



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
May 8, 2014
Metro Regional Center, Council Chamber

MEMBERS PRESENT

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

AFFILIATION

Metro Council
Metro Council
Metro Council
City of Vancouver
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
City of Portland
Washington County
Clackamas County
Oregon Department of Transportation
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

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

STAFF: Taylor Allen, Andy Cotugno, CJ Doxsee, Kim Ellis, Dan Kaempff, Ted Leybold, John Mermin and Troy Rayburn.

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

Chair Dirksen declared a quorum and called the meeting to order at 7:34 a.m.

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS

Chair Dirksen updated members on the following items:

- The Joint MPAC/JPACT Climate Smart Communities Meeting is scheduled to occur Friday May 30, 2014 at the World Forestry Center. The purpose of the meeting is to hear feedback from the region on policy areas that were discussed at the April 11th Joint meeting and discuss a recommendation to the Metro Council on the draft preferred approach.
- Metro Council Member Carlotta Collette attended the ACT Task Force Meeting. The ACT Task Force is a result of a legislative action that mandated a transportation commission for rural Clackamas County that includes ODOT and Metro. The mission of the Task Force is to report and explore transportation concerns and solutions throughout the region.
- The United States Environmental Protection Agency has approved Metro's measure for tracking a commitment to expanding transit service over time as a part of the regional air quality strategy. This transit measure is of the three areas of ongoing investment in clean transportation for the Metropolitan region in order to ensure continued compliance with Federal emission standards.
- Kelly Brooks of Oregon Department of Transportation (ODOT) provided an update on Connect Oregon V Grant Process authorized by the state legislature. For the 2014 year there is 4.4 million dollars available for project allocation in Region 1. This year bike and pedestrian projects are now eligible.

4. CONSIDERATION OF THE MINUTES FOR APRIL 10, 2014

MOTION: Diane McKeel moved and seconded by Donna Jordan to adopt the Apr. 10, 2014 minutes.

ACTION: With all in favor, the motion passed.

5. 2014 REGIONAL TRANSPORTATION PLAN (RTP): ACCEPT PROJECT LIST FOR PURPOSE OF AIR QUALITY CONFORMITY DETERMINATION

John Mermin of Metro provided an overview of the draft RTP document and project list. The request for action at the May 8 Metro Council meeting is to receive acceptance of the 2014 RTP for purpose of air quality conformity determination. As part of the 45 day public comment period (March 21-May 5) a tracked changes and clean version of the draft RTP document and project list have been available for review on Metro's website. Community forums were held in Multnomah, Clackamas and Washington Counties. All comments received at each of the forums will be included in the 2014 RTP Final Public Comment Report.

The action is necessary so that Metro can run the air quality model on a 2014 RTP project list for conformity with the Federal Clean Air Act, and hold a required 30-day comment period on the results from May 16-June 15. Final action will be requested from regional committees and the Metro Council at meetings from June 18-July 17. The current RTP expires September 20, 2014. The final RTP must be submitted in late July for federal and state review prior to its expiration date.

Metro Council and JPACT approved a 2014 RTP work program on September 12, 2013. Metro staff shared existing conditions information such as demographic, economic and travel trends to regional committees and the Metro Council in September through November. During the fall, local jurisdictions and partner agencies worked to update their RTP project lists culminating in submissions to Metro in December, 2013. Metro staff shared an overview of changes to the project list at January meetings of regional advisory committees and the Metro Council. Metro staff shared an overview of the proposed edits to the RTP document at regional committees and the Metro Council from February to March. The majority of the edits to the RTP are technical in nature. The policy edits are primarily located in Chapter 2 biking and walking sections. These edits strengthen existing policies and provide additional detail to reflect the Regional Active Transportation and Regional Safety plans but do not propose dramatic shifts in policy direction. Specific Recommendations from the Regional Advisory Committees and a detailed summary of comments on the 2014 Public Review Draft RTP can be accessed as a part of the electronic record.

Member Comments Included:

- Jack Burkman of the City of Vancouver shared that the Regional Bi-State Coordination Committee decided at their May 1, 2014 Meeting to continue forward with the addressing mobility challenges with the I-5 Corridor without making immediate changes to the RTP.

MOTION: Denny Doyle moved and seconded by Carlotta Collette to accept the 2014 Regional Transportation Plan Project List for the Purpose of Air Quality Conformity Determination.

