



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
January 9, 2014
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Carlotta Collette, Chair
Shirley Craddick
Nina DeConcini
Denny Doyle
Donna Jordan
Neil McFarlane
Diane McKeel
Neil McFarlane
Steve Novick
Roy Rogers
Paul Savas
Don Wagner

AFFILIATION

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

MEMBERS EXCUSED

Shane Bemis
Kathryn Harrington
Steve Stuart
Jason Tell
Bill Wyatt

AFFILIATION

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

ALTERNATES PRESENT

Craig Dirksen
Susie Lahsene
Lisa Barton Mullins

AFFILIATION

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

STAFF: Taylor Allen, Andy Cotugno, Kim Ellis, Tom Kloster, Ted Leybold, John Mermin, Brian Monberg.

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

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:30 a.m.

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

Citizen testifier, Mr. Ed Barnes, former Washington State Transportation Commissioner provided an overview of the major steps and obstacles concerning the discussion and planning for the Columbia River Crossing Project. The massive, multi-billion dollar project would replace the I-5 Interstate bridges and improve several interchanges in South Vancouver and North Portland. Mr. Barnes distributed handouts which are included as a part of the meeting record.

3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS

Chair Collette updated members on the following items:

- The draft Regional Active Transportation Plan (ATP) is facilitated by a regional workgroup consisting of forty members, including Metro staff, advocacy and equity groups. The workgroup has provided input to finalize the draft Regional ATP and corresponding updates to the Regional Transportation Plan (RTP). A draft ATP and updated RTP presentation is scheduled for the March JPACT meeting prior to the plans' release for public comment period.
- The selection of three TPAC Community representatives, Carol Gossett, Mychal Tetteh and Stephen White, appointments were confirmed by the Metro Council on December 19, 2013.
- Mr. Andy Cotugno of Metro provided an update on the endorsement letter to Congressman Blumenhauer to increase and index the federal gas tax and T4America's Federal Transportation Revenue Proposal, which are both scheduled for further consideration at the February JPACT meeting.
- Ms. Susie Lahsene of the Port of Portland announced that the Port withdrew its current proposal for consent to annex West Hayden Island into the City of Portland on Wednesday January 8, 2014.
- Metro Council is scheduled to consider and vote on legislation to appoint JPACT members for 2014 which includes Council President Hughes nomination of Metro Councilor Craig Dirksen to serve as the new JPACT Chair, who will begin in February.
- Chair Carlotta Collette is recognized for her service as JPACT Chair on behalf of JPACT members.
- Ms. Nina DeConcini of Oregon Department of Environmental Quality (DEQ) announced that David Collier, Air Quality Manager, was determined as a new alternate.

4. CONSIDERATION OF THE MINUTES FOR DECEMBER 12, 2013

MOTION: Metro Councilor Shirley Craddick moved, Councilor Donna Jordan seconded, to adopt the JPACT Minutes from December 12, 2013 with the following amendments:

- Commissioner Roy Rogers, representing Washington County was present on December 12th;
- Commissioner Paul Savas requested language edits under the Member Comments section regarding Endorsing a Regional position on Federal Transportation Policy to include: "Commissioner Paul Savas suggested further evaluation and comparison of ~~the increasing gas tax as a federal versus state strategy~~ of state versus federal funding for transportation."

ACTION: With all in favor, the motion passed as amended.

5.1 ADDING THE POWELL BOULEVARD: I-205 TO SE 174TH PROJECT TO THE 2012-15 METROPOLITAN TRANSPORTATION AND IMPROVEMENT PROGRAM (MTIP) AND THE UNIFIED PLANNING WORK PROGRAM (UPWP)

Mr. Ted Leybold of Metro provided an overview of the amendments proposed to the MTIP and UPWP regarding the addition of the Outer Powell Boulevard Project. The 2013 State Legislature through House Bill 2322 directed that 4.9 million dollars of funding be utilized for project development of the Outer Powell Boulevard Project. The study area being proposed for additional planning is the Outer Powell Boulevard from Interstate 205 to approximately SE 176th Avenue. Some potential improvements may include storm water treatment, pedestrian, bicycle and transit access facilities and roadway improvements.

