

# Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)  
Date: Thursday, August 14, 2014  
Time: 7:30 to 9 a.m.  
Place: Metro Regional Center, Council Chamber

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7:30 AM	1.	<b>CALL TO ORDER, DECLARATION OF A QUORUM &amp; INTRODUCTIONS</b>	<b>Craig Dirksen, Chair</b>
7:35 AM	2.	<b>CITIZEN COMMUNICATIONS ON JPACT ITEMS</b>	
7:40 AM	3.	<b>UPDATES FROM THE CHAIR &amp; COMMITTEE MEMBERS</b> <ul style="list-style-type: none"><li>• T4America Breakfast</li><li>• JPACT Finance Subcommittee</li><li>• Rail~Volution 2014 Conference</li><li>• Metro Council Transportation Legislation Wrap-up</li><li>• Oregon Department of Transportation (ODOT) Area Commissions on Transportation (ACT) Update - Councilor Collette</li></ul>	<b>Craig Dirksen, Chair</b>
7:50 AM	4.	<b>CONSENT AGENDA</b> <ul style="list-style-type: none"><li>4.1 * Consideration of Minutes for May 30, 2014</li><li>4.2 * Consideration of Minutes for July 10, 2014</li></ul>	
7:55 AM	5.	<b>TRANSPORTATION FUNDING INITIATIVES – INFORMATION/DISCUSSION</b>	<b>Earl Blumenauer, United States Congress</b>
9 AM	6.	<b>ADJOURN</b>	<b>Craig Dirksen, Chair</b>

### Upcoming JPACT meetings:

- **September 11** – Regular JPACT Meeting
- **October 9, 2014** – Regular JPACT Meeting
- **November 7, 2014** – Joint MPAC/JPACT Meeting
- **November 13, 2014** – Regular JPACT Meeting

\* Material included in the packet.

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

*For agenda and schedule information, call 503-797-1700. To check on closure or cancellations during inclement weather please call 503-797-1700.*

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**2014 JPACT Work Program**

**8/7/2014**

<p><b><u>August 14, 2014</u></b></p> <ul style="list-style-type: none"><li>• Transportation Funding Initiatives with guest Congressman Blumenauer – Information/Discussion</li></ul>	<p><b><u>September 11, 2014</u></b></p> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios Project: Draft approach evaluation results, estimated costs and draft implementation recommendations– Information/Discussion</li><li>• Streetcar Evaluation Model: Review preliminary results of FTA funded research project focused on developing tools to better understand economic impacts of streetcar investments – Seek JPACT input on next steps in work program</li><li>• Oregon Department of Transportation (ODOT) Region 1 Area Commission on Transportation (ACT) Review and Input on Options</li></ul> <p>FYI: A 45-day comment period is planned from Sept. 15 to Oct. 30 on the CSC draft approach and draft implementation recommendations</p> <p>2014 Rail~Volution Sept. 21 – 24 in Minneapolis, MN</p>
<p><b><u>October 9, 2014</u></b></p> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios Project: Continue discussion on draft approach and draft implementation recommendations</li></ul>	<p><b><u>November 7, 2014 Joint MPAC/JPACT Meeting (HOLD 8 a.m. to noon)</u></b></p> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios Project: Discuss public comments and potential refinements to draft approach and implementation recommendations</li></ul>
<p><b><u>November 13, 2014</u></b></p> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios Project: Continue discussion on public comments, potential refinements and recommendation to Metro Council</li></ul> <p>FYI: National League of Cities Congress of Cities and Exposition, Austin, TX, November 18 - 22</p>	<p><b><u>December 11, 2014</u></b></p> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios Project: Adoption of the preferred approach – Recommendation to the Metro Council requested</li><li>• Kaiser Permanente Healthcare Advocacy Kick-Off / Walking, Biking &amp; Active Transportation</li></ul>

**Parking Lot:**

- Regional Indicators briefing
- Presentation by the Oregon Trucking Association
- Oregon Resiliency Plan



**JOINT MPAC/JPACT MEETING**  
Meeting Minutes  
May 30, 2014  
World Forestry Center, Cheatham Hall

IPACT MEMBERS PRESENT

Jack Burkman  
Carlotta Collette  
Shirley Craddick, Vice Chair  
Craig Dirksen, Chair  
Nina DeConcini  
Denny Doyle  
Donna Jordan  
Neil McFarlane  
Diane McKeel  
Steve Novick  
Paul Savas

AFFILIATION

City of Vancouver  
Metro Council  
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  
City of Portland  
Clackamas County

IPACT MEMBERS EXCUSED

Shane Bemis  
Heath Henderson  
Roy Rogers  
Jason Tell  
Don Wagner  
Bill Wyatt

AFFILIATION

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

IPACT ALTERNATES PRESENT

David Collier  
Jef Dalin  
Andy Duyck  
Tim Knapp  
Matt Ransom  
Rian Windsheimer

AFFILIATION

Oregon Department of Environmental Quality  
City of Cornelius, representing Cities of Washington County  
Washington County  
City of Wilsonville  
City of Vancouver  
Oregon Department of Transportation

MPAC MEMBERS PRESENT

Ruth Adkins  
Jody Carson, Chair  
Sam Chase

AFFILIATION

PPS, Governing Body of School Districts  
City of West Linn, Clackamas Co. Other Cities  
Metro Council

Tim Clark	City of Wood Village, representing Multnomah Co. other cities
Denny Doyle	City of Beaverton, representing Cities of Washington County
Andy Duyck	Washington County
Lise Glancy	Port of Portland
Jerry Hinton	City of Gresham
Dick Jones	Oak Lodge Water District
Anne McEnerny-Ogle	City of Vancouver
Marilyn McWilliams	Tualatin Valley Water District, Washington Co. Special Districts
Doug Neely	City of Oregon City, Clackamas Co. 2 <sup>nd</sup> Largest City
Wilda Parks	Citizen, Clackamas Co. Citizen
Craig Prosser	TriMet
Martha Schrader	Clackamas County
Loretta Smith	Multnomah County
Bob Stacey	Metro Council
Jerry Willey	City of Hillsboro, Washington Co. Largest City

MPAC MEMBERS EXCUSED

Maxine Fitzpatrick  
Kathryn Harrington  
Keith Mays  
Charlynn Newton  
Jim Rue  
Steve Stuart  
Kent Studebaker  
Peter Truax

AFFILIATION

Multnomah Co. Citizen  
Metro Council  
Sherwood Chamber of Commerce  
City of North Plains  
Oregon Dept. of Land Conservation and Development  
Clark County  
City of Lake Oswego  
City of Forest Grove, Washington Co. Other Cities

MPAC ALTERNATES PRESENT

Jim Bernard  
Gretchen Buehner  
Jennifer Donnely  
Terry Gibson  
Jeff Gudman

AFFILIATION

Clackamas County  
City of Tigard  
Oregon Dept. of Land Conservation and Development  
Oak Lodge Water District  
City of Lake Oswego

STAFF: Taylor Allen, John Williams, Troy Rayburn, Jessica Rojas, Jill Schmidt, Andy Cotugno, Kim Ellis, Tom Kloster, Grace Cho, Randy Tucker, Beth Cohen, Ramona Perrault, Nick Christensen, Martha Bennett, Caleb Winter, Dan Kaempff, Valerie Cuevas, Lake McTighe, Peggy Morell, Patty Unfred, C.J. Doxsee, Lake McTighe, John Mermin and Chris Myers.

FACILITATOR: Sam Imperati, Oregon Consensus.

The joint policy advisory committee meeting on the Climate Smart Communities Scenarios Project convened at 8:00 a.m.

**1. WELCOME AND AGENDA REVIEW**

Meeting Facilitator, Sam Imperati of Oregon Consensus welcomed the members and alternates of the Metro Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT) as well as staff and interested parties.

Mr. Imperati gave an overview of the joint committee meeting agenda and goals of the meeting:

1. Review meeting outcomes and today's action
2. Consider public input, cost, climate benefit and the six desired outcomes
3. Take a poll and committee action on a draft approach to determine the basis for the Recommendation to the Metro Council

Mr. Imperati highlighted that from the six desired policy outcomes, transit has been split into two areas, capital expenditures and infrastructure to provide for a more refined recommendation. He explained that committee members would take action to make a recommendation on a draft approach. He directed committee members to the materials provided in the meeting packet and provided an overview of the voting process for the formal poll. Among the materials provided were color-coded voting cards (green, yellow and red) determining three levels of support to recommend a level of investment to test.

## **2. CALL TO ORDER AND INTRODUCTIONS**

MPAC Chair Carson and JPACT Chair Dirksen began by declaring a quorum for both Committees. JPACT Chair and Metro Councilor Craig Dirksen acknowledged the presence of Jerry Lidz, a commissioner with the Land Conservation and Development Commission and liaison to the Climate Smart Communities Scenario Project.

