

# Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, April 24, 2015  
Time: 9:30 a.m. to 12 p.m. (noon)  
Place: Metro, Council Chamber

9:30 AM	1.		<b>CALL TO ORDER AND DECLARATION OF A QUORUM</b>	John Williams, Chair
9:35 AM	2.		<b>COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS</b> <ul style="list-style-type: none"> <li>Quarterly Report on MTIP Amendments &amp; Programming Changes</li> <li>Project of the month overview</li> </ul>	John Williams, Chair
9:50 AM	3.		<b>CITIZEN COMMUNICATIONS ON AGENDA ITEMS</b>	
9:55 AM	4.	*	<b>CONSIDERATION OF THE TPAC MINUTES FOR MARCH 27, 2015</b>	
10:00 AM	5.	*	Approval of 2015-16 UPWP - Recommendation <ul style="list-style-type: none"> <li><i>Purpose:</i> TPAC recommendation to JPACT to approve 2015-16 UPWP</li> </ul>	Chris Myers, Metro
10:15 AM	6.	*	Oregon Clean Fuels Program – Information /Discussion <ul style="list-style-type: none"> <li><i>Purpose:</i> Build understanding of the Oregon Clean Fuels Program in advance of the May JPACT briefing</li> </ul>	Nina DeConcini (DEQ) Cory-Ann Wind (DEQ)
10:35 AM	7.	*	Air Quality in the Portland Metropolitan Region – Information/Discussion <ul style="list-style-type: none"> <li><i>Purpose:</i> Provide an update on the current status of regional air quality and regulation/compliance issues.</li> </ul>	Grace Cho, Metro Rachel Sakata (DEQ) Aida Biberic (DEQ)
11:00 AM	8.	#	Regional Transit Providers Update – Information/Discussion <ul style="list-style-type: none"> <li><i>Purpose:</i> Provide an overview of regional transit agencies and interconnected services throughout the region.</li> </ul>	Stephan Lashbrook, SMART Jim Quintana, C-Tran Julie Stephens, Sandy Area Metro Julie Wehling, Canby Area Metro Cora Potter, Ride Connection
12:00 PM	10.		<b><u>ADJOURN</u></b>	John Williams, Chair

## Upcoming TPAC Meetings:

- Friday, May 29, 2015
- Friday, June 26, 2015
- Friday, July 31, 2015

\* Material will be distributed in advance of the meeting  
# Material will be distributed at the meeting.

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលើសរសេរស្នើសុំសេវាសម្រាប់អ្នកមានការរើសអើង ។  
[www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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## 2015 TPAC Work Program

*As of 04/17/15*

**NOTE:** Items in *italics* are tentative; **bold** denotes required items

<p><b><u>May 29, 2015</u></b></p> <ul style="list-style-type: none"> <li>• 2018 Regional Transportation Plan Update Kick-off – <u>Information/Discussion</u> (Kim Ellis, 40 min)</li> <li>• Regional Transit Plan and Coordination with TriMet Service Enhancement Plans and SMART Master Plan - <u>Information/Discussion</u> (Jamie Snook, Metro; Eric Hesse, TriMet; Stephan Lashbrook, SMART; 40 min)</li> <li>• Washington County Transportation Study - <u>Information/Discussion</u> – (Chris Deffebach; 30 min)</li> </ul>	<p><b><u>June 26, 2015</u></b></p> <ul style="list-style-type: none"> <li>• MTIP and RFFA Policy Update, public comment draft – <u>Information/Discussion</u> (Dan Kaempff &amp; Grace Cho; 30 min)</li> <li>• RTP and MTIP Transportation Equity Analysis work program - <u>Information/Discussion</u> (Grace Cho &amp; Ted Leybold; 25 min)</li> <li>• <i>Metro Equity Strategy - <u>Information/Discussion</u> (Patty Unfred, Juan Carlos Ocana-Chíu; 40 min)</i></li> <li>• Powell-Division Action Plan <u>Action/Recommendation</u> (Brian Monberg; 45 min)</li> </ul>
<p><b><u>July 31, 2015</u></b></p> <ul style="list-style-type: none"> <li>• Quarterly Report on MTIP Amendments (Chair comments; 5 min)</li> <li>• 2018-2022 RTO Strategic Plan Update Process and Timeline – <u>Information/Discussion</u> (Dan Kaempff; 45 min)</li> </ul>	<p><b><u>August 28, 2015</u></b></p> <ul style="list-style-type: none"> <li>• <i>ODOT Rough Roads Ahead Presentation <u>Information/Discussion</u> (Kelly Brooks, __ min)</i></li> <li>• <i>ODOT State of the System Report <u>Information/Discussion</u> (Kelly Brooks, __ min)</i></li> </ul>
<p><b><u>September 25, 2015</u></b></p> <ul style="list-style-type: none"> <li>• <i>2018 Regional Transportation Plan Update – Review draft work program –<u>Information/Discussion</u> (Ellis, Morell, 40 min.)</i></li> <li>• <i>MTIP and RFFA Policy Update Public Comments – <u>Information/Discussion</u> (Cliff Higgins; 20 minutes)</i></li> <li>• <i>Equity Strategy Act Plan draft review – <u>Information/Discussion</u> (Unfred, Ocana-Chíu, 40 mins)</i></li> </ul>	<p><b><u>October 30, 2015</u></b></p> <ul style="list-style-type: none"> <li>• <i>MTIP Amendments Quarterly Report – (Chair comments; 5 min)</i></li> <li>• <i>MTIP &amp; RFFA policy update – Information/Discussion</i></li> </ul>
<p><b><u>November 20, 2015</u></b></p> <ul style="list-style-type: none"> <li>•</li> <li>•</li> </ul>	<p><b><u>December 18, 2015</u></b></p> <ul style="list-style-type: none"> <li>•</li> </ul>