ODOT (Oregon Department of Transportation) is the agency spearheading this project, proposed to budget 2 million dollars as a planning phase to develop the NEPA documentation of the project. This planning phase is proposed to amend the 2013-15 UPWP for inclusion. The preferred alternative that emerges from the project planning phase will carry forward to preliminarily design and engineering. The remaining 2.9 million dollars is being programmed for preliminary design consistent with the outcome of the planning work and proposed to be added to the 2012-15 MTIP.

Member Comments Included:

There were none.

MOTION: Commissioner Steve Novick moved, Councilor Shirley seconded, to approve Resolution No. 14-4498.

ACTION: With all in favor and Ms. DeConcini abstained, the motion passed.

5.2 POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT: APPROACH AND STEERING COMMITTEE FORMATION

Brian Monberg of Metro provided an overview of the Powell Division Transit and Development Project and the steering committee formation. The project originated from the Metro Regional High Capacity Transit (HCT) Study conducted in 2009, which identified the Powell-Division Corridor vicinity as the second highest HTC area of the three near-term regional priority corridors. The project is a partnership between Metro, TriMet, ODOT, City of Portland, City of Gresham and Multnomah County to identify preferred HCT investments in the corridor and implement a development strategy to support key places within the Powell-Division HCT Corridor for community and economic development. The project is currently initializing the formal planning stage that consists of four milestones: project foundation, identify alternatives, refine alternatives and project agreement concluding in Winter 2014. The formal planning stage will result in two outcomes: (1) A definition of a new transit line connecting Portland and Gresham, including vehicle mode, route and station (2) A development strategy for key places in the corridor considering areas that have changed and remained stable, policies and projects to support stations, and economic development to focus future desired development.

The steering committee will include community and business leaders that represent social, environmental and economic issues relevant to the Powell-Division Corridor. Some of the partnerships include, but are not limited to: Mount Hood Community College, Portland Community College, Coalition Gresham Neighborhoods and Division Midway Business. The Metro Council is anticipated to take action to convene the steering committee January 16, 2014.

Member Comments Included:

- Members highlighted the importance of access to business and freight traffic as critical elements within the Powell-Division Corridor and suggested including a business representative or business owner on the steering committee. Members committed to identifying names for consideration. Mr. Monberg confirmed the Project Team and Metro Council will review potential representatives based the current list, recognizing that additional members from the business community can be added.
- Members expressed interest in the funding and cost sharing for conducting the Powell-Division Transit and Development Project Study. Mr. Monberg stated that primary funding for the Cities of Portland and Gresham has been through the Community Planning and Development Grant Program and Federal Regional Corridor funding. The total cost for the study is approximately 1.1 million dollars.
- Chair Collette recognized that the Powell-Division Corridor was identified as a high priority corridor in both the High Capacity Transit Study (HCT) and the Regional Transportation Plan.
- Co-Chair Shirley Craddick recognized TriMet's support of the Powell-Division Transit and Development Project in respect to the work conducted through the system enhancement plans which improve north south connections to both the blue line and to the new route being developed.

MOTION: Ms. Nina DeConcini moved, Commissioner Steve Novick seconded, to recommend adoption of Resolution 14-4496.

ACTION: With all in favor, the motion passed.

5.3 PERMISSION TO USE FEDERAL STREAMLINING PROVISION FOR REGIONAL AIR QUALITY CONFORMITY RESOLUTION NO. 13-4493

Ms. Nina DeConcini of DEQ introduced the proposed process to approve the use of federal streamlining provisions for regional air quality conformity determinations. Historically the Portland Metropolitan region has failed to meet national air quality standards for carbon monoxide pollution in the past and was designated as a non-attainment area. As a result, the region is required to conduct an air quality conformity analysis for each update of the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) to demonstrate compliance with an adopted air quality maintenance plan in order for transportation projects to be eligible to receive federal funding.