### **CONSIDERATION OF THE MINUTES FROM THE JOINT JPACT/MPAC APRIL 11 MEETING**

JPACT

**MOTION:** Donna Jordan moved, Jack Burkman seconded to approve the minutes from the Joint JPACT/MPAC April 11th meeting with the following amendments:

- Jack Burkman of the city of Vancouver was present at the April 11th Joint JPACT/MPAC meeting.

**ACTION:** With all in favor, the motion passed.

MPAC

**MOTION:** Ruth Adkins moved, Tim Clark seconded to approve the minutes from the Joint JPACT/MPAC April 11th meeting with the following amendments:

- Jack Burkman of the city of Vancouver was present at the April 11th Joint JPACT/MPAC meeting.

**ACTION:** With all in favor, the motion passed.

Chair Carson explained that the two committees would consider the information received on the six policy areas as well as the recommendations received from Metro Technical Advisory Committee (MTAC) and Transportation Policy Advisory Committee (TPAC). The meeting is anticipated to result in JPACT and TPAC recommending a draft approach to the Metro Council to test during the summer of 2014. She stated that this work develops the basis for developing the draft approach to reduce greenhouse gas emissions while creating great communities through adopted local and regional plans. In depth discussion will be initiated regarding the six policy areas with new information relating to cost, public input and committee recommendations. She emphasized that members bring forward perspective and priorities of the individuals they represent to the discussion.

Chair Dirksen reviewed the next steps in the process of shaping the draft approach. Councilor Dirksen provided historical context in relation to the work members are engaged in as a part of the 2040 Growth Concept. He emphasized that the potential action taken today is not a decision on the scenario. He identified one key purpose of the meeting as identifying the level of investment needed to reach the state mandated target by 2035 that provide Metro staff with sufficient direction to move forward with testing the draft approach, which will be subject to further discussion and potential refinement during the fall of 2014.

Chair Dirksen introduced Metro Deputy Director of Planning John Williams.

### **3. SETTING THE STAGE FOR SHAPING A DRAFT APPROACH TO TEST**

Mr. John Williams, Metro Deputy Planning Director, presented an overview of the straw poll results, local examples, cost information, community input and MTAC and TPAC recommendations for each policy area. Mr. Williams directs committee members to [SHAPING THE PREFERRED APPROACH: A DISCUSSION GUIDE FOR POLICY MAKERS] referenced by page number in the PowerPoint presentation.

- Regional context and what we learned so far (pp.7-15)
- Policy questions for 2014 (pp. 18 -19)
- Overview of policy areas (pp. 21- 48)
- Supplemental information (pp. 53 - 60)

MTAC & TPAC recommendations can be found in [MEMO: CLIMATE SMART COMMUNITIES SCENARIOS PROJECT DRAFT APPROACH TO TEST].

- Recommendation 1 (pp. 5)
- Recommendation 2 (pp.5)
- Recommendation 3 (pp.5)
- Recommendations 4-7 (pp. 8-1)

Members Comments Included:

- Members expressed concerns regarding parking management.
- Members encouraged that the draft approach reflect the distribution of dollars and funds unique to the individual needs and aspirations of the citizens and communities that make up each part of the Metropolitan region.

- Neil McFarlane of TriMet highlighted operation costs as well as maintenance and preservations costs for streets and highways across the three scenarios.
- Members emphasized the significant change in federal transportation funding for long term capital projects.
- Members asked clarifying questions regarding household costs and benefits across the three scenarios. Ms. Kim Ellis of Metro explained that the numbers reported for household savings only account for vehicle capital costs and during the summer of 2014 the evaluation will bring forward more information regarding transit and cost benefits.
- Members expressed interest in a cost benefit analysis of the price on carbon for people within the metropolitan region across the three scenarios.
- Metro Councilor Bob Stacey recognized the ways in which everyone benefits from transit and highlighted having a transportation funding strategy that addresses all needs and all benefits of a transportation system. He encouraged the region to explore funding strategies for transportation modes excluded from the Federal Highway Trust Fund budget.
- Mayor Charlie Hales emphasized the need to rely on state and local resources for transportation funding.
- Members emphasized the benefits from greenhouse gas emissions reduction within local communities such as access, mobility and jobs.

#### 4. **BREAK**

#### 5. **SHAPING A DRAFT APPROACH TO TEST DISCUSSION**

Mr. Imperati facilitated a discussion reviewing each of the six policy areas for members to consider input received and new information presented to recommend a level of investment to test:

- Transit: Capital & Operations (pp. 5 of memo)
- Technology (pp.6 of memo)
- Travel Information (pp.7 of memo)
- Active Transportation (pp. 7)
- Streets and highways (pp. 7)
- Parking (pp.8)

Members Comments Included:

Transit: Capital & Operations

- Members asked clarifying questions about the Columbia River Crossing LRT extension and how it impacts the 2.2 billion dollar estimated investment in the next twenty years. Ms. Ellis explained that the analysis for the draft approach will take into account the assumptions included in the draft Regional Transportation Plan.
- Neil McFarlane of TriMet expressed concern in regards to capital rehabilitation expenses.
- Members expressed interest in resources needed to meet transit service growth targets.
- Members expressed interest in the service enhancement plans and the impact on employment access across the three scenarios.
- Members asked about how the increased maintenance, improvements and construction costs on sidewalks and street ramps regarding accessibility and mobility standards has been accounted for within the scenario assumptions. Ms. Ellis explained the cost

assumptions used within the analysis were created by local governments, TriMet and the Oregon Department of Transportation (ODOT) for project cost estimates. The engineer developed a cost estimation methodology that may account for some of those standards.

- Chair Dirksen asked about the cost required to purchase and maintain more buses. Mr. McFarlane confirmed the bus maintenance cost as capital.
- Members asked clarifying questions about the ultimate objective in terms of high capacity transit and light rail in the Metropolitan region. Mr. Williams of Metro directed members to the Regional HCT Transit Plan developed by Metro which details the HCT vision of the region.
- Members highlighted that transit service enhancements require equal street accessibility and mobility enhancements.
- Members asked clarifying questions about transit affordability in Scenario C and the cost implications.

#### Technology

- Metro Councilor Carlotta Collette recognized the returned investment on technology in terms of project funding for Scenario C.
- Members expressed interest in selecting a level of investment greater than Scenario C.

#### Travel Information Incentives

- Members emphasized the small investment in travel information incentives relative to project results and localized outcomes.

#### Active Transportation

- Mr. McFarlane reinforced the connection between active transportation and transit strategy in terms of safety and comfort.
- Chair Dirksen highlighted the Regional Opinion Poll which confirmed that people support active transportation projects that are safe and provide access to transit.
- Members asked clarifying questions about the way in which the investments would be spent for active transportation. Mr. Williams explained that the money would be used for implementing the active transportation systems and priorities identified by local counties and cities throughout the metropolitan region.

#### Streets and Highways

- There were none

#### Parking

- Members expressed interest in increased parking in areas where transit service is less complete and accessible.
- Members asked about whether the funding for “park and rides” is incorporated as transit or parking investments. Mr. Eric Hesse of TriMet explained that “park and rides” are identified in transit capital investments. Ms. Ellis also explained that “park and rides” are included in the range of approaches within the scenarios.
- Chair Dirksen emphasized the ways in which parking reduces greenhouse gas emissions in each community differently providing localized context.



#### Final Comments

- Nina DeConcini from the Oregon Department of Environmental Quality (DEQ) explained that DEQ as an agency is interested in the outcomes and objectives for air quality, public health and greenhouse gas emission reduction in the final deliberations of the preferred approach and she decided to abstain from the formal vote.

#### 6. **POLL AND BREAK**

#### 7. **JOINT RECOMMENDATION TO METRO COUNCIL ON A DRAFT APPROACH TO TEST- ACTION REQUESTED**

Mr. Imperati presented the poll results and facilitated a group discussion on the results. Detailed graphs of the poll results can be accessed in the PowerPoint presentation entitled [CLIMATE SMART COMMUNITIES SCENARIOS PROJECT SHAPING THE DRAFT APPROACH FOR TESTING, SLIDES 32-33] as a part of the electronic record.

#### MPAC

**MOTION:** Dick Jones moved, Marilyn McWilliams seconded to forward today's poll results to the Metro Council as the recommended draft approach for staff testing during Summer of 2014.

**ACTION:** With all in favor, the motion passed.

#### JPACT

**MOTION:** Neil McFarlane moved, Donna Jordan seconded to forward today's poll results to the Metro Council as the recommended draft approach for staff testing during Summer of 2014.

**ACTION:** With all in favor and Nina DeConcini abstaining, the motion passed.

#### 8. **GETTING TO A FINAL RECOMMENDATION IN DECEMBER- WHAT'S NEXT**

Mr. Imperati emphasized that the recommendation does not serve as an endorsement but instead, it will be utilized by Metro staff over the summer as a model to further test and analyze. Chair Carson and Chair Dirksen thanked both committees for the effort and time put forth in developing a joint recommendation.