### **Parking Lot:**

- Travel model update
- Regional Transit Vision
- MTIP Obligation & Performance Report (Jan 2016)
- ODOT Bike/Pedestrian Plan Update (Amanda Pietz)
- MAP-21 Implementation
- Regional Infrastructure Supporting Our Economy (RISE) update
- Atlas of Regional Mobility Corridors
- Continuation of Project of the Month briefings
- ODOT Enhance/Fix-It Process
- Regional Travel Options Travel Survey results



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE  
March 27, 2015  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

John Williams  
Karen Buehrig  
Lynda David  
Chris Deffebach  
Don Odermott  
Judith Gray  
Eric Hesse  
Katherine Kelly  
Nancy Kraushaar  
Karen Schilling  
Jared Franz  
Michael Williams  
Cora Potter  
Steve White  
Carol Gossett  
Kelly Brooks

AFFILIATION

Metro  
Clackamas County  
Southwest Washington Regional Transportation Council  
Washington County  
City of Hillsboro, representing Cities of Washington Co.  
City of Portland  
TriMet  
City of Gresham, representing Cities of Multnomah Co.  
City of Wilsonville, representing Cities of Clackamas Co.  
Multnomah County  
Community Representative  
Washington State Department of Transportation  
Community Representative  
Community Representative  
Community Representative  
Oregon Department of Transportation

MEMBERS EXCUSED

Adrian Esteban  
Lanny Gower  
Nick Fortey  
Michael Williams  
Dave Nordberg

AFFILIATION

Community Representative  
Community Representative  
Federal Highway Administration  
Washington State Department of Transportation  
Oregon Department of Environmental Quality

ALTERNATES PRESENT

Alan Snook  
Phil Healy

AFFILIATION

Oregon Department of Transportation  
Port of Portland

STAFF: Elissa Gertler, Ted Leybold, Grace Cho, Chris Myers, Dan Kaempff, Malu Wilkinson, Lake McTighe, Lisa Hunrichs, Tom Kloster, Jessica Martin, Caleb Winter, John Mermin

**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

Chair John Williams declared a quorum and called the meeting to order at 9:35 a.m.

## **2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS**

Chair Williams updated members on the following items:

- **New TPAC Community Representatives.**  
Chair Williams noted that the selection process through late winter and spring 2015 was very challenging. Numerous qualified candidates submitted their information for consideration for the position. The level of interest shows an important engagement of community and a validation of the work that TPAC does.
- **Community Planning & Development Grant Process**  
Grant process has been announced. The grants are funded by Metro's construction excise tax. A little more than 5.2M is available for this round of funding. The tax will be extended for another six years. Only a city or a county is eligible for the grants, but partnerships between cities and counties with other nonprofits, stakeholder, citizen, or business groups and property owners. This will be the fourth cycle. Metro Council extended the tax in 2014 for another six years, so award cycles are expected to occur in 2015, 2017, 2019. High quality project applications are anticipated, some that may address Climate Smart or social equity goals. Metro Council provided direction to MTAC to specifically include expanded the areas of eligibility and encouraging projects that address underserved populations. Letters of Intent are due on April 16, 2015. Gerry Uba is the Metro contact.
- **Planning & Development Local Jurisdiction Staff Liaison Update**  
The Local Liaison program has been restructured to ensure jurisdictions have the opportunity to work more collaboratively with Metro and to allow our staff to work more proactively with Metro partners. The new partnerships program will implement a "point-person" approach in which one Metro Planning and Development department staff person will be responsible for a single jurisdiction and will serve as a general Metro liaison on all land use, transportation, and development-related topics. The focus will be on proactive, collaborative relationship development that builds trust and offers value to jurisdictions, while continuing our regulatory role. A letter to planning directors will be forthcoming in the coming weeks.

TPAC members shared the following updates:

- Mr. Eric Hesse distributed information for his discussion on the agenda regarding the TriMet annual report, fact sheet, supporting economic prosperity. He noted that this document had also been distributed to JPACT.