Typically, Metro models three transportation networks for air quality analysis purposes (base year, final year of maintenance plan, and horizon year), but in preparation for the 2014 RTP updated and the 2015-2018 MTIP, federal requirements dictate five transportation networks will need to be constructed. This adds a significant workload to the relatively minor update of the 2014 RTP. The

2014 RTP update is operating under a strict timeline and must be completed by July 2014—streamlining helps the project maintain schedule.

Mr. Tom Kloster of Metro provides an overview of the proposed air quality conformity streamlining. The Transportation Conformity Regulations Section allows regions with approved maintenance plans to elect to shorten the timeframe of the conformity analysis to the end of the maintenance plan. For the Portland Metropolitan region, streamlining the conformity determination to the end of the maintenance plan means the air quality analysis would be conducted through the year 2017, which is the final year of the approved maintenance plan.

A 2017 conformity determination would not allow for a long-term picture of air quality impacts. Metro staff proposes conducting an air quality analysis for the base year (2010), end of the maintenance plan (2017) and long-range transportation plan horizon year (2040). This approach would utilize the shortening provision and reduce the number of transportation networks to develop, while also providing for the long-term air quality picture. The use of the provision would not have an impact on the air quality outcomes, as the region would still aim to meet or be below the emissions budget allocated by the state for 2040.

Member Comments Included:

- Members asked clarifying questions regarding participation and involvement of the public at the November 22, 2013 TPAC Meeting. Grace Cho of Metro confirmed that the traditional committee structure was utilized for soliciting public comment from nearly 200 people in an interested parties list consisting of citizens representing jurisdictions throughout the region.
- Commissioner Paul Savas asked about which specific pollutants are being assessed within the streamlining process timeframe. Ms. DeConcini confirmed that only carbon monoxide is being evaluated.

MOTION: Councilor Craig Dirksen moved, Mr. Neil McFarlane seconded, to recommend adoption of Resolution 13-4493.

ACTION: With all in favor, the motion passed.

6.1 2014 REGIONAL TRANSPORTATION PLAN PROCESS UPDATE AND DRAFT PROJECT LIST

Mr. John Mermin of Metro provided an overview of the 2014 Regional Transportation Plan Update (RTP) and Project List. The U.S. Department of Transportation (USDOT) requires metropolitan regions to maintain a Regional Transportation Plan with updates every four years and conform to federal clean air standards in order to take effect. The RTP must comprise a rolling 25-year planning horizon. The current RTP was shaped by regional goals adopted in 2010. Currently the RTP encompasses 1071 projects compiled from local plans representing a total of 19.8 billion federal, state and regional funds. The current RTP encompass a broad range of projects related to bicycle, pedestrian, transit demand management, system management auto and freight. Metro collaborates with a number of partners including cities, counties, TriMet, SMART, ODOT and Port of Portland to develop a single system that crosses boundaries. His presentation highlighted the general composition of the draft project list as well as the scale of projects. Mr. Mermin highlighted that in comparison to the 2010 RTP project list, the share of projects going towards active transportation has increased in all four sub-regions (Clackamas County, Washington County, East

Multnomah County, and Portland). The full presentation is included as a part of the meeting record. February 28, 2014 TPAC is anticipated to preview the draft RTP before public review.

Member Comments Included:

- Members asked clarifying questions about Clark County and Vancouver's role as a part of the Metropolitan Planning Organization (MPO) in the updated RTP Process. Mr. Mermin confirmed that their transportation projects are utilized in the model networks used to update the system performance for the RTP. Commissioner Jack Burkman explained that Vancouver has an independent RTP process operating under Washington state mandates however coordinates in their regional planning through review and shared membership in regional MPO bodies.
- Members expressed the critical importance of Metro collaborating with local jurisdictions on their transportation plans especially during the public comment period of the RTP update. Members also suggested including visual metrics that reflect the proportionality of funding already attained to conduct projects. Chair Collette confirmed that the RTP is composed of the transportation plans from local city jurisdictions throughout the region. She encouraged committee members to ensure that local plans within their respective jurisdictions effectively fit into the regional framework.
- Mr. Neil Mcfarlane of TriMet recognized increasingly important investments for TriMet as the RTP and MTIP are updated include maintaining the quality of service provided on the existing system.

