



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
July 11, 2013
Metro Regional Center, Council Chamber

MEMBERS PRESENT

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

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
Clark County
Oregon Department of Transportation, Region 1
Washington State Department of Transportation
Port of Portland

MEMBERS EXCUSED

Shane Bemis
Don Wagner

AFFILIATION

City of Gresham, representing Cities of Multnomah Co.
Washington State DOT

STAFF: Grace Cho, Andy Cotugno, Colin Deverell, Kim Ellis, Mia Hart, Alison Kean Campbell, Suzanne Flynn, Derek Hofbauer, Tom Kloster, Ted Leybold, Lake McTighe, Brian Monberg, Josh Naramore, Kelsey Newell, Ramona Perrault, Deena Platman, Councilor Bob Stacey, Meganne Steele, Randy Tucker, Nikolai Ursin, John Williams, Caleb Winter, Karen Withrow, 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 updated members on the following items:

- Mr. Steve Wheeler is replacing Ms. Robin McArthur as the interim planning director on July 17;
- The Regional Active Transportation Plan (ATP) timeline has been revised to provide more time for review and refinement. The ATP Draft Plan is available for review (www.oregonmetro.gov/activetransport). JPACT will discuss the draft plan at the August 1 meeting. Members will be asked to vote on a recommendation to Metro Council at the September 12 JPACT meeting for a resolution accepting work completed on the plan. Member comments included:
 - Members commented they were hoping for additional time and suggested postponing the recommendation after September, while allowing further time for local communities to comment.
 - Members commented the work of the stakeholder advisory committee should be recognized, as their work leverages local plans and new policies for consideration.
 - Members stated there was confusion surrounding the ATP timeline, specifically surrounding when policies are implemented. Councilor Harrington stated policy and action implementation are related to the 2018 RTP update.
- The Community Investment Initiative Regional Infrastructure Enterprise Draft annual report is available. The report details the four priority areas of the CII Leadership Council: the Regional Infrastructure Enterprise, Development Ready Communities, Transportation Funding, and School Facilities. The next phase will focus on implementation of the Regional Infrastructure Enterprise through with Metro and Port of Portland partnership;
- The Rail~Volution Conference is in Seattle, WA on October 20 – 23, 2013;
- The next JPACT meeting is August 1.

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

- ConnectOregon V (SB 260) was funded at \$42 million by lottery funds. The bill reflects the existing structure of the program, with the addition of bicycle and pedestrian projects as eligible expenditures.
- Senator Bruce Starr was successful in obtaining \$1.5 million for the Westside transportation study to be conducted by Washington County.
- Efforts to create a Clackamas County Rural ACT (HB 2945) were unsuccessful. Oregon Solutions is discussing how to best provide opportunities for local input in state transportation policy and investments.
- VMT fees, HB 2453, did not pass. ODOT's Office of Innovative Partnerships decided in consultation with the bill's legislative champions that HB 2453 could not pass and opted to support SB 810, Senator Starr's alternative creating a voluntary opt-in pilot program, once that bill was amended to ensure that it would not only consist of low-MPG vehicles.
- HB 3316 passed. The bill was amended to direct the Secretary of State to conduct an audit of TriMet.

- JPACT submitted a letter endorsing the \$5 million request for lottery dollars for the Willamette Falls Legacy Project to support efforts to redevelop the former Blue Heron paper mill. The Legislature approved the request in the same bill that contained ConnectOregon.