## **3. CITIZEN COMMUNICATIONS ON AGENDA ITEMS**

There were none.

#### **4. CONSIDERATION OF THE TPAC MINUTES FOR FEBRUARY 27, 2015**

MOTION: Ms. Karen Schilling moved and Mr. Hesse seconded the motion to adopt the TPAC minutes from February 27, 2015.

ACTION: With all in favor, the motion passed.

#### **5. CLIMATE SMART STRATEGY**

Ms. Kim Ellis provided a brief update on the Climate Smart Strategy program. Council approved the strategy in December 2014. Metro staff has been working since that approval to submit the documentation to the Department of Land Conservation and Development Commission in February for their review and approval. DLCD is still in the process of reviewing the information. The submittal action triggers an appeal period during which participants in the process can object to the Metro Council decision. During that 21-day period no objections were received. DLCD will be able to finalize review and make a recommendation to their commission that the program has met all the requirements that they had set in 2011. DLCD is now expecting to have that recommendation made by end of April for their commission's consideration at their meeting on May 21, 2015.

The packet provides a summary of the action in the form of a fact sheet that lays out the policy areas, information on lessons learned, benefits of the strategy, and cost information which consolidates all of the pieces (including the road-related operations and maintenance) into one overall total cost and estimated cost on an annual basis. The back of the information sheet lays out the process for review and next steps for upcoming discussions with the Metro Council, TPAC and other policy and technical committees to begin discussions about the next Regional Transportation Plan update, due in 2018.

Ms. Ellis also noted that Climate Smart Strategy is being incorporated into the Community Planning and Development Grant process, and that Metro councilors and staff are working on shortlist actions, particularly supporting work in the legislature regarding the funding package and clean fuels program. In addition the team is finalizing a report that includes all of the pieces adopted by the Metro Council into one document for reference and use in future planning and implementation activities.

She thanked the committee and distributed certificates of appreciation for all the work TPAC has done to shape the process and strategy.

Ms. Judith Gray asked for clarification on the bar chart which showed the savings in public health. Ms. Ellis confirmed that savings in the health sector are estimated at \$52 million without Climate Smart but that the estimated annual savings under the Climate Smart Strategy are actually expected to save even more, approximately \$100 million per year by 2035, due to the increased health benefits that come from investing more in communities.

#### **6. DRAFT 2015-16 UPWP**

Mr. Chris Myers provided an update and process for the Draft 2015/2016 Unified Planning Work Program, a federally-required document that ensures efficient use of federal planning funds.

Member comments included:

- Ms. Karen Schilling requested clarification about how the UPWP reflects the reallocation transit funding discussion that will be discussed on the day's agenda. Mr. Myers clarified that there if there are any changes after the report is complete and approved, an administrative amendment can be added. If a new project is valued at less than \$200,000 then an amendment is written and distributed to all stakeholders. If new project is valued at greater than \$200,000 or greater than a 20 percent change in a current project, then a legislative amendment will be written and go through an approval process through TPAC, Joint Policy Advisory Committee on Transportation (JPACT) then finally approved through consent agenda at a future Metro Council meeting, after which it is submitted to the federal agency. Ms. Schilling requested clarification on whether the Draft UPWP could reflect the reallocation of transit funds that are being considered later during the meeting. Mr. Myers clarified that there is a submittal deadline to ODOT by mid-May. Timeline will be reviewed to ensure efficiency.
- Ms. Gray requested that the new projects be summarized as part of the table of contents. Mr. Myers confirmed that would be added in the next draft.
- Mr. Don Odermatt requested clarification on the boundary with Scholls Ferry Rd and noted other changes reflected in House Bill 4078 that could be revised on the map.
- Mr. Steve White requested a composite map that showed how boundaries differ. Mr. Myers clarified that maps are not required, but act as frame of reference, but noted that the team would work to review maps and fine tune for the next draft.
- Ms. Chris Deffebach reminded the committee that some projects are not included. The UPWP only shows planning projects and does not include MTIP funds. Ms. Deffebach requested that the report clarify the meaning of an MPA boundary in terms of which items can be funded. Mr. Myers appreciated the comment.
- Katharine Kelly requested clarification on page 38 with regard to the RTO program. She noted a reduction in FTE from the previous year. Mr. Kaempff clarified he and an additional staff person had previously been working full time on the RTO program were given additional responsibilities and were now working half time on the RTO program in addition to their new duties.
- Ms. Gray noted that the committee may have previously discussed that the development of supporting process materials for the RTP would be helpful, especially for the smaller cities. Ms. Ellis clarified that work will move forward to address the recommendation from the transportation equity assessment as part of the regional transportation work and will be reporting back and soliciting input from the TPAC for that work. Also, staff are planning to use that data to support the MTIP and RRFA process as part of the Regional Transportation Plan. There will be both a technical and an engagement component.
- Mr. White asked about how that work fit in with equity strategy action plan. Ms Ellis noted that the staff is devising a plan for using the equity strategy baseline report which identified indicators around ten topic areas. Other planning programs, such as the Equitable Housing Development program are also using the information so the department will be including in our normal planning efforts for various activities going forward.