6.2 CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: FIRST LOOK AT RESULTS PART 3

Ms. Kim Ellis of Metro provided an overview of the Climate Smart Communities Scenarios Project. In 2009, the Oregon Legislature mandated that the Portland metropolitan region reduce per capita greenhouse gas emissions for light duty vehicles by 20 percent below 2005 levels by 2035. Additionally, the region must select a preferred approach by December 31, 2014. The goal of the Climate Smart Communities Scenarios Project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas. The Climate Smart Communities Scenarios Project is currently in Phase 3, transitioning from data development and analysis to policy discussions to shape a draft preferred scenario by May 2014.

Metro used the GreenSTEP model to compare and evaluate the following outcomes across the three approaches: greenhouse gas emissions, housing and jobs, travel, access to transit and destinations, and air quality. The GreenSTEP model also provides a methodology for monetizing social costs which are defined as costs paid for by society as a result of public health and environmental impacts.

The additional results discovered in Part 3 include public health, potential revenues raised and potential household costs which will be used in combination with previously reported results to inform regional discussions to shape the preferred scenario approach in 2014. The results reported include air pollutants, physical activity and reduced exposure to fatalities across the three

scenarios. The financial costs include passenger vehicle costs such as ownership and operating costs across the three scenarios.

Moving forward in 2014, staff recommends a four-step process for building consensus on what strategies are included in the region's preferred approach:

- **Step 1 and 2:** In January and February 2014, the Council, MPAC, and JPACT confirm initial areas of agreement to carry forward into the region's draft preferred approach without further discussion related to: (1) locally adopted comprehensive plans, zoning and draft 2014 RTP investment priorities from local transportation system plans, ODOT, TriMet, SMART and the Port of Portland, and (2) state assumptions for pay-as-you-drive insurance, clean fuels and more fuel-efficient vehicles and engines.
- **Step 3:** From February to May 2014, the Council facilitates a regional discussion to identify recommendations related to transportation information programs, transportation system efficiency, and transit service and parking management to be included in the region's draft preferred approach. TPAC and MTAC will help frame policy options for MPAC and JPACT discussion in April and May.
- **Step 4:** From February to December 2014, the Council facilitates a regional discussion to identify potential funding mechanisms to implement the preferred approach. TPAC and MTAC will help frame policy options for MPAC and JPACT discussion in April and May.

The full presentation is included as a part of the meeting record.

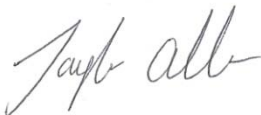
Member Comments Included:

- Members suggested during steps 3 and 4 to consider private investors like CII (Community Investment Initiative) to assist in funding infrastructure. Chair Collette suggested discussing this consideration at the joint JPACT/MPAC meetings in May and JPACT receiving an update on CII and Regional Infrastructure Strategic Enterprise (RISE).

7. **ADJOURN**

Chair Collette adjourned the meeting at 9:00 a.m.

Respectfully Submitted,



Taylor Allen

Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2	Handout	01/09/13	Citizen Testifier Ed Barnes Re: Columbia River Crossing Project	01314j-01
3	Handout	11/12/13	Regional ATP Review & Refinement Timeline	01314j-02
3	Handout	01/09/14	Interstate Bridge Article	01314j-03
4	Handout	12/12/13	121213 Minutes	01314j-04
5.1	Legislation	01/09/13	Resolution No. 14-4498 with attached Staff Report and Exhibit	01314j-05
5.2	Legislation	01/09/14	Resolution No. 14-4496 with attached Exhibits	01314j-06
5.3	Legislation	01/09/14	Resolution No. 13-4493 with attached Staff Report	01314j-07
6.1	PPT	01/09/14	RTP Status Update & Summary of Updated Draft Project List	01314j-08
6.2	PPT	01/09/14	CSC First Look at Results Part 3	01314j-09