ACTION: With all in favor, the motion to approve Resolution Number 14-4527, For the Purpose of Accepting the 2014 Regional Transportation Plan Project List for Purpose of Air Quality Conformity Determination, passed.

6. METROPOLITAN PLANNING AREA BOUNDARY UPDATE

Ted Leybold of Metro provided a summary of the Metropolitan Planning Area (MPA) Update. The MPA boundary is a federal requirement for the metropolitan planning process and is established by individual Metropolitan Planning Organizations (MPOs) according to federal metropolitan planning regulations. Metro is the MPO for the Portland, Oregon urbanized area and has the responsibility to direct and administer the continuing metropolitan planning process.

Each MPA boundary is required to include:

- At a minimum, an area encompassing the existing urbanized area (UZA) and the contiguous area expected to become urbanized within a 20-year forecast period;
- May further be expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.

The Census Bureau designates a new list of UZAs every 10 years following the conclusion of each census. A UZA represents a densely developed area encompassing residential, commercial, and other non-residential urban land uses. The MPA boundaries are reviewed and updated as necessary after each Census by the MPO in cooperation with State and public transportation operators and submitted to the FWA and the FTA.

The 2010 Census issued the list of 2010 urban areas in a Federal Register Notice on March 27, 2012. Boundaries of current MPOs should be updated no later than the next scheduled Metropolitan Transportation Plan (MTP) update after October 1, 2012 or within four years of the designation of the 2010 UZA boundary.

To address this guidance on updating the Metro area MPA boundary, an MPA boundary is proposed to utilize existing planning boundaries and limited number of boundary extensions to include significant transportation facilities. The purpose is to include programs and facilities specific to the Portland metropolitan area to form a comprehensive area for administering the federal metropolitan planning process. The details of the proposal can be accessed as a part of the electronic meeting record in the [STAFF REPORT]. Boundary descriptions and maps are also included in the electronic record [ATTACHMENT 1-7].

Metro staff convened a work group of ODOT, TriMet and local agency staff to review the approach to updating the boundary area designation. Mr. Leybold highlighted the fact that representatives from Marion County staff participated in the work group. The work group met two times to provide input on the boundary designation and has recommended the approach outlined in the resolution and staff report.

Metro staff presented the approach to updating the boundary area designation to TPAC on April 25, 2014. The committee approved an action to recommend the matter to JPACT for further consideration. Action is anticipated by the Metro Council in May to update the MPA boundary.

Member Comments Included:

- Members asked clarifying questions regarding the ways in which density and population of certain jurisdictions like Marion County and Canby effect the MPA Boundary. Ted Leybold of Metro explained that the Federal Census Bureau employs a methodology that primarily considers density. Metro staff has expressed interest in opportunities to suggest changes in federal rule making that adhere more closely to the Oregon system of land use.
- Members expressed interest in MPO obligations to new local jurisdictions included in the MPA Boundary. Mr. Leybold explained that federal transportation functions are required including the designation of the federal function class for all transportation facilities within the MPA Boundary. All jurisdictions within the MPA Boundary are eligible to apply for Regional Flexible Funds.
- Members showed interest in Metro staff engaging in the formal rule making process at the Federal level to re-evaluate the methodology for determining the MPA Boundary especially as it relates to density and population of areas such as Marion County.

MOTION: Neil McFarlane moved and seconded by Lisa Barton Mullins to recommend adoption of the Metropolitan Planning Area Boundary Update to the Metro Council.

ACTION: With all in favor, the motion to recommend adoption of the Metropolitan Planning Area Boundary Update to the Metro Council passed.

7. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT RECEIVE PUBLIC ENGAGEMENT REPORTS AND APRIL 11 STRAW POLL RESULTS

Kim Ellis of Metro provided a summary of recently completed engagement activities for consideration in shaping the draft preferred approach. The Climate Smart Communities Scenarios Project was initiated in response to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The goal of the project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that accommodates expected growth, meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

The project is in its third and final phase. In February, MPAC and JPACT approved moving forward with the eight-step process to shape and adopt a preferred approach in 2014. From January to April 2014, Metro facilitated a Community Choices discussion to explore policy choices and trade-offs. The engagement activities built upon earlier public engagement to solicit feedback from public officials, business and community leaders, interested members of the public and other identified audiences. Metro staff conducted three community forums and provided an online comment opportunity in coordination with the integrated comment periods being held for the 2014 Regional Transportation Plan update and the Metropolitan Transportation Improvement Plan for 2014-2018. Summary reports documenting each public engagement activity as well as findings and emerging themes are accessible as a part of the attachments to the electronic record.