- Mr. Phil Healy requested information about the freight program information provided on page 41 of the draft document. Ms. Ellis explained that some of the ongoing freight activities will be managed under the UPWP allocation and others, such as updating the regional freight plan will be part of the Regional Transportation Plan update process. Mr. Healy also requested information about the regional rail study, and staff indicated they would follow up with him.
- Ms. Deffebach requested clarification about NA and how it is used, to ensure that staffing will be available for the regional transportation plan moving forward. Mr. Tom Kloster responded that the Regional Transportation commitment does continue but the budget work is being folded into the RTP program. Some of the one-time funding is being phased out in June, but it part of a proposed budget addition in the federal program.

## **7. MTIP RAND RFFA WORK PROGRAM**

Mr. Dan Kaempff and Mr. Ted Leybold provided an update on the MTIP and the RFFA Work Program.

Member comments included:

- Mr. White requested more information on how policy guidance is operationalized. Mr. Kaempff and Mr. Leybold clarified that the policy direction will help define the criteria for project selection will be built on the policy development work currently underway. Project scoring criteria and how that is accomplished will be documented in the solicitation packet that will be available in spring 2016.
- Mr. Karen Buehrig requested clarification on the MTIP and its relationship to the STIP with regard to the ODOT Fixit and Enhance funds. Mr. Kaempff and Mr. Leybold affirmed that the projects that fall outside the boundary of the MPO go straight into the STIP without coming through the MTIP. Suggested an adjustment to the slide to clarify that technical issue.
- Ms. Buehrig also wanted to understand the development of policy and whether staff will be working with elected officials in a workshop or other setting to gain technical and policy feedback. Mr. Leybold noted that both technical and policy coordinating committees would be included in the process.
- Ms. Schilling suggested a revision to the memo to clarify that some of the funding is committed and wouldn't necessarily be available for RFFA. Several committee members agreed that there is an understanding that there is flexibility in the funding and that further discussion would be helpful. Mr. Leybold noted that if the forecast doesn't come to fruition due to federal decision making, there would be additional discussion around the process (if adjustments are needed) as part of the policy update.
- Ms. Kelly noted that dividing the RFFA into three components could also be helpful in explaining the process.
- Ms. Gray requested clarification regarding the workshops. Mr. Leybold and Mr. Kaempff noted that the workshops are open to TPAC and interested parties as an open process to work through the policy. Ms. Gray noted that the county coordinating committees structure is very helpful. Since the City of Portland does not have committees she would like to provide a



comparable forum for discussion to ensure City of Portland officials have those discussion opportunities. Ms. Gray will follow up with Mr. Leybold and Mr. Kaempff.

- Ms. Deffebach suggested that the presentation include a comparison between how funds were allocated the previous cycle and how funds are proposed for the current cycle. Mr. Leybold agreed and noted that the discussion is really about two broad main components:
  - 1) there is an MTIP policy component which addresses the federal obligation to have a coordinated TIP. Further discussion will be scheduled to ensure a common understanding and agreement for how that can be implemented.
  - 2) there is a policy process to be discussed regarding the flex fund allocation. He concluded that more detail would be added to clarify the process.
- Ms. Kelly agreed with Ms. Gray and suggested that a forum is the most appropriate way to funnel the process rather than a coordinating committee.
- Mr. Leybold concluded that there would be another briefing prior to the public comment period.

## **8. TRANSIT PROJECT DEVELOPMENT FUNDS – RECOMMENDATION**

Mr. Eric Hesse (TriMet) and Malu Wilkinson (Metro) provided a staff report and a draft resolution to JPACT regarding the concept of reallocating transit project development funds. This agenda item is returning to TPAC for a second time after general support was voiced at JPACT.

Currently there are \$5.861 million in unspent transit project development funds (from the 2012-2013 Regional Flexible Funds Allocation –RFFA process). The recommendation is to reallocate these funds for further implementation of high capacity transit (HCT) project development.

As detailed in the memo, Mr. Lehto noted that consistent with the policy in the 2012-2013 RFFA, TriMet and Metro propose to reallocate the transit project development funds that had been targeted for the suspended Lake Oswego to Portland Transit Project to support current regional HCT priority projects. The proposal includes three elements which are further outlined in the staff report:

- Capital improvements along the Willamette Shoreline - \$861,000
- Powell Division Transit and Development Project – \$1.5 million
- Southwest Corridor - \$3.5 million

Ms. Wilkinson reminded the committee that consistent with the policy for reallocation, the JPACT chair and TriMet general manager need to request reallocation of funds from the Metro Council, so the request is for approval of the resolution and recommendation that JPACT approve and forward to Metro Council for review and approval.

Mr. Hesse noted that project partners for these corridor projects are also funding the project and their contributions are complementing those investments so that projects can progress in a timely manner.