June 2014 – Council action on draft approach to test

June–August – Metro staff works with TPAC and MTAC to evaluate draft approach & develop implementation recommendations.

September – Report results

September-December – Public review of draft preferred approach, identify refinements & final adoption

**9. ADJOURN**

Chair Dirksen and Chair Carson adjourned the meeting at 12:00 p.m.

Respectfully submitted,



Taylor Allen, Council Policy Assistant

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY. 30, 2014**

<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
Handout	05/30/2014	JPACT/MPAC Meeting Agenda	53014-01
Handout	05/30/2014	Joint MPAC/JPACT April 11 Draft Meeting Minutes	53014-02
Memo	05/23/2014	Climate Smart Communities Scenarios Project: Draft Approach to Test	53014-03
Presentation	05/23/2014	Straw Poll Results from April 11 Joint JPACT/MPAC Meeting	53014-04
Handout	N/A	Guide to Key Takeaways from Stakeholder and Public Input in Six Policy Areas	53014-05
Discussion Guide	April 2014	Shaping the Preferred Approach: A Discussion Guide for Policymakers	53014-06
Presentation	05/30/2014	Shaping the Draft Approach for Testing	53014-07
Handout	05/30/2014	Poll: Shaping the Preferred Approach	53014-08
Letter	05/27/2014	Letter from City of Portland Bureau of Planning and Sustainability	53014-09
Handout	05/30/2014	Metro Comment Form	53014-10



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION  
July 10, 2014  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

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

MEMBERS EXCUSED

Ed Barnes  
Shane Bemis  
Diane McKeel

ALTERNATES PRESENT

Jules Bailey  
Lisa Barton-Mullins  
Jeff Swanson

AFFILIATION

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

AFFILIATION

Clark County  
City of Gresham, representing Cities of Multnomah Co.  
Multnomah County

AFFILIATION

Multnomah County  
City of Fairview, representing Cities of Multnomah Co.  
Clark County

STAFF: Beth Cohen, Andy Cotugno, Elissa Gertler, Tom Kloster, Ted Leybold, Lake McTighe, John Mermin, Troy Rayburn, Jill Schmidt, and Randy Tucker.

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

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

**2. CITIZEN COMMUNICATIONS ON JPACT ITEMS**

Kari Schlosshauer, Oregon Walks: Ms. Schlosshauer, a board member of Oregon Walks, stated Oregon Walks' mission. She requested that JPACT approve the revised language proposed in the safety plan in the Regional Transportation Plan. Ms. Schlosshauer stated that the proposed language reflects a commitment to the safety of the most vulnerable road users by establishing a standard of crosswalk safety.

### **3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS**

Chair Dirksen updated members on the following items:

- Chair Dirksen and John Smith, Chair of T4America, will host a policy discussion on July 17 addressing how to improve access to jobs for the region.
- Mr. Jason Tell provided an update on ConnectOregonV. The Oregon Transportation Commission will hold a public meeting on July 17 at the Salem Convention Center to receive public testimony on project funding recommendations.
- Councilor Carlotta Collette provided an update on the Oregon Department of Transportation (ODOT) Area Commission on Transportation (ACT) Task Force considering creation of an ACT for the Portland-Metropolitan region. Metro Council requested environmental justice and active transportation representatives on the task force. The request was met with appointment of Jeff Jones and Jonathan Nicholas to the ACT Task Force. She stated that the task force finalized its purpose statement and would like to have a discussion at JPACT in September. Members mentioned the possibility of having a discussion with the Metro Policy Advisory Committee (MPAC).
- Mr. Tell shared a letter from Secretary Fox to Departments of Transportation nationwide describing how the federal highway administration is going to manage funds approaching the end of the fiscal year. Budgets will be reviewed every two weeks to re-evaluate funding for projects. Mr. Tell stated that Oregon Department of Transportation (ODOT) believes that the current construction season will not have cancelled projects, but is concerned about the next fiscal year.
- Mr. Tell shared an announcement that ODOT is commencing to turn on the intelligent transportation system put into place along the 217 corridor and stated appreciation for those who supported the technology deployment.
- Mr. Jack Burkman stated that C-TRAN Board of Directors approved the funding of the local share for the bus-rapid transit project down 4<sup>th</sup> lane corridor.

### **4. CONSIDERATION OF THE MINUTES FOR JUNE 12, 2014**

MOTION: Councilor Shirley Craddick moved and Mr. Neil McFarlane seconded to approve the JPACT Minutes from June 12, 2014.

ACTION: With all in favor, the motion passed.

### **5. 2015 STATE TRANSPORTATION FUNDING PACKAGE**

Mr. Craig Campbell, Chair of the Oregon Transportation Forum (OTF), and Mr. Randy Tucker, Legislative Affairs Manager at Metro and Board member of OTF, provided a summary of initial discussions of the 2015 State Transportation funding package.

OTF is a nonprofit membership organization that encourages full development, maintenance and integration of all transportation modes, including highway, pedestrian, bicycle, air, transit, marine and rail, for the safe and efficient movement of people and products. OTF convened a broad conversation in early 2014 aimed at developing a transportation policy and funding package for consideration by the 2015 Oregon Legislature. OTF intends to develop a legislative proposal that addresses the funding and policy needs of all modes of transportation.

Participants established four subgroups that are meeting to develop specific policy and funding proposals: maintenance and preservation issues, enhancements to the system, capturing innovations in the system, and communication and lobbying efforts

Mr. Campbell identified topics of ongoing discussion and possible recommendations, including:

- Gas tax
- Addressing that current revenues are not sufficient in maintaining the current system
- Multi-modal funding
- Jurisdictional transfers
- Transit operational funding

Mr. Tucker stated that the forum is considering variations of an indexing proposal in development. He stated that the forum will be developing a comprehensive list of various proposals before the September meeting to organize and prioritize with the recognition that all needs are not likely to be fully addressed in a single legislative session.

Mr. Campbell stated that success in the 2015 legislative session would require a strong base of support for recommendations and welcomed participation and engagement in discussions. The group will meet again on September 10.

Chair Dirksen stated interest in reforming the JPACT finance subcommittee to engage with the 2015 state transportation package and hopes the subcommittee can review proposals from the OTF, share them with JPACT and provide feedback to OTF from a regional perspective. He also stated that he wants to ensure geographic representation on the subcommittee, the members of which are not finalized. He assured members that the subcommittee will make reports to JPACT. The subcommittee is anticipated to meet for the first time in August.

Member comments included:

Ms. Collette discussed the 2009 Jobs and Transportation Act with a pre-emption of local gas taxes and local fees. She stated that JPACT has consistently opposed a local pre-emption and asked if pre-emption is a part of the discussion at the current stage. Mr. Campbell stated that there has not yet been a discussion of pre-emption.

#### **6. 2014 REGIONAL TRANSPORTATION PLAN (RTP) AND 2015-2018 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) ENVIRONMENTAL JUSTICE AND TITLE VI ASSESSMENT**

Mr. Ted Leybold of Metro provided an overview of the findings; public comments received, staff responses and recommendations from the 2014 RTP and 2015-18 MTIP Environmental Justice and Title VI Assessment. The assessment reviews the content of efforts relative to federal civil rights regulations.

At the conclusion of the quantitative analysis, a public comment period was held from May 16, 2014 through June 20, 2014. Mr. Leybold summarized highlights of the public comments received during the public comment period and presented next steps for projects to proceed.

Based on the quantitative and qualitative assessments, a few condensed overall findings for the 2014 RTP and 2015 MTIP Environmental Justice and Title VI Assessment include:

- The region is investing in communities of concern at rates higher than the regional average.
- The assessment does not show a quantifiable programmatic disproportionate burden or disparate impact on any of the five communities of concern in the 2014 RTP or the 2015-18 MTIP investment packages.
- Qualitative information and input must be collected throughout the process to help inform the methodology and metrics used and receive feedback on the analysis results.

The 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI report also includes a draft list of recommendations based on feedback received from stakeholders throughout the process for conducting analyses and addressing potential issues in the future.

Member comments included:

Members asked clarifying questions about the order of agenda items.

Members discussed the extent to which environmental justice and Title VI analyses may or may not address disproportionate burdens and disparate impacts outside the Urban Growth Boundary (UGB). Members further discussed how a regional ACT may yield different results on the impacts or displacement of people and ability to commute to and from their jobs. Members expressed the need for a standard of measuring impacts that fits the entire region, but also expressed concern about how an ACT would be administered. Chair Dirksen clarified the Task Force's intent and stated that JPACT and Metro Council needed to take immediate action on Resolution No. 14-4533 to meet federal requirements.