On April 11, a joint meeting of JPACT and MPAC was held. Findings and themes from recently completed engagement activities were presented. Members and alternates participated in a straw poll after discussion of the six remaining policy areas. The memo entitled [ATTACHMENT 2] formally transmits the April 11 straw poll results and summary reports documenting each public engagement activity.

Metro Council and staff briefed local governments on the straw poll results from the April 11 joint meeting and project timelines through county level coordinating committees. MPAC and JPACT members have been asked to bring input from their respective coordinating committees to share at the May 30 joint meeting and inform shaping a recommendation for the Metro Council on a draft preferred approach.

From June to August 2014, Metro staff plans to evaluate the draft preferred approach and develop implementation recommendations with input from TPAC and MTAC. In September results will be reported and the 45-day public comment period is scheduled to begin. From September to December a public review and final adoption of the preferred approach will be conducted.

Member comments included:

- Members asked clarifying questions about potential carbon reduction impact strategies (transit and active transportation) and whether they were calculated based on cost effectiveness per dollar spent. Ms. Ellis explained that the overall relative climate benefit was developed based on analysis conducted during phase 1 of the project where 144 different combinations of policy areas at different levels of implementation were evaluated. There may be potential savings that are not accounted for in the analysis.
- Neil McFarlane of TriMet highlighted the TriMet budget anticipated for consideration at the end of May will raise transit service levels. He also highlighted the distinction between the ongoing operating and capital costs. Trimet is also working to develop the service enhancement plans around the region that are primarily captured in scenario C which rely on capital costs.

- Members expressed interest in understanding the future actions that will be taken after the modification and final development of a preferred approach. Ms. Ellis explained that the policy framework will be implemented in future regional policy making such as the RTP and the Functional Plan. Chair Dirksen explained that when the preferred approach is identified regional agencies and elected officials will be encouraged to speak with the State Legislature about the need for additional transportation funding to support the approach.
- Members emphasized the importance of the policy framework developed in the preferred approach to address the unique jurisdictional requests and needs across the region.

8. REGIONAL TRAVEL OPTIONS (RTO) EVALUATION REPORT

Dan Kaempff of Metro provided an overview of the Regional Travel Options Evaluation Report. The purpose of the RTO Grant Program is to fund strategies that increase the use of travel options, improve air quality, mobility and address community health issues. Government agencies and non-profit organizations are eligible to apply. Projects must be carried out within the Metro boundary, which includes the urbanized portions of Clackamas, Multnomah and Washington counties.

The Regional Travel Options (RTO) program conducts an independent evaluation every two years. RTO hired Steer Davies Gleave (SDG) to review project results and data for the 2011-2013 program evaluation. The executive summary of the evaluation can be accessed as a part of the electronic record.

The evaluation reflects that the RTO program continues to save commuters and residents money, reduce pollution and offer services and tools to reduce barriers to biking, carpooling, riding transit and walking. In particular, the program's past reduction in vehicle miles traveled have been maintained. The evaluation also found that a plateau has been reached, both in terms of program funding allocated as well as the rate of growth in program outcomes.

Member comments included:

- Members asked about the opportunity for communities that want to create local shuttles to partner with TriMet and SMART to use the RTO Program Funding, which seems to cater to a need throughout the Metropolitan region. Mr. Kaempff confirmed that shuttles are an eligible use for RTO funds. From a cost perspective standpoint, shuttles are expensive compared to other investments and project proposals, so they do not score as well in the RTO Grant Program criteria. However, with the end of Job Access and Reverse Commute (JARC) funding Metro hopes to still prioritize and value shuttle investments.
- Members expressed interest in Mr. Kaempff sharing the RTO Presentation and supporting information at the May 30th Joint JPACT/MPAC Climate Smart Communities meeting.

9. ADJOURN

Chair Dirksen adjourned the meeting at 8:55 a.m.

Respectfully Submitted,

Taylor Allen

Taylor Allen

Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2	Handout	05/08/14	Columbia River Crossing Issues	5814j-01
5	Memo	05/06/14	Regional Transportation Plan Public Engagement and Comment Period Brief	5814j-02
6	PPT	05/08/14	Metropolitan Planning Area Boundary Update	5814j-03
7	Report	05/07/14	Online Public Comment Tool Report	5814j-04
8	PPT	05/08/14	2011-2013 Regional Travel Options Program Evaluation	5814-05