Member comments included:

- Mr. Alan Snook asked whether the funds could be used to fund transportation project delivery as well, and if so, suggested that it might be useful to have a sunset clause so that if the money

wasn't spent during the project development phase it could be used to fund transportation project delivery in the corridor.

- Ms. Wilkinson stated that for Powell-Division, the project development phase is anticipated to begin in July 2015, and for the Willamette Shoreline the reallocated funds are somewhat less than needed to complete all the necessary work. Project partners will determine how to spend the funds. If this money is not needed, the plan is to follow the same process to again reallocate the funds. The goal is to be true to the original policy direction: the region decided that these funds should be used for regional transit priorities, so this process is preferred rather than a sunset clause.
- Ms. Nancy Kraushaar noted that for the allocation on the Willamette Shoreline \$861,000 seemed like less than might be needed for stormwater repair. She also asked whether any of the funds could be used for right-of-way acquisitions. Ms. Elissa Gertler clarified that there is approximately a \$2,000,000 capital budget needs for stormwater and safety improvements. The consortium of partners, including Lake Oswego, will discuss all of the priorities and additional suggestions, after which the consortium would vote to decide how the money will be spent.

MOTION: Katherine Kelly moved and Karen Schilling seconded to approve and refer the recommendation to JPACT at their meeting on April 9, 2015.

ACTION: With all in favor, the motion passed.

## **9. TRIMET'S PROPOSED 2015-16 BUDGET AND 2015-18 MTIP**

Mr. Hesse and Mr. Leybold provided an update on TriMet's Proposed 2015/2016 budget and how it relates to the 2015-18 MTIP.

Member comments included:

- Jared Franz requested clarification on the service contracts as a revenue source. He was also interested understanding more about the expenses related to the Efare capital and the anti-terrorism and canine unit. Mr. Hesse noted that with the Efare, the Board approved a definition of a long term package. He noted that this was a significant capital investment which will give operational savings and convenience. TSA funding is covering some of the cost for creating the anti-terrorism unit. Mr. Hesse will follow up with additional detail.
- Ms. Kraushaar asked about the six year replacement plan for buses and what types of buses are being used to replace the aging inventory. Mr. Hesse responded that the new buses use clean diesel with a 5 percent biodiesel blend. Other fueling options are under consideration, including electric buses. The agency applied but was not selected for an FTA grant and bus pilot project that would have provided nine low to no emission buses. The grant would have paid for half of the project cost. He noted that the cost of electric buses is decreasing so there is the potential for some transition in the future if it could be combined with other funding opportunities. TriMet is currently fulfilling the obligations of a major contract signed with bus providers that allows for a lower unit cost per bus. This allows a core fleet age reduction. The agency is reviewing compressed natural gas as a fuel option .

- Ms. Kraushaar asked about the revenue slide. Mr. Hesse clarified that there were residual issues with a previous budget that were anticipated by finance, but that the agency is more stable now.
- Mr. Don Odermott appreciated the overview of the presentation and asked for specifics on where to find information and details regarding specific facilities and expansion plans. Mr. Hesse noted that details and capital improvement plans are available online at the accountability center, but that he could also make them available as needed. He also confirmed that there is a public comment opportunity on those projects.
- Mr. Odermott requested info on the graph that provides information on labor negotiations and clarification on the authority that the agency has in that process and the vision for labor cost increases. Mr. Hesse confirmed that TriMet does have statutory authority to increase payroll. Discussions are underway, and having positive response from the business community. In June or July, Board will announce whether it will be implementing labor increases. The decision will be informed by recommendations of economic consultant.
- Ms. Carol Gossett requested information about the employer outreach program and how it encourages employees and visitors to use transit. Mr. Hesse said that the program funds five staff that are geographically arrayed. Staffers meet in person with the interested employer to facilitate the set up of a program. Mr. Hesse will follow up with Ms. Gossett.
- Jared: Honored Citizen fare increase was widely criticized. Title 6 showed a significant impact on low income riders. Mr. Hesse will follow up with Mr. Franz regarding those who might be disproportionately affected and how the agency is addressing those concerns.
- Ms. Chris Deffebach asked for clarification about TriMet's need for partners, and what is envisioned for how partners can help. Mr. Hesse explained that TriMet is trying to leverage pedestrian network analysis so that the agency can prioritize areas of concern. Next steps are to use some of the TGM grant funding specific to growing transit communities effort with City of Portland to inform prioritize the best use of funds within a corridor. It is the hope that the partners help define need, and how to coordinate with other groups and potentially leverage other improvements that are already underway.
- Karen Buehrig noted that continued engagement between agencies will be necessary, with issues such as new funding mechanisms, RTP, and other coordination efforts. . Mr. Hesse agreed and reminded the committee that he would come back to provide an update regarding to efforts to integrate Climate Smart Strategy and other policy framework issues.