Mr. Tell sought clarification that staff would return to JPACT to approve any changes in the budget or distribution of staff time before determining how to address the draft recommendations for future analyses. Ms. Elissa Gertler stated that the Unified Planning Work Program creates a unified discussion on recommendations and the process would provide an opportunity to prioritize recommendations with JPACT in relation to resources. Metro staff confirmed that the environmental justice and Title VI assessment recommendations would return to JPACT before allocating resources and staff time to complete work.

Mr. Novick discussed amending language on paragraph 4 of page 2 of Resolution No. 14-4533. Changes were summarized and made as follows:

WHEREAS, Metro staff will form a work group with agency partners, Metro equity strategy staff and interested community parties to propose updates to the work program definition, budget, and schedule ~~on~~ of the Unified Planning Work Program to address the set of recommendations identified in Chapter 5 on pages 61 – 65 of Exhibit A; and

MOTION: Mr. Novick moved, Mr. Don Wagner seconded, that JPACT amend Resolution No. 14-4533 as proposed by Mr. Novick and summarized above.

ACTION: With all in favor, the motion passed.

## **7. 2014 REGIONAL TRANSPORTATION PLAN (RTP) AND 2015-2018 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) AIR QUALITY CONFORMITY DETERMINATION**

Metro is required to conduct an air quality impact analysis with each update of Metro's RTP and development of a new MTIP to ensure the region's future long and short-term transportation investments do not cause adverse impacts to the region's air quality. For analysis, Metro informs, consults and solicits feedback from our local and regional partners about the conformity determination.

Mr. Leybold informed JPACT members of the public comments received and staff responses for the 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination.

He summarized requirements for air quality analysis work:

- Demonstrate the projected carbon monoxide emissions from transportation sources are equal to or less than the motor vehicle emissions budget established for each analysis year; and;
- Demonstrate the region is meeting performance standards for any adopted transportation control measures (TCMs), including: increasing transit service, building bicycle infrastructure, and building pedestrian infrastructure.

Mr. Leybold stated that the RTP and MTIP investment levels met air quality conformity requirements. Staff and members reviewed draft Resolution No. 14-4534 and the corresponding staff report scheduled for Metro Council consideration on July 17.

## **8. 2015-2018 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)**

Mr. Leybold of Metro provided an overview of the 2015-2018 Metropolitan Transportation Improvement Program (MTIP). The MTIP provides the framework and process of establishing project priorities within the limits of available funds to accomplish the goals of the state and metropolitan transportation plan. The Metropolitan Transportation Planning Organization (MPO) develops the MTIP in cooperation with the State Department of Transportation and Public Transportation Service providers.

The Federal Highway Administration and Federal Transit Administration require Metro and other regional agencies nationwide to make the schedule of MTIP projects available for a 30-day public comment period prior to final adoption. A total of 62 public comments were received on the 2015-2018 MTIP. Detailed and overall themes that emerged from the comments can be accessed as part of the electronic record in [APPENDIX A OF EXHIBIT A and attached STAFF REPORT].

The Metro Council is anticipated to take action on July 31, 2014. Following the Metro Council's action, the MTIP will be submitted to the Governor for inclusion in the 2015-2018 State TIP. Once there, Federal approval of the State TIP and regional air quality conformity the projects are scheduled to proceed.

Chair Dirksen recommended that JPACT members motion to adopt Resolutions Nos. 14-4533, 14-4534, and 4532 en bloc.

MOTION: Mr. McFarlane moved, Councilor Craddick seconded that JPACT recommend to Metro Council the adoption of Resolution Nos. 14-4533, 14-4534, and 4532.

ACTION: With all in favor, the motion passed.

## **9. ACTIVE TRANSPORTATION PLAN**

Lake McTighe provided an update the Regional Active Transportation Plan (ATP). If approved by Metro Council, Resolution No. 14-4526 would recommend the 2014 Regional Active Transportation Plan (ATP) attached to the resolution as Exhibit A, to service as guidance for development and completion of the regional active transportation network; and direct Metro staff to begin implementing the 2014 ATP through the Regional Transportation Plan (RTP). Ms. McTighe stated that implementation would include policy, partnerships, project development and funding.

The ATP includes plans for regional pedestrian and bicycle networks that connect to transit and daily destinations. Ms. McTighe stated that these networks represent the highest priority of pedestrian and bicycle routes of cities and counties and were updated and expanded with extensive input from partners and stakeholders. The plan also includes a set of recommended policies and actions that will contribute to increasing the safety, efficiency, and effectiveness of walking and bicycling in the region. The networks are approximately 50 percent complete at present and have updated the same elements in the 2014 RTP.

Member comments included:

There were none.

MOTION: Mr. Denny Doyle moved, Ms. Donna Jordan seconded, that JPACT recommend adoption of Resolution No. 14-4526 to Metro Council for consideration on July 17.

ACTION: With all in favor, the motion passed.

## **10. 2014 REGIONAL TRANSPORTATION PLAN (RTP) ORDINANCE NO. 14-1340**

Mr. John Mermin sought JPACT's recommendation of Ordinance No. 14-1340 to Metro Council for consideration on July 17. Mr. Mermin explained that the Regional Transportation Plan is a long-range plan that guides regional and local planning. The plan is federally required to have a financially constrained project list and the state requires that the plan matches Metro's land-use vision for the 2040 Growth Concept.

Mr. Mermin provided a summary of the plan, timeline for updating the RTP, work program completed, and final adoption process.

Mr. Mermin identified the materials for consideration within Ordinance No. 14-1340 as follows: the ordinance, Exhibits A, B, C, and D, staff report with an attached public comment report, and an addendum to Exhibit A describing City of Portland Project list edits.

Chair Dirksen stated that two proposals for amendments would be considered separately before JPACT considers recommending Ordinance No. 14-1340 to Metro Council.



Mr. Mermin distributed a letter from JPACT Chair Dirksen on behalf of the Metro Council regarding proposed amendments to RTP arterial street crossing policy [MEMO RE: PROPOSED AMENDMENTS TO RTP ARTERIAL STREET CROSSING POLICY]. This memo was drafted following the Metro Council work session on July 8, at which the Council discussed a public comment received from Washington County on the RTP's arterial street crossing policy. JPACT discussed Metro Council's proposed amendment.

MOTION: Mr. Doyle moved, Councilor Collette seconded that JPACT amend Ordinance No. 14-1340 to amend language proposed by Metro Council.

Member comments included:

- Members stated that their opposition to the proposed language was due to the limited time given to review the proposal. Members concurred that more time to discuss the implications of the policy would be necessary.
- Members expressed concern for policy requiring a minimum for street crossings and discussed the need for flexibility.

ACTION: With two in favor (Collette and McFarlane) and all others opposed, the motion failed.

JPACT reviewed a letter from Mayor of Beaverton, Denny Doyle, summarizing conversations between Hillsboro and Beaverton on projects #11737 and 11738. For project #11737 and #11738, Washington County compromised on a proposal to change language referring to "potential grade separation" to:

"Prioritize near-term improvements such as signal timing, transit prioritization, traffic operations, monitoring, and specific turn lane configurations. Intersection improvements (and/or other reasonable replacement improvements) are to be implemented and prioritized as funding allows.

If, after such improvements have been considered and motor vehicle traffic congestion becomes unacceptable, then these intersections could be considered as candidates for grade separation and/or other improvements to meet travel needs."

Member comments included:

- Mr. Roy Rogers stated the compromise was well-crafted by Washington County and allows flexibility.
- Mr. Novick expressed appreciation that Beaverton was able to reach a compromise with Washington County.

MOTION: Councilor Collette moved, Ms. Jordan seconded that JPACT amend Ordinance No. 14-1340 to include the language proposed by Washington County.

ACTION: With all in favor, the motion passed.


MOTION: Councilor Collette moved, Mr. Doyle seconded that JPACT recommend Ordinance No. 14-1340, as recommended by Metro Technical Advisory Committee, Transportation Policy Alternatives Committee, and MPAC, to Metro Council for consideration on July 17.

ACTION: With all in favor, the motion passed.

**11. ADJOURN**

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

Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "J. Schmidt".

Jill Schmidt, Council Policy Assistant

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JULY 10, 2014**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
<b>2.0</b>	Handout	7/9/14	Letter from Oregon Walks	71014j-01
<b>3.0</b>	Handout	N/A	ODOT Region 1 Transportation Coordination Task Force Purpose Statement	71014j -02
<b>3.0</b>	Handout	7/1/14	Letter from Secretary of Transportation	71014j-03
<b>5.0</b>	Handout	N/A	Oregon Transportation Forum Platform	71014j-04
<b>6.0</b>	Presentation	7/10/14	Communities of Concern and the 2014 RTP and 2015-18 MTIP; Air Quality and the 2014 RTP and 2015-18 MTIP; 2015-18 MTIP Process	71014j-05
<b>6.0</b>	Memo	7/8/14	Supplemental summary of public comment and response	71014j-06
<b>10.0</b>	Presentation	7/10/14	Ordinance to adopt 2014 Regional Transportation Plan	71014j-07
<b>10.0</b>	Memo	7/9/14	Proposed Amendments to RTP Arterial Street Crossing Policy	71014j-08
<b>10.0</b>	Memo	7/2/14	Comment received by Mayor of Beaverton on RTP projects	71014j-09
<b>10.0</b>	Handout	7/9/14	Letter from Mayor of Beaverton	71014j-10

Materials following this page were distributed at the meeting.