Member updates included:

- Mr. Jack Burkman updated members that there is no new transportation package in the state of Washington. The Senate did not act on the 10 cent gas tax and the session expired. There is a low chance that a session will convene this summer. There is no funding or budget for the Columbia River Crossing (CRC) in the state of Washington at this time. A Bi-state coordinating committee is under discussion to determine an alternative solution.
- Mr. Ted Leybold of Metro provided an update on the Transportation Alternatives Program (TA) transition funding. In transition to the Transportation Alternatives program, 12 active transportation projects in the Metro area were awarded funding through ODOT processes under the previous federal fund programs, half of which are funded with Metro TA funding. These projects previously had access to a project delivery contingency fund through ODOT and it is important to maintain a contingency fund for the purpose of ensuring delivery of these 12 projects. A TPAC recommendation on establishing a local TA program contingency fund for the 12 projects will be presented to JPACT August 1 for consideration.
- Mr. Jason Tell stated the State Transportation Improvement Plan (STIP) is being updated, which outlines allocation of federal funding. A new 100% list, narrowed from the 150%, includes a Fix-it project listing and a 2016-2018 STIP Proposed Operations Project listing. The project will be presented and narrowed from the 150% to the 100% list at a July 1 meeting in Region 1. All documents are available on the ODOT website.
- Chair Collette stated JPACT and MPAC members participated in a tour of the Willamette Falls Legacy Project. Mayor Denny Doyle expressed his gratitude for the opportunity and noted it provided a new appreciation of the scope of the challenge.

4. CONSIDERATION OF THE MINUTES FOR JUNE 13, 2013

MOTION: Councilor Kathryn Harrington moved and Councilor Donna Jordan seconded to approve the JPACT Minutes from June 13 with one amendment. Ms. Nina DeConcini requested the Transportation Control Measure (TCM) overview state there is no public health impact to the proposed amendment to the Air Quality Maintenance Plan, as the region has not violated carbon monoxide standards since 1984.

RESULT: With all in favor, the motion passed.

5. OVERVIEW OF FEDERAL TRANSPORTATION REGULATIONS AND FUNDING

Mr. Tom Kloster of Metro provided an overview of Federal Transportation Regulations and Funding in preparation of the 2014 Regional Transportation Plan (RTP) update. The US Department of Transportation (USDOT) requires metropolitan regions to maintain and update an RTP every four years. The RTP must cover a rolling 25-year planning horizon and failing to complete an update results in the discontinuation of federal transportation funding. State mandate requires an RTP update through a state Transportation Planning Rule (TPR) and within one year of a federal update. The TPR sets forth regional and local requirements for the RTP, functioning as the Transportation System Plan (TSP) and adopted as a land use action under state framework as a vehicle for

implementing the 2040 plan. The TPR requires cities and counties to adopt a local TSP that is consistent with the regional TSP. Regular RTP updates avoid RTP amendments for individual projects and ensure transportation decisions reflect current conditions related to: economic and population trends, recently adopted corridor plans, new policies and modal plan, and local TSP updates.

The RTP must meet federal clean air standards to evaluate the combined effect of RTP projects on air quality. The RTP must be “financially constrained” and meet a series of Transportation Control Measures (TCMs) that ensure ongoing investment in clean transportation. The Clean Air Act is enforced through Oregon State Implementation Plans (SIP), which is adopted by the Environmental Quality Commission (EQC) and sets forth both state and regional requirements. The strategy of the SIP is to preserve the overall emissions budget to promote economic growth. Portland regional air quality has improved significantly since the 1970s and has had no air quality violations since 1979. Carbon monoxide (CO) emissions continue to be regulated, but have not violated standards since 1979.

Transportation Control Measures (TCMs) are part of the EQC’s state implementation plan for air quality used to ensure Clean Air Act standards are met. The TCMs focus on increased transit service, bicycle facilities, and pedestrian facilities and the region has historically met or exceeded these measures. Due to reduced transit service during the recession, the region is at risk of not meeting the transit TCM under the current tracking method as calculated on a rolling 5-year average. The EQC will evaluate a revised tracking method that better captures long-term commitment to transit service in October.

The Metropolitan Transportation Improvement Program (MTIP) draws projects for federal funding from the RTP “financially constrained list.” The MTIP must be conformed to show compliance with the federal Clean Air Act. Local projects must be adopted into the RTP through a public process, including new projects and changes to existing projects. The overall project list will be subject to an updated regional funding forecast.