Chair Williams reminded the committee that suggestions for topics to be discussed at TPAC are welcome.

**10. ADJOURN** Chair Williams adjourned the meeting at 11:40 a.m.

  
Respectfully submitted,

Lisa Hunrichs, Planning and Development

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAR. 27, 2015**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>1.0</b>	Agenda	3/27/15	Meeting agenda	032715T-01
<b>1.0</b>	Work Program	3/27/15	Work program	032715T-02
<b>4.0</b>	Meeting Minutes	2/27/15	Meeting minutes	032715T-03
<b>5.0</b>	Handout	n/a	Climate Smart Strategy brochure	032715T-04
<b>6.0</b>	Memo	3/27/15	Unified Planning Work Program (UPWP) 2015-16 Update	032715T-05
<b>6.0</b>	Document	3/27/15	Unified Planning Work Program (UPWP) 2015-16 DRAFT March 2015	032715T-06
<b>7.0</b>	Memo	3/27/15	2018-2021 MTIP and 2019-2021 RFFA Policy Update – Work Program, Timeline and Process	032715T-07
<b>8.0</b>	Staff Report	3/27/15	Reallocation of transit project development funds	032715T-08
<b>8.0</b>	Memo	3/19/2015	Resolution No. 15-4617 For the purpose of reallocating unspent transit project development funds on current regional priority projects	032715T-09
<b>9.0</b>	Brochure	n/a	TriMet 2014 Annual Report	032715T-10

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 15-4623, FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2015-16 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

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Date: April 14, 2015

Prepared by: Chris Myers  
(503) 813-7554

## BACKGROUND

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning July 1<sup>st</sup>. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, the Port of Portland, FHWA, and FTA.

Every four years, Metro as an MPO, undergoes certification review with (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) to ensure compliance with federal transportation planning requirements. The next quadrennial certification review will take place in 2016. In the intervening years Metro undergoes a required self-certification process, with the FHWA and FTA, to ensure Metro's planning process is in compliance with specific Federal requirements as a prerequisite to receiving Federal funds.

The annual self-certification process documents that Metro has met those requirements and is considered at the time of the Unified Planning Work Program (UPWP) approval. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI
- Environmental Justice
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)
- Affirmative Action
- Construction Contracts
- Lobbying

Each of these areas is discussed in Exhibit B to Resolution No. 15-4623.

## ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition

2. **Legal Antecedents** – this resolution certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.
3. **Anticipated Effects** – Approval means that grants can be submitted and contracts executed so work can commence on July 1, 2015, in accordance with established Metro priorities.
4. **Budget Impacts** – Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget.

#### **RECOMMENDED ACTION**

Approve Resolution No. 15-4623 certifying that the Portland metropolitan area is in compliance with Federal transportation planning requirements.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 15-4623
FISCAL YEAR 2015-16 UNIFIED PLANNING	)	
WORK PROGRAM AND CERTIFYING THAT	)	Introduced by Chief Operating Officer Martha
THE PORTLAND METROPOLITAN AREA IS IN	)	Bennett with the concurrence of Council
COMPLIANCE WITH THE FEDERAL		President Tom Hughes
TRANSPORTATION PLANNING		
REQUIREMENTS		

WHEREAS, the Unified Planning Work Program (UPWP) update as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in Fiscal Year (FY) 2015-16; and

WHEREAS, the UPWP is developed in consultation with Federal and State agencies, local governments, and transit operators; and

WHEREAS, the FY 2015-16 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, South Metro Area Regional Transit, the Port of Portland, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2015-16 UPWP is required to receive Federal transportation planning funds; and

WHEREAS, the FY 2015-16 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; and

WHEREAS, the federal self-certification findings in Exhibit B demonstrate Metro's compliance with Federal planning regulations as required to receive Federal transportation planning funds; now therefore

BE IT RESOLVED by the Metro Council:

1. That the FY 2015-16 UPWP attached hereto as Exhibit A is hereby adopted.
2. The FY 2015-16 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. That Metro's Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.
4. That staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.
5. That staff shall submit the final UPWP and self-certification findings to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

ADOPTED by the Metro Council this \_\_\_\_\_ day of May 2015.

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Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney



## Highlights: Adopted Phase 2 Rules – March 2015

### Background

House Bill 2186, passed by the Oregon Legislature in 2009, authorized the Oregon Environmental Quality Commission to adopt low carbon fuel standards to reduce greenhouse gas emissions from Oregon's transportation fuels by 10 percent over a 10-year period. In 2010, DEQ convened an advisory committee to explore technical issues and policy choices for implementing HB2186, now called the Clean Fuels Program. In April 2012, Gov. Kitzhaber directed DEQ to move forward with the program in two separate phases: an information collection phase and a carbon reduction phase. In December 2012, the EQC adopted the Phase 1 rules. DEQ has been implementing Phase 1 since January 2013. In February 2014 Gov. Kitzhaber directed DEQ to draft rules for Phase 2. On Jan. 7, 2015, the EQC adopted the Phase 2 rules. The rules went into effect Feb. 1, 2015.