# ODOT Region 1 – ACT Options

	<b><u>OPTION 1A</u></b> <b><u>1 ACT</u></b> <b><u>4-County</u></b>	<b><u>OPTION 1B</u></b> <b><u>1 ACT</u></b> <b><u>Metro area “Commute Shed”</u></b>	<b><u>OPTION 2A</u></b> <b><u>2 ACTs</u></b>	<b><u>OPTION 2B</u></b> <b><u>2 ACTs</u></b> <b><u>“Communities of Interest”</u></b>	<b><u>ACT-like structures</u></b> <b><u>(Enhancement of current process)</u></b>
Geography	All of ODOT Region 1	To capture commuting patterns, this “Commute-Shed” ACT boundary would be expanded beyond ODOT Region 1 to include the next city in the commute-shed (i.e. Hood River and Hood River County; Sandy, Estacada, Molalla and the rest of rural Clackamas County; Woodburn; Newberg; Gaston, Banks and North Plains and the rest of rural Washington County; Scappoose) and would be transferred from their current ACT.	ACT 1: Metro/JPACT (including NW Multnomah County)  ACT 2: non-MPO balance of Region 1 (plus the transfer of Western Washington from the NWACT into this Region 1 Non-MPO ACT)	ACT 1: Metro/JPACT (Including NW Mult. Co)  ACT 2: Mt. Hood Loop focused on I-84, US 26 and Hwy 35 (includes east Multnomah County, Sandy and Estacada)  Western Washington Counties stays in NWACT.  Southern Clackamas County joins Mid-Willamette Valley ACT. (Includes Molalla)	ODOT Region 1 STIP Project Selection Committee continues to operate for Enhance project prioritization.
Primary Advantages	<p>A single ACT provides a single forum to set priorities.</p> <p>Dialogue between jurisdictions and stakeholders inside vs. outside Metro is facilitated.</p> <p>Provides for a unified voice for the entire Region to the OTC.</p> <p>Builds greater understanding of various economic development issues, projects and needs of the different areas throughout Region 1</p> <p>Replaces and builds on the efforts of the Region 1 STIP Project Selection Committee which was largely considered a success.</p> <p>The existing MPO function and responsibilities for JPACT would be unchanged.</p>	<p>A single ACT provides a single forum to set priorities.</p> <p>A common understanding of the transportation needs within each neighboring city and along the route connecting to the Metro region.</p> <p>Would help facilitate the coordination of multi-modal urban transportation needs between Metro and neighboring communities.</p> <p>Dialogue between jurisdictions and stakeholders inside vs. outside Metro is facilitated.</p> <p>Provides for a unified voice for the entire Region to the OTC.</p> <p>Builds greater understanding of various economic development issues, projects and needs of the different areas throughout Region 1</p> <p>The existing MPO function and responsibilities for JPACT would be unchanged.</p>	<p>May avoid membership challenges associated with merging urban and rural areas within Region 1.</p> <p>Two committees may provide for more membership opportunities and allow for unique interests, such as the Forest Service and BLM, to participate in ACT..</p> <p>Provides direct voice to Oregon Transportation Commission for each ACT on other issues.</p> <p>Ability to spend more time and focus on local needs.</p> <p>The existing MPO function and responsibilities for JPACT would be unchanged.</p>	<p>Connects communities of interest by providing venues for:</p> <ul style="list-style-type: none"> <li>• coordination of multi-modal urban transportation</li> <li>• Transportation needs around the Mt. Hood Loop by jurisdictions and stakeholders adjacent to the Loop.</li> <li>• Coordination of transportation needs associated with routes to the Coast (US 26 and Hwy 8) with the other jurisdictions dealing with these routes.</li> <li>• Coordination of transportation needs along the Hwy 211 and Hwy 213 corridors with other Mid-Willamette Valley jurisdictions dealing with these routes.</li> </ul> <p>The existing MPO function and responsibilities for JPACT would be unchanged.</p>	<p>Provides a single forum to set STIP priorities.</p> <p>Dialogue between jurisdictions and stakeholders inside vs. outside Metro could be facilitated if the membership is revised and the Committee takes on a broader role than STIP project prioritization.</p> <p>Builds on, rather than duplicates, the County Coordinating Committee structure.</p> <p>Meets on an as-needed basis.</p> <p>The existing MPO function and responsibilities for JPACT would be unchanged.</p>
Primary Disadvantages	It is possible that either the size of the ACT will be too large to effectively prioritize projects or too small to allow for extensive direct stakeholder representation. The region may be too complex for this model.	Communities outside the MPO, and in other ODOT Regions, may not see the value in this approach. In addition, the other affected ACTs might not agree to the required boundary adjustments.	Would require a “Super ACT” prioritization process, or other undetermined means to unify recommendations to the OTC.	Would require a “Super ACT” prioritization process or other undetermined means to unify recommendations to the OTC.	Does not provide a forum for additional ACT functions like Connect Oregon prioritization, modal plan review, etc.

## ODOT Region 1 – ACT Options

Primary Disadvantages (continued)	<p>If ACT membership is proportional to population the ACT will either be very large or leave rural areas feeling potentially under represented given that 89% of people in Region 1 live within the MPO boundary.</p> <p>Distance and capacity limitations may make it more difficult for some rural stakeholders to participate effectively.</p>	<p>If ACT membership is proportional to population the ACT will either be very large or leave rural areas feeling potentially under represented given that 89% of people in Region 1 live within the MPO boundary.</p> <p>Distance and capacity limitations may make it more difficult for some rural stakeholders to participate effectively.</p>	<p>Segregates the Region into areas unconnected by transportation challenges and opportunities rather than encouraging dialogue between urban and rural communities. For example, Banks would be in an ACT with Hood River rather than Hillsboro.</p> <p>2 ACTs involve more meetings.</p>	<p>Segregates the Region into communities of interest rather than encouraging dialogue between urban and rural communities.</p> <p>2 ACTs involve more meetings.</p> <p>It is not certain that the existing Mid-Willamette Valley ACT is interested in adding new areas .</p>	
Membership	<p>Jurisdictions and stakeholders throughout the 4-County area.</p> <p>Presumably, membership would include a strong overlap with JPACT.</p>	<p>Each neighbor city should be represented and significant interests along the route connecting between neighbor cities and Metro.</p> <p>Presumably, membership would include a strong overlap with JPACT.</p>	<p>ACT 1: Metro area representation could start with JPACT or STIP Project Selection Committee members within the MPO.</p> <p>ACT 2: elected officials and stakeholders throughout ODOT Region 1 outside Metro</p>	<p>ACT 1: Metro area representation could start with JPACT or STIP Project Selection Committee members within the MPO.</p> <p>ACT 2: Cities and Counties along the Mt. Hood Loop plus stakeholders reliant upon the Loop.</p>	<p>STIP Project Selection Committee membership: 4 appointments per County plus ODOT Regional Manager, JPACT Chair. City of Portland, TriMet, Port of Portland</p>
How is the STIP funding allocated?	<p>A single 4-County priority list is established.</p>	<p>A single 4-County priority list is established.</p>	<p>Two separate priority lists would be reconciled by a meeting of representatives of the two ACTS together (as a Super-ACT).</p>	<p>Two separate priority lists would be reconciled by a meeting of representatives of the two ACTs together (as a Super-ACT).</p> <p>Western Washington County would participate in NWACT and Southern Clackamas County would be part of the Mid-Willamette ACT.</p>	<p>A single 4-County priority list is established.</p>
Coordination and Communication	<p>The County Coordinating Committees and JPACT would establish formal relationships with the ACT and would assume increased responsibilities for seeking consensus on their respective regional priorities for consideration by the ACT. Hood River County would establish a similar coordinating structure.</p>	<p>Woodburn, Newberg and Scappoose would transfer to this “Commute-Shed” ACT and would need to establish coordination mechanisms with their current ACT.</p> <p>Western Washington county would be part of the new “Commute-Shed” ACT</p> <p>The County Coordinating Committees and JPACT would establish formal relationships with the ACT and would assume increased responsibilities for seeking consensus on their respective regional priorities for consideration by the ACT. Hood River County would establish a similar coordinating structure.</p>	<p>The relationship between the ACT and JPACT as the MPO would be formalized.</p> <p>The county Coordinating Committees would establish formal relationships with ACT 2 and would assume increased responsibilities for seeking consensus on their respective rural priorities for consideration by ACT 2. Hood River County would establish a similar coordinating structure.</p>	<p>The County Coordinating Committees and JPACT would establish formal relationships with the ACT and would assume increased responsibilities for seeking consensus on their respective regional priorities for consideration by the ACT. Hood River County would establish a similar coordinating structure.</p>	<p>County Coordinating Committees and/or JPACT may request to have input on non-STIP items before the OTC.</p>
Variations	<p>Western Washington County could be in or out of ODOT Region 1 ACT</p> <p>Hood River County could align with the Lower John Day ACT</p>	<p>Woodburn, Newberg and Scappoose could remain in their current ACT and a mechanism to coordinate with the Region 1 ACT would need to be established.</p>		<p>Canby could be in the Metro Portland ACT rather than Mid-Willamette Valley ACT</p>	<p>Western Washington County could be in or out of STIP Project Selection Committee</p>

Advisory Vote# 1

TOLL-FREE EAST COUNTY BRIDGE ADVISORY VOTE

Shall the Clark County Board of Commissioners approve proposed Resolution 2014-07-27 for a toll-free East County Bridge?

