduction targets are available fall 2013. Councilor Kathryn Harrington stated the LCDC sub-committee, Local Officials Advisory Committee (LOAC), has received updates on CSC findings and analysis and ensured the projects were presented at the Oregon League of Cities Conference. LOAC expressed their appreciation and support of Metro's work with the CSC.
- JPACT issued two letters of support for the TIGER V grant program for the Canyon Road project and the Portland Marine Terminal project. Both projects ranked equally and JPACT did not identify a priority project.

Mr. Jack Burkman provided an update on the I-5 bridge replacement, which is in its second special session. Washington State needs to approve a budget to assess the source of funding for the bridge replacement by Washington.

Mr. Jason Tell of ODOT provided an update on "Hole in the Air" Freight Plan Amendments, statute ORS 366215. In accordance with state law, amendments to Oregon Highway Plan were created in 2011 and an administrative rule was released for public comment on June 1. A public hearing on the proposed rule will be held July 15 at Wilsonville City Hall. Members expressed concern in regards to how the amendment will affect intermodal connectors.

4. CONSENT AGENDA

MOTION: Councilor Harrington moved, Councilor Donna Jordan seconded, to adopt the JPACT Minutes for May 9, 2013.

RESULT: With all in favor, the motion passed.

5. TRANSIT FUNDING AND THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Neil McFarlane of TriMet provided context for the Metropolitan Transportation Improvement Program (MTIP) by summarizing the retrenchments at TriMet over the past five years, including reductions in service and salaries and fare increases. TriMet has set aggressive targets to increase ridership, increase funding, and maintain cost structure. Mr. McFarlane emphasized the importance of all regional jurisdictions working together on the regional transit system and highlighted the Transit Investment Priorities (TIP) as an important funding source.

Mr. Ted Leybold of Metro provided an overview of the MTIP. The MTIP ensures financial capacity for projects, coordinates project implementation to planning activities and between agencies, provides public transparency of the funding process, and fulfills a requirement to maintain federal funding. In order to coordinate project implementation and funding and to ensure compliance with federal planning direction, all federally funded and regionally significant transportation projects must be in the MTIP to be eligible for funds.

Mr. Eric Hesse of TriMet stated the TIP serves as TriMet's policy framework for decision making about investment priorities and capital improvements with partners. TIP is undergoing changes, including network design and management criteria and incorporating new policy standards into the evaluation process through Federal Title VI. TriMet is looking to provide more information to the general public to understand and improve the safety and efficiency of transit operations through route, stop, and jurisdictional information. The intention is to bridge service requests with technical analysis to define the needs of riders.

Service Enhancement Plans is a different approach to service planning. Mr. Hesse provided an overview of each district's vision, beginning with the Westside, encompassing Beaverton, Hillsboro, Cornelius, Forest Grove, and Washington County, to define the model given the changes in residential growth since its last transportation study. TriMet is hoping to complete jurisdictional analysis within the next several years and move forward with regional priorities and implementation. The Westside plan focused on listening and learning through conducting listening tours and a public survey to assesses the regional vision, coupled with demographic analysis to study working and living patterns. The plan identifies near-term low-cost improvements, long-term vision for service, public/private partnerships for improved operations, and access to transit needs and pedestrian improvements. Service Enhancement Plans will guide transit growth in CSC, specifically in Scenario C. Full implementation will require a reform in TriMet's cost structure, continued employment growth, and partnerships for safer streets and transit policy.

FY 14 budget priorities focus on fiscal stability and service reliability as the two key agency priorities. TriMet's FY14 budget works to ensure long-term fiscal stability by addressing employee and retiree medical benefits and pension funding. The elements of service reliability assume no fare increases and service cuts, state of good repair, and service fixes concerning overcrowded transit lines and improved connections. FY 14 budget assumptions include modest growth, no federal funding surprises, and that TriMet's current labor contract proposal is successful. Priorities are replacing buses and adding operators to accommodate the agency's revised service hours policy.

The MTIP Regional Flexible Funds (RFFA) is historically focused on Regional Rail Bonds and Bus Stop Development, and Employer Outreach. Mr. Hesse highlighted the successes of the Bus Stop Development Program and noted the program is no longer directly funded as a stand-alone

program by regional flexible funds. The improvements needed are often not within TriMet's control. The Portland-Milwaukie LRT is on time and within budget for a September 2015 opening.

There are several MAP-21 funding impacts including transit enhancements: 5307 Urbanized Area Formulas is stable, but vulnerable; 5337 State of Good Repair increased \$5.5 million; 5339 Bus Formula increased \$2.7 million to help accelerate bus replacements; JARC is no longer funded; New Freedom is eliminated and has been incorporated into 5310 the Elderly and Disabled Transportation Program.

Member discussion included:

- Members inquired what the payroll tax represents as a percent of the federal budget. Mr. Hesse stated the payroll tax ranges from 60% to 65% of the operating budget.
- Members commented that transit is facing a common problem related to emphasizing the importance of operations and maintenance, which is a difficult area to engage the public and policymakers.
- Members asked which topics resonated with MPAC member at the June 12 meeting. Mr. Hesse stated MPAC members were excited about the visions in development, but expressed concern in regards to attainability of costs given current economic conditions. Mr. Hesse commented that working together to develop and implement these visions is crucial and cited the Service Enhancement Plans as a different approach to support this discussion.
- Members asked about where fare collection fits in with improving ridership. Mr. Hesse stated TriMet is working on a mobile ticketing app, which will transition into an electronic system, to increase efficiency, flexibility, and cost effectiveness related to fare collection.