### The Clean Fuels Standards

The clean fuel standards are the annual average carbon intensity which a regulated party must comply with, expressed in grams of carbon dioxide equivalents per megajoule of energy or gCO<sub>2</sub>e per MJ. There is a standard for gasoline and gasoline substitutes and a standard for diesel and diesel substitutes. The baseline year is 2015 and the baseline carbon intensity values represent the fuels required in 2010: 10 percent ethanol blended with gasoline and 5 percent biodiesel blended with diesel fuel. The rules require a 10 percent reduction in average carbon intensity from 2015 to 2025. Here are the standards:

Calendar Year	Reduction from 2015	Clean Fuel Standard for Gasoline and Gasoline Substitutes	Clean Fuel Standard for Diesel and Diesel Substitutes
2015	Baseline Year	89.31 gCO <sub>2</sub> e per MJ	87.09 gCO <sub>2</sub> e per MJ
2016	0.25 percent	89.08 gCO <sub>2</sub> e per MJ	86.87 gCO <sub>2</sub> e per MJ
2017	0.50 percent	88.86 gCO <sub>2</sub> e per MJ	86.65 gCO <sub>2</sub> e per MJ
2018	1.00 percent	88.41 gCO <sub>2</sub> e per MJ	86.22 gCO <sub>2</sub> e per MJ
2019	1.50 percent	87.97 gCO <sub>2</sub> e per MJ	85.78 gCO <sub>2</sub> e per MJ
2020	2.50 percent	87.08 gCO <sub>2</sub> e per MJ	84.91 gCO <sub>2</sub> e per MJ
2021	3.50 percent	86.18 gCO <sub>2</sub> e per MJ	84.04 gCO <sub>2</sub> e per MJ
2022	5.00 percent	84.84 gCO <sub>2</sub> e per MJ	82.73 gCO <sub>2</sub> e per MJ
2023	6.50 percent	83.50 gCO <sub>2</sub> e per MJ	81.43 gCO <sub>2</sub> e per MJ
2024	8.00 percent	82.16 gCO <sub>2</sub> e per MJ	80.12 gCO <sub>2</sub> e per MJ
2025	10.00 percent	80.36 gCO <sub>2</sub> e per MJ	78.38 gCO <sub>2</sub> e per MJ

### Deficits and Credits

Deficits are generated when the carbon intensity value of a specific fuel exceeds the clean fuel standard in a given year. Credits are generated when the carbon intensity value of a specific fuel is lower than the clean fuel standard in a given year.

### Participation in the program

Regulated parties - Parties that import gasoline, diesel, ethanol and biodiesel for use in Oregon are regulated parties. Parties that produce ethanol and biodiesel in Oregon are regulated parties. A regulated party must balance its credits and deficits at the end of each calendar year to meet the clean fuel standards.

- An “importer” is the person who has ownership title to transportation fuel from locations outside of Oregon at the time it is brought into the State of Oregon by any means of transport other than in the fuel tank of a motor vehicle for the purpose of propelling the motor vehicle.
  - A “large importer” imports greater than 500,000 gallons per year
  - A “small importer” imports 500,000 gallons per year or less.
- A “producer” is the person who makes the fuel in Oregon.



State of Oregon  
**Department of  
Environmental  
Quality**

**Environmental  
Solutions Division**

**Oregon Clean Fuels  
Program**  
811 SW 6<sup>th</sup> Avenue  
Portland, OR 97204

Contact: Cory-Ann Wind  
Email: [OregonCleanFuels@deq.state.or.us](mailto:OregonCleanFuels@deq.state.or.us)  
Phone: (503) 229-5388  
(800) 452-4011  
Fax: (503) 229-5675  
<http://www.deq.state.or.us/aq/cleanFuel/index.htm>

Please contact Cory-Ann Wind for specific questions about what your company must do to comply with the new rules.

Last Updated: 3/17/2015  
By: Cory-Ann Wind

Credit generators - Parties that provide clean fuels - fuels whose carbon intensity values are lower than the standard for the gasoline or diesel they substitute for - are eligible to be credit generators. Credit generators are not required to participate, but can choose to voluntarily participate if they want to generate credits for fuel they provide in Oregon.

Here are the parties that are eligible to be credits generators for specific clean fuels:

- For fossil natural gas or propane, it is the owner of the fueling equipment at the facility where the fuel is dispensed for use in a motor vehicle.
- For compressed or liquefied biogas, it is the producer or importer of the fuel.
- For renewable diesel, it is the producer or importer of the fuel.
- For electricity:
  - If it is used to charge a motor vehicle in a residence, it is the electric utility, then the broker and then the owner of the electric charging equipment, in that order.
  - If it is used to charge a motor vehicle in non-residential settings, it is the owner of the electric charging equipment, then the electric utility and then the broker, in that order.
- For hydrogen, it is the owner of the fuel where it is dispensed for use into a motor vehicle.