YES .....o  
NO .....o

**Section 3. Authorization of Local Voters' Pamphlet.** The preparation and distribution of a local voters' pamphlet providing information on the foregoing ballot measure is hereby authorized. The pamphlet shall include an explanatory statement and arguments advocating approval and disapproval of the ballot measure. The preparation of the explanatory statement, the appointment of pro/con committees and the preparation of arguments advocating approval and disapproval of the ballot measures is authorized as provided in RCW Chapter 29A.32 and the rules and guidelines of the County Auditor. The names of the committee members appointed shall be provided to the Auditor by August 5, 2014 and arguments for approval or disapproval of the ballot measure shall be provided to the Auditor by August 14, 2014. The explanatory statement shall be prepared by the Prosecuting Attorney and filed with the Auditor on or before August 15, 2014.

**Section 4. Effective Date.** This resolution shall be effective immediately after its adoption.

**ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

Board of Commissioners of Clark County, Washington

Attest:  
s/Rebecca Tilton, Clerk of the Board  
s/Tom Mielke, Chairman, Commissioner

Approved as to Form:  
s/Anthony F. Golik, Prosecuting Attorney

1  
2 **PROPOSED**  
3 **TOLL-FREE EAST COUNTY BRIDGE RESOLUTION 2014-07-27**

4 A resolution to create a policy of the Clark County Board of Commissioners that defines  
5 and supports a toll-free East County Bridge proposal.

6  
7 **Because** the Board serves as representatives of the Citizens of Clark County; and

8  
9 **Because** the economic wellbeing, public health, safety and welfare of the Citizens are  
10 determined by major transportation projects; and

11  
12 **Because** the need for this policy is demonstrated by the voter rejected CRC project that  
13 consumed \$200 million before it was abandoned for lack of community support; and

14  
15 **Because** that loss makes clear that there is a need for the following guiding principles  
16 that would better protect the Citizens from inappropriate projects, maximize the benefits,  
17 minimize the costs, and ensure project success:

18  
19 **Principle 1 – Protect and enhance the Columbia River navigation channel:**

20 The Columbia River is North America's largest river connected to the Pacific Ocean and  
21 serves as our local economy's most important marine freight corridor. Any bridge  
22 proposal that would impede the navigation channel would inflict unacceptable harm to  
23 present and future businesses essential to Clark County jobs and economic vitality.

24  
25 **Principle 2 – Protect and enhance interstate commerce:**

26 The transportation corridors across the Columbia River work as a system. Any bridge  
27 proposal that would employ tolls would divert traffic to the other bridge. Tolling the I-5  
28 Bridge would cause unacceptable congestion on the I-205 Glenn Jackson Bridge, stifle  
29 interstate commerce, delay access to Portland International Airport, and harm our local  
30 economic vitality.

31  
32 **Principle 3 – Protect and enhance the unity of our bi-state community:**

33 Adding tolls to one Columbia River Bridge would eventually trigger tolls on any alternate  
34 bridge and erect a virtual barrier between our bi-state community that would harm our  
35 interstate commerce.

36  
37 **Principle 4 – Provide new freight corridors:**

38 New freight corridors are needed to connect our bi-state community to provide  
39 redundant and alternate routes, relieve congestion, add additional lane capacity,  
40 shorten commute times, reduce air pollution, and improve our quality of life.



41 **Principle 5 – Reserve resources for future bi-state freight corridors:**  
42 Avoid all-consuming bridge projects that are so costly that the expectation of ever  
43 building any new bi-state bridges would be virtually forfeited. Smaller, simpler and  
44 lower cost projects would provide more timely incremental improvements and conserve  
45 limited transportation funds for future projects.

46  
47 **Principle 6 – Invite innovative private sector firms to propose, design and build:**  
48 Bureaucracies should only do what the private sector cannot do better, faster, cheaper.  
49 Local government should welcome unsolicited proposals from capable reputable firms  
50 to envision simple, creative, affordable solutions.

51  
52 **Principle 7 – Determine if the proposal is a community embraced project:**  
53 Before spending substantial sums on a project, the county should provide Clark County  
54 citizens with an upfront advisory vote to determine if the proposal is a community  
55 embraced project and respect the results.

56  
57 **Because** the previously abandoned CRC project violated all of these guiding principles  
58 and was rejected by 223 out of 228 precincts in the November 2013 Advisory Vote #1, it  
59 is recognized as the opposite of a community embraced project that would do more  
60 harm than good; and

61  
62 **Because** an alternate proposal for an East County Bridge consistent with all of the  
63 above principles was supported by a majority of the citizens in the November 2013  
64 Advisory Vote #3, it is recognized as a community embraced project; and

65  
66 **Because,** in response to that advisory vote, the Board unanimously adopted East  
67 County Toll-Free Bridge Resolution 2013-07-21 in a January 21, 2014 public hearing;  
68 and

69  
70 **Because** item 14 of that Resolution directed the Board to clearly support, provide  
71 leadership and champion the proposed bridge project; and

72  
73 **Because** the Board received a proposal to design, build and assist with possible multi-  
74 year financing for a toll-free East County Bridge that achieves the goals outlined in that  
75 Resolution that could be completed in five years; and

76  
77 **Because** that proposal was presented to the community in a duly advertised public  
78 meeting on July 25, 2014 and published on The Grid of the Clark County website; and

79

80 **Because** that project would increase the number of freight corridor travel lanes across  
81 the Columbia River by 28.5% for a cost per lane that is far less than the previously  
82 considered CRC project; and

83  
84 **Because** the previously considered CRC project required tolls to service billions of  
85 dollars in debt above and beyond a \$900 million cash down payment from Oregon and  
86 Washington; and

87  
88 **Because** the total cost for this proposed project (including everything) is less than the  
89 down payment of the previously considered CRC project; and

90  
91 **Because** the proposed project is by far, much more affordable than the previous CRC  
92 project and can therefore be reasonably expected to receive bi-state funding without  
93 requiring tolls; and

94  
95 **Because** item 13 of the adopted Resolution directs the Board to present the newly  
96 received toll-free East County Bridge proposal to the citizens in a county-wide advisory  
97 vote election; and

98  
99 **Because** this matter was considered at a duly advertised public hearing, where the  
100 Board concluded that adoption of this policy would be in the best interests of the  
101 economic wellbeing, public health, safety and welfare of the Citizens, now therefore:

102  
103 **BE IT ORDERED AND RESOLVED BY THE BOARD OF COUNTY**  
104 **COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON AS FOLLOWS:**

105  
106 The Board shall adopt these findings and guiding principles and support the toll-free  
107 East County Bridge proposal as presented in the July 25, 2014 public meeting as  
108 defined below:

- 109  
110 1. Provide a third free-flowing connection between Oregon and Washington that  
111 enhances interstate commerce, relieve traffic congestion across the Glenn  
112 Jackson I-205 Bridge and in turn, relieve traffic congestion across the I-5  
113 Columbia River Bridge; and
- 114  
115 2. Connect Clark County at SR-14 at SE 192<sup>nd</sup> Ave to Airport Way in Oregon with  
116 provision for a future non-stop direct connection to I-84 at exit 13; and
- 117  
118 3. Be toll-free, have a total cost less than \$860 million; and
- 119

- 120 4. Have two through lanes in each direction plus shoulders for cars, trucks and  
121 buses plus paths for bicycles and pedestrians; and  
122  
123 5. Accommodate express bus service from Clark County Washington to the  
124 Portland TriMet Light Rail station about 1.3 miles south of I-84 on 181<sup>st</sup> Avenue;  
125 and  
126  
127 6. Meet or exceed the navigation clearances of the I-205 Glenn Jackson Columbia  
128 River Bridge so as to not impede marine traffic; and  
129  
130 7. Be a model of integrity, transparency, forthrightness; and  
131  
132 8. Minimize the work done and the money spent by public agencies; and  
133  
134 9. Follow financial management and accounting practices recommended by  
135 forensic accountants including periodic audits; and  
136  
137 10. Genuinely seek input from local elected representatives and citizens through  
138 open dialog and meaningful two-way interactions to improve the design to best  
139 serve the citizens; and  
140  
141 11. It shall be the policy of the Clark County Board of Commissioners to clearly  
142 support, provide leadership and champion the proposed bridge project and the  
143 guiding principles for community embraced projects.  
144