Member comments included:

- Councilor Jordan asked if TSP changes in Lake Oswego will be incorporated in the RTP update. Mr. Kloster responded that project plans completed prior to 2014 can be incorporated.
- Members asked clarifying questions in regards to the transit TCM requirement and the region’s current tracking method. Mr. Kloster explained that the region is doing well and meeting all three standards. The region’s commitment to transit is not accurately represented with the current tracking method due to the recession pulling down the five-year average. Mr. Kloster stated the discussion surrounding updating the tracking method can be revisited prior to the RTP update.

6. REGIONAL FLEXIBLE FUND ALLOCATION: STEP 1 REGION-WIDE PROGRAMS

Mr. Ted Leybold of Metro provided an overview on region-wide programs identified for the Regional Flexible Fund Allocation (RFFA) in preparation for the final RFFA decision (Fall 2013) and 2015-18 MTIP adoption (Spring 2014).

Policy direction adopted in December identified the region-wide topics eligible for program allocations, set funding targets, and provided a review of those programs prior to the final funding decision. 2016-2018 region-wide programs include: in-lieu-of-dues MPO support, corridor planning & project development, Transit Oriented Development, Regional Travel Options, and Transportation System Management & Operations.

In-lieu-of-dues MPO support program provides many services to advance the region's transportation system including, regional coordination, regional planning, project development and funding, tools and data management, air quality conformity, and federal grant management and coordination. In-lieu-of-dues leverages TriMet, ODOT and Metro general fund support. The MPO program is required by USDOT and ensures a coordinated transportation system to serve the region through coordination and implementation of federal funding and using enhanced planning tools.

Corridor planning work is the nexus between long range planning and the on-the-ground implementation of investments that advance the six regional outcomes. Examples include high capacity transit plan and future transit development, Portland-Milwaukie light rail, East Metro Connections, Southwest Corridor Plan, and Powell-Division Corridor.

The Transit Oriented Development (TOD) is designed to stimulate investment in communities throughout the region, implement the region's 2040 Growth Concept, and help achieve the region's six desired outcomes. The TOD program invests directly in development projects and land acquisition to ensure planned objectives are realized. TOD is guided by TOD Program Strategic Plan, which established program strategic plan to guide investments. Projects have been implemented along transit corridors across the Portland Metro region.

The Regional Travel Options program (RTO) helps manage the overall demand for transportation infrastructure and services by helping people consider and better understand the choices available to them for travel prior to their embarking on their trip. RTO program elements consist of the 2012-2017 Strategic Plan update, biennial program evaluation and market analysis, \$2.1 million grant program, regional marketing & sponsorship support, transit agency employer/commuter program, and regional policy & partner support. Work was completed on the one-year transition period called for in the new strategic plan. Results include increase flexibility in the grant program, targeted portion of grant funds, broadened measurement criteria, focused support to coordinate regional marketing messaging, outreach, and education, and improved coordinated with RTP, CSC, and local TSP.

The Transportation System Management & Operations (TSMO) program provides investments to maximize the efficient operations of existing transportation infrastructure. The 10-year strategic investment plan for TSMO adopted in 2010 with the RTP provides the policy direction for investment. The TSMO program is linked to the mobility corridor concept and planning. The plan calls for Concept of Operations to advance practices, coordinate data collection & analysis, oversees the sub-allocation of RFFA funds and coordinates contract implementation activities, and enhances regional collaboration and coordination. Program implementation and outcomes consist of improved travel time and safety for all modes of transit, reduced fuel use and vehicle emissions, better traveler information, and performance-based monitoring and decision-making.

Member comments included:

- Members inquired how demographic shifts are taken into account, specifically in relation to aging populations and TOD. Mr. Leybold referred to Ms. Meganne Steele of Metro for information.
- Mr. Leybold stated the final 2016-2018 RFFA adoption is October 2013.