Brokers - Parties that are not themselves a regulated party or a credit generator, but who are authorized by a regulated party or a credit generator to act on their behalf, can participate in the program to facilitate credit generation and credit trading.

### **Overview of the program requirements**

Registration - Regulated parties, credit generators and brokers must register with DEQ before producing fuel in Oregon, importing fuel into Oregon or generating or transacting credits for fuels supplied in Oregon.

Recordkeeping (product transfer documents) - Regulated parties, credit generators and brokers must keep records for each transaction of transportation fuel imported, sold or supplied for use in Oregon.

Reporting – Regulated parties, credit generators and brokers must submit quarterly progress reports and annual compliance reports. All reporting must be done using the CFP online system.

### Transfer of Obligation

For regulated fuels, it depends on whether the recipient of the fuel is a Large Importer, a Small Importer, a Producer or not an importer. If the recipient is a large importer, then the default is for the obligation to transfer to the recipient. If the recipient is a small importer, a producer or not an importer, then the default is for the obligation to remain with the transferor. The default can be overridden by written contract between the transferor and the recipient.

Pre-approved Carbon Intensity Values (Look-up Tables) - The table was expanded to mirror California's in order to allow regulated parties to use the same fuel pathway codes and carbon intensity values in Oregon as in California. Pre-approved Oregon-specific carbon intensity values were also included for E10 and B5 (that is imported as blended finished fuels) and propane (because propane is not included in the California program). The look-up tables do not include indirect land-use change at this time.

### **Timeline for program implementation**

Beginning Feb. 1, 2015 – Begin tracking fuel volumes using the new definition of importer.

Between Feb. 1 and June 30, 2015 - DEQ will reach out to all fuel providers to determine who meets the new definition of importer. Focus will be placed on providers of gasoline, diesel, ethanol and biodiesel. All new importers will need to complete the registration process by June 30 and all existing importers will need to modify their registration applications by June 30.

Beginning July 1, 2015 – All regulated parties should begin complying with the new PTD and transfer of obligation requirements.

Between Feb. 1 and Dec. 31, 2015 – DEQ will reach out to providers of clean fuels. Credit generators who intend to provide clean fuels in 2016 and brokers should begin the registration process. Quarterly and annual reporting continues. DEQ will update the CFP online system to track credit transactions.

### **2015 Oregon Legislature and the program's sunset**

On March 12, 2015, Governor Kate Brown signed SB 324. The bill removes the Dec. 31, 2015 sunset date and allows DEQ to move forward with implementing the Clean Fuels Program, as adopted by the Oregon Environmental Quality Commission on Jan. 7, 2015. DEQ's next step is to incorporate SB 324 into rules.



## Metro | Memo

Date: April 14, 2014  
To: TPAC and Interested Parties  
From: Grace Cho, Assistant Transportation Planner  
Subject: Air Quality Status for the Portland Metropolitan Region

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### **Purpose**

To provide TPAC members information about the current air quality status of the Portland metropolitan region and what it may mean for implementing transportation projects in the future.

### **Introduction**

As the metropolitan planning organization (MPO) for the Portland metropolitan region, Metro is required to ensure transportation activities funded or approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are compliant with the national ambient air quality standards (NAAQS). To comply with federal mandates, the Portland metropolitan region performs transportation conformity analysis with the update of each the regional long-range transportation plan (RTP), the metropolitan transportation improvement program (MTIP), and any substantial amendments to those adopted plans. Additionally, certain highway and transit projects must conduct specific air quality analysis during project development.

As the designated forum for transportation air quality conformity consultation, TPAC provides input on the transportation conformity analysis for the RTP and MTIP.

### **Background**

Federal law requires MPOs to work with state environmental agencies to monitor the status for six air pollutants: Ozone, Nitrogen Dioxide, Lead, Carbon Monoxide, Sulfur Dioxide, and Particulates (fine – PM<sub>2.5</sub> and coarse – PM<sub>10</sub>). When a region exceeds or has exceeded the standard for the specific air pollutant, the region receives a designation and for a significant period of time must perform transportation conformity analysis.

Currently, Metro monitors for carbon monoxide because of previous noncompliance. The analysis is required to show planned transportation activities are working to improve the air quality for areas trying to achieve get back into compliance with the standard or do not exacerbate air quality impacts beyond the standards for those areas which were once out of compliance.

### **Air Quality Status in the Portland Metropolitan Region**

Metro and DEQ staff will be presenting the current air quality related activities for two pollutants: ozone and fine particulate matter. The NAAQS revision schedule for the ozone and the current pollution levels of fine particulate matter has potential implications as these activities may affect whether the region remains in compliance with these pollutants. The presentation by DEQ will provide further detail about the status, causes, and potential implications for the region and individual jurisdictions when implementing transportation projects.

Any additional materials or informational handout will be brought to the TPAC meeting.