145  
146  
147  
148

**ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

# Proposal to Clark County for the East County Bridge



**Design and build 4-Lane East County Bridge with shoulders and 2 - 12' multi-use pathways: cars, trucks, buses, pedestrians, & bicyclists**

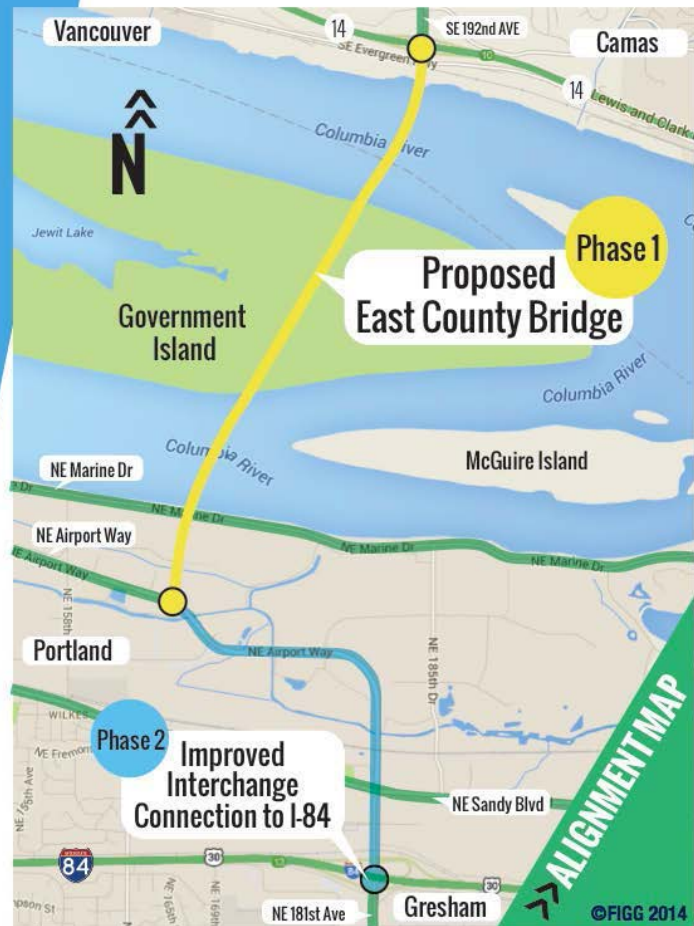
**Connects 192nd/SR-14 in Washington and NE Airport Way in Oregon with plans for future direct connection and interchange enhancements with I-84**

**Meet navigational channel clearances like I-205 - 300' horizontal, 144' vertical over shipping channel - alignment perpendicular to channel for added safety**

**Bridge over Government Island to preserve environment**

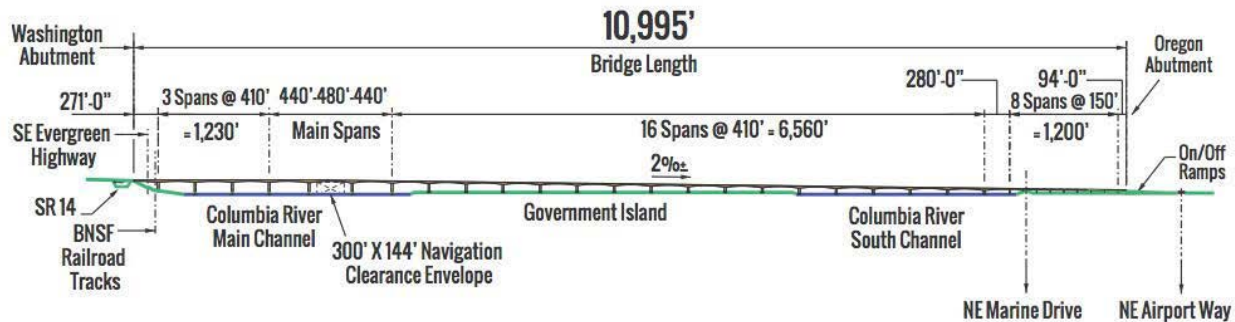


## Overall Bridge Layout



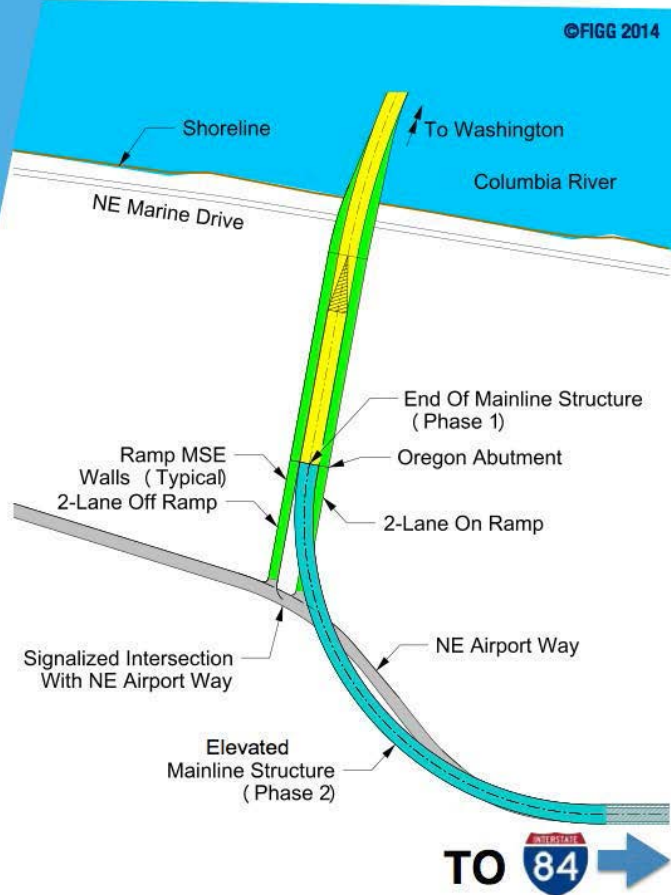


# Overall Bridge Elevation



©FIGG 2014

## South End Interchange Configuration



©FIGG 2014

# East County Bridge Project Schedule

## Open in 5 years from Notice to Proceed

	2 Years		3 Years		
	Environmental, permitting, right-of-way, pre-construction engineering		Design and Construction		
	YEAR1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
ENVIRONMENTAL ANALYSIS AND DOCUMENT *	24 mo.				
FINAL PERMITTING		12 mo.			
BRIDGE/ROADWAY ENGINEERING (FOR ROW and PERMITTING)	9 mo.				
RIGHT OF WAY ACQUISITION		12 mo.			
PRE-CONSTRUCTION BRIDGE AND ROADWAY ENGINEERING		12 mo.			
DESIGN/BUILD			36 mo.		

\* Involves full cooperation with all local, state and federal agencies

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# East County Bridge Project Costs

## Turnkey Design/Build Proposal

### COSTS

Design/Build Project

\$830 Million

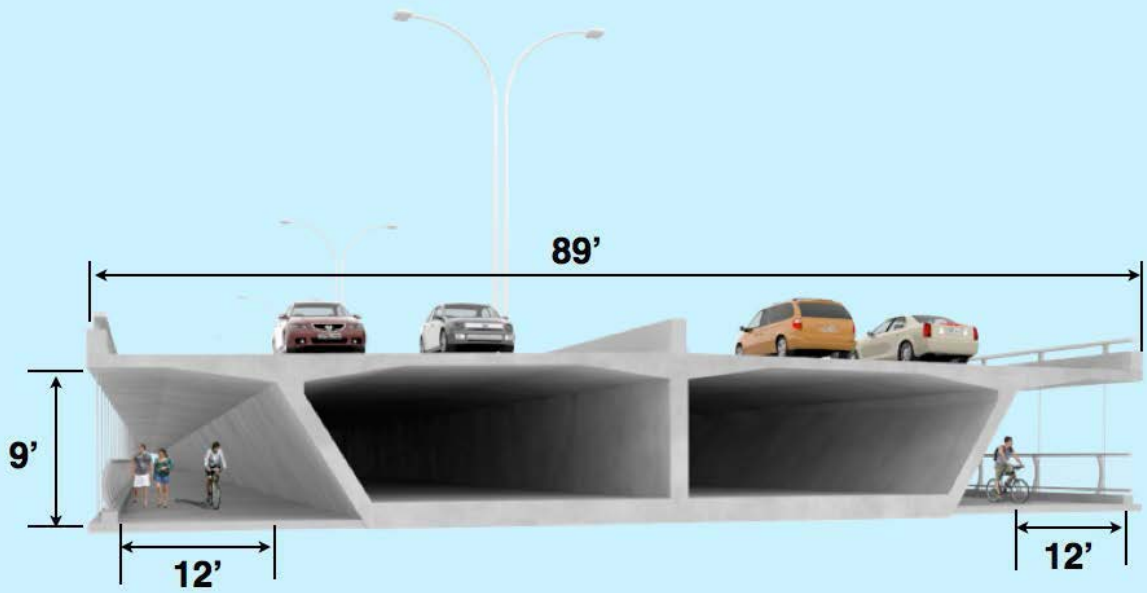
Further defined in first year of project development:  
Right-of-way, mitigation, geotechnical conditions