6. REGIONAL ACTIVE TRANSPORTATION PLAN

Councilor Harrington introduced herself as the Active Transportation Plan (ATP) Council liaison and provided an overview of the project. The ATP was developed with the regional Stakeholder Advisory Committee, as an action plan stemming from the RTP 2035. The ATP addresses public demand for solutions related to safety and comfort for biking and walking in the region and increased access to transit.

Ms. Lake McTighe of Metro provided a brief overview of the Active Transportation Plan (ATP). The ATP is a modal plan (similar to the RTP freight and HCT plans) informing the RTP, originally identified as an implementation activity in the 2035 RTP. The importance of the plan is attributed to social and economic benefits through increasing safety, independence, for walking and bicycling and access to transit through active transportation choices. The ATP is a vision for the future that builds on existing plans to knit together local projects and routes to achieve a complete and seamless regional network that makes accessing destinations easy, comfortable, and safe.

Most of the ATP routes and policies are not new – they build on existing local plans. What is new is updated and new functional classifications for regional walking and bicycling routes/facilities. Suggested design guidelines are new for the RTP but are drawn from designs currently used in the region which are proving to lead to more walking and bicycling. The plan focuses on examining key corridors currently used for bicycling for future development. Bicycle network functional classes are categorized as Regional Bicycle Parkways as the 'spine of the network,' Regional Community Bikeways connecting to Parkways, and Local Bikeways on low traffic streets. Pedestrian network

functional classes are categorized as Regional Pedestrian Parkways, Community Pedestrian Corridors, and Local Pedestrian Connectors. ATP policies include making walking and bicycling the most convenient and enjoyable transportation choices for short trips; developing a well-connected regional network of complete streets and off-street paths that is integrated with transit and prioritize safe, convenient and comfortable pedestrian and bicycle access for all ages and abilities; ensuring that the regional active transportation network equitably serves all people; completing pedestrian and bicycle networks; utilizing data and analysis to guide transportation investments.

Ms. McTighe noted the supplemental handout shows track changes of recommended policies and implementing actions and a brief overview of questions and comments to clarify what the plan will and will not do. Communities have voiced their desire to expand choices related to their mode of transportation, most notably in short trips. The ATP will not require local jurisdictions to build pedestrian or bicycle projects above or beyond minimum requirements already established in local plans. Additionally, the plan will not add requirements to the RTFP, change current regional funding policies, reallocate funding, or require that jurisdictions add new projects to the RTP.

A draft plan will be finalized by June 30, 2013. Input on the plan from Metro Council and advisory committees will take place in July and August and seek acceptance August through September. The ATP will be incorporated into the RTP in November 2014 and potential changes to the Regional Transportation Functional Plan will take place in the 2018 RTP update.

Member discussion included:

- Ms. Diane McKeel stated Multnomah County supports Question 11 on the staff responses handout in regards to how the ATP will approach minimizing impact on the natural environment and habitat sensitive areas.
- Members expressed concern in regards to the policy implications of the intersection between bike and freight routes and suggested separating bicycle and pedestrian routes from freight routes. Ms. McTighe stated the ATP recognizes there are different approaches that will work better in different communities and trail versus on-street routes can be assessed in each community individually.
- Members suggested changing the language to read, “consider updating,” to highlight the discrepancy between making the ATP the regional priority for funding, as opposed making the ATP available for a jurisdictional discussion of regional priorities. Councilor Harrington commented that the region acknowledges an existing multi-modal system. The ATP is looking to update techniques and how to advance the existing system for the future.
- Members suggested examining how to increase ridership per dollar in lieu of discussing prioritization of funding in the future.

7. AMENDMENT TO THE AIR QUALITY MAINTENANCE PLAN

Ms. Nina DeConcini of the Oregon Department of Environmental Quality updated members on the amendment to the Air Quality Maintenance Plan. The amendment is in relation to Carbon Monoxide (CO), which is an ambient air quality pollutant. The amendment to the CO plan averages out commitment to transit and increase in transit service over the life cycle of the plan to consider changes in the economy over time. The amendment requires a rulemaking with the Oregon Environmental Quality Commission in October, following a public process in the summer. There is

no public health impact to the proposed amendment, as the region has not violated carbon monoxide standards since 1984.

Mr. McFarlane stated there was a large growth in transit and ridership in last 25 years, but one year of significant decrease in the last five years and lower growth since due to the recession. Averaging transit service over an extended period of time is a more accurate approach, in view of the regional transit investments which span 50 to 100 years.

ADJOURN

Chair Collette adjourned the meeting at 9:02 A.M.

Respectfully Submitted,



Mia Hart

Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5.0	PowerPoint	6/13/13	Transit Coordination with the MTIP	061313j-01
6.1	Handout	6/11/13	Updated Regional ATP Policy Recommendations and Follow Up Actions	061313j -02
6.2	Handout	6/12/13	Questions and staff responses regarding the ATP	061313j-03
6.3	PowerPoint	5/9/2013	A Regional Active Transportation Plan	061313j-04