7. 2014 REGIONAL TRANSPORTATION PLAN WORK PROGRAM

Mr. Kloster provided an overview of the 2014 Regional Transportation Plan (RTP) work program. The RTP is a long-range plan that guides regional and local planning. A financially constrained list of projects provides a threshold for federal funding and support the 2040 Growth Concept. The RTP helps achieve vibrant communities with a variety of transportation choices, advancing equity, economic prosperity, clean air and water, and regional climate change leadership. The RTP is required to be updated every four years and the current plan expires September 2014. Failure to update the plan results in a lapse of federal funds.

The majority of funding is split into federal, state, and local funding. Federal requirements include MAP-21, which focuses on expanding environmental justice, reconciling expanded National Highway System, and addressing the new federal direction on performance measurement. State law requires the RTP, local TSPs, and corridor plans to be consistent, which will be reflected in the RTP update in addition to an update of freight functional classifications. Regional initiatives proposed for the 2014 update include the Active Transportation Plan (ATP), Regional Safety Plan recommendations, and a definition of auxiliary lane. The 2018 update will focus on new federal authorization requirements, Climate Smart Communities Scenarios, Oregon Highway Plan mobility policy update, local TSPs, in addition to recommended regional initiatives consisting of updating the regional transportation functional plan, Metro equity strategy, and parking policy.

Metro staff will complete the project solicitation packet, finalize financial assumptions, prepare policy updates, and finish existing conditions “snapshot” September 2013. Fall 2013 will focus on local jurisdictions coordinating committees to update project lists to submit to Metro in response to the solicitation packet. Updated project lists, equity initiative collaboration, and updated policies will be completed end of December 2013. Initial air quality testing and system performance and the RTP draft plan will be release end of March 2014. The final air quality conformity will be completed and the RTP will be adopted July 2014. MPAC, TPAC, and MTAC will continue to be briefed and JPACT will provide a recommendation to Council in August.

Member comments included:

- Members asked for clarification in regards to air quality testing. Mr. Kloster stated Metro uses a transportation model that evaluates road related projects compared to the travel behavior survey. Ms. DeConcini clarified that industrial emissions are a separate calculation and Oregon DEQ relies on Metro’s model for on-road emissions.
- Members expressed their support of discussing the RTP update well in advance of adoption, given timeline and budget constraints. Members commented that consensus on focal issues is important.
- Members asked clarifying questions in regards to the project timeline and when local agencies are able to review policy changes. Mr. Kloster stated the distribution of draft policy

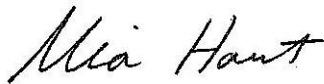
edits is scheduled by September 2013 and the public comment period will occur Spring 2014. Local agencies have the opportunity to review between the draft edits and public comment period.

- Members emphasized the importance of the seamless integration of the recommendations and policies set forth by the RTP in different communities. The intent of the RTP is not to change existing systems, but to knit community systems together.
- Members asked when the additional federal requirements will be assessed within the RTP timeline and when JPACT will have the chance to review these changes. Mr. Kloster stated additional federal requirements will be presented to JPACT with the RTP update September 2013.
- Mr. Tell asked Chair Collette if the RTP work program is approved by JPACT. Chair Collette responded it is not typically an action item for JPACT, but offered to bring the work program back for approval at the August JPACT meeting in the interest of ensuring committee consensus on the project.

8. **ADJOURN**

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

Respectfully Submitted,



Mia Hart

Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3.0	Handout	N/A	ODOT Region 1 Fix-It Project Listing Draft	071113t-01
3.0	Handout	7/9/2013	Letter to JPACT and Metro Council	071113t-02
3.0	Report	N/A	Community Investment Initiative 2013 Annual Report Draft	071113t-03
5.0	PowerPoint	N/A	Top 10 Things to Know About the Upcoming RTP Update	071113t-04
6.0	PowerPoint	N/A	RFFA Region-Wide Programs	071113t-05