\$30 Million

Less than

\$860 Million

Multi-year financing can be provided by this team so that public funds can achieve this bridge over time

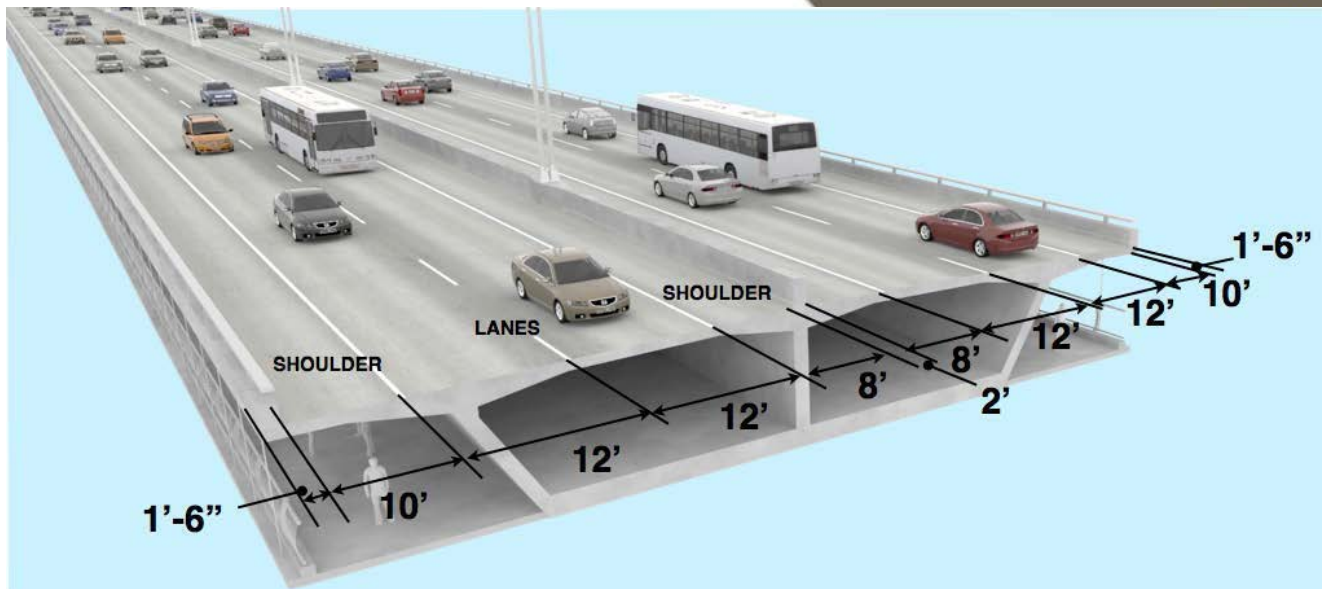


### Bridge Configuration

Two 12' multi-use protected pathways for pedestrians and bicycles

Scenic views of the Columbia River

©FIGG 2014



### Bridge Configuration

Each direction - NB and SB provides:  
2 - 12' lanes with  
10' outside & 8' inside shoulders

Provides for cars, trucks, buses,  
pedestrians and bicycles

©FIGG 2014





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# Driving the Highway Trust Fund Into the Ground

By Norm Ornstein

The incipient deal between Senate Veterans' Affairs Committee Chairman Bernie Sanders and his House counterpart Jeff Miller on a VA-reform bill to deal with the terrible backlogs of medical treatment is the first encouraging sign that the last stages of the 113th Congress will not be a total, embarrassing failure. There is also a chance, though not a great one, that we will see some kind of patch to deal with the border crisis. Still, with only two days left before the August break, with a minimal schedule set for the fall, and with Republicans determined not to rock their own boat by forcing votes that divide the GOP Conference between radicals and conservatives—which means votes on almost anything that could result in a signing ceremony—it is hard to be very bullish.

And that is profoundly depressing. The fact is that there are multiple crises or pressing problems out there, and the deep dysfunction in Congress is like a force field where progress on solutions bounces off to die. Nowhere is this more true than in the broad area of infrastructure, and the narrower and more immediate need to replenish the Highway Trust Fund.

The fund has been financed through the gasoline tax, and a combination of factors has seen it dwindle to next to nothing. With crumbling highways and bridges and greater demand, the needs have grown. But the revenue from the gas tax, which has not changed from the 18.4 cents a gallon imposed in 1993, has not come close to keeping pace. Inflation has reduced its value by nearly 40 percent; if inflation indexing had been in place, the tax on autos would now be 29 cents a gallon. At the same time, the dramatic advances in fuel efficiency have substantially eroded the amount coming in, and the value will erode much further as the new fuel-efficiency standards take effect over the next decade.

The Senate wrestled Tuesday with a short-term patch for the highway fund, and the House passed a \$10.8 billion bill last week that would keep projects going through May. But the efforts represent only a quick fix. The Congressional Budget Office tells us that to meet the expected needs for highway infrastructure, the trust fund will require an additional \$172 billion over the next 10 years. The good news is that this spending is a bargain, given its propellant effect on the economy and jobs.

There is an immediate need to replenish the Highway Trust Fund to prevent a disaster in the peak construction season coming up. The estimates are that failure to do so will cut federal transportation dollars going to the states by 28 percent, affecting 100,000 projects that employ 700,000 workers, and dealing a serious blow to an economy trying now to recover from the long period of economic downturn and stagnation. The way to do that is to increase the gasoline tax. Problem-solvers Bob Corker of



Tennessee and Chris Murphy of Connecticut have proposed a commonsense and modest plan calling for an increase of 12 cents per gallon in the tax, indexing it to inflation. But House Republicans have balked at any tax increase (thanks, Grover Norquist!). And plenty of Democrats in Congress and the White House are fearful of a gas-tax increase right before the election—it is, after all, the most visible federal tax, something most Americans see every time they go to fill up.

Still, given the regressive nature of the tax (wealthier Americans are more likely to have fuel-efficient cars than poorer ones, and spend a much smaller share of their incomes on gasoline), and the continuing improvements in fuel efficiency, the gas tax is not the long-term solution to the problem. Democratic Representative Earl Blumenauer of Oregon has been working on this issue for some time, and he has come up with a constructive and thoughtful approach, embodied in something he calls the Update Act. Blumenauer would phase in a tax of 15 cents a gallon over the next three years—but move to a more sensible and stable source of funding to be put in place by 2024. What would that be? Most likely, it would follow the recommendations of two commissions that addressed these issues in 2008 and 2009, both of which called for examining mileage-based user fees as a replacement for the gas tax. A fee of 2 cents a mile would raise the same amount as a gas tax of 15 cents a gallon. Gas taxes are actually rough-cut mileage fees; you drive more miles, you use more gas. But gas taxes are a greater burden on those who drive heavier and less fuel-efficient vehicles, which means it hits the poor and rural residents harder. Contrary to conventional wisdom, mileage-based user fees would actually be less of a burden than are gas taxes on rural residents who have to drive long distances to work or shop.

There are lots of ways to make a mileage-use system work. Oregon and other states are using state-of-the-art technology that can track how many miles a vehicle is driven and at the same time not be intrusive. It is easily done with systems like GM's OnStar, and could be phased in to include basic technology limited to counting miles on all cars. In his bid to ultimately get rid of the federal gas tax, Blumenauer wants to take a substantial period of time to let states experiment with options that fit their residents' needs and desires, taking into account privacy concerns.

There should be nothing ideological about finding rational ways to pay for surface-transportation infrastructure, and clearly those who use it more should pay more. But our tribal wars have gotten in the way of rationality on this as in so many other issues—including of course broader infrastructure needs such as rebuilding and strengthening the electrical grid while protecting against cyberthreats; moving to greener and more efficient fuels; expanding high-speed Internet connections to all Americans; rebuilding aging sewers, water lines, and subways; and many more needs that must be addressed to enable the country to compete in the 21st-century global economy.

Action in the immediate term is a test for the current Congress on whether it can barely inch over the bar of acceptable performance. Action to complete a strong and meaningful long-term plan where funding is clearly the best investment the country can make is a bigger test for our institutions. Inaction on either or both fronts would cement the 113th Congress as a top contender for worst Congress ever.

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