



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

October 11, 2012

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Sam Adams
Rex Burkholder
Carlotta Collette, Chair
Shirley Craddick
Nina DeConcini
Craig Dirksen
Donna Jordan
Ann Lininger
Neil McFarlane
Roy Rogers
Jason Tell
Bill Wyatt

AFFILIATION

City of Portland
Metro Council
Metro Council
Metro Council
Oregon Department of Environmental Quality
City of Tigard, representing Cities of Washington Co.
City of Lake Oswego, representing Cities of Clackamas Co.
Clackamas County
TriMet
Washington County
Oregon Department of Transportation, Region 1
Port of Portland

MEMBERS EXCUSED

Shane Bemis
Jack Burkman
Deborah Kafoury
Steve Stuart
Don Wagner

AFFILIATION

City of Gresham, representing Cities of Multnomah Co.
City of Vancouver
Multnomah County
Clark County
Washington State Department of Transportation

ALTERNATES PRESENT

Diane McKeel
Lisa Barton Mullins

AFFILIATION

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

STAFF: Andy Cotugno, Alison Kean Campbell, Colin Deverell, Kim Ellis, Elissa Gertler, Tom Kloster, Robin McArthur, Lake McTighe, John Mermin, Kelsey Newell, Joshua Naramore, Ramona Perrault, Katie Shriver, Dylan Rivera, Marc Week, Ina Zucker.

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

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:31 a.m.

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

Due to a number of individuals who wanted to provide comments on the 2015-18 MTIP, Chair Collette moved the comments on the MTIP to the MTIP agenda section.

- Councilor Jeff Goodman of Lake Oswego, speaking on his own behalf, stated that he could bring a weeklong convention to the Oregon Convention Center when the Convention Center Hotel gets build. Mr. Goodman also commented on population forecasts and asked the committee to have humility. He provided a list of numbers for employment and household projections. He noted a

drop in household projections. He noted the policy implications of the communities if they were too high or too low.

3. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Chair Collette reminded the committee that Metro is seeking TPAC Citizen representatives. Four community representative seats on TPAC are open for application: 3 are for 2-year terms, 1 would have a 1-year term to fill a vacancy. Metro seeks volunteers who can represent the needs of the community and bring expertise in the following areas related to transportation planning: environmental justice; economic development; underserved communities; health, air quality, and climate change. Applications are due next Friday, Oct. 19.

Chair Collette provided an update on State Transportation Strategy Vision. Work continued in October on the (STS) being lead by ODOT through the Oregon Sustainable Transportation Initiative. Under SB 1059, the Oregon legislature directed ODOT to develop a transportation strategy to meet the state's greenhouse gas emissions reduction goal of 75 percent from 1990 levels by the year 2050. The work on the STS is similar to, and being coordinated with, the Metro region's Climate Smart Communities work. The major difference is that while our Climate Smart work focuses on the light-duty transportation sector, the STS is addressing not only light-duty vehicles, freight ground travel, and air travel. The OTC is scheduled to take action on the STS Strategy Document in October, but that date may be pushed to November.

Chair Collette discussed the October 23 JPACT Regional Funding Subcommittee Meeting. The topic will be 2013 legislative agenda. Lobbyist from a number of cities, counties, agencies will be on hand for the conversation. A memo laying out the range of issues to be discussed will be provided in advance of the meeting.

Chair Collette provided a summary of the Street Smart Communities workshop Metro and FHWA hosted on September 20, which focused on TSMO. The workshop was an activity of the Climate Smart Communities Scenarios Project. Transportation system management is one of the strategies that the Scenarios Project has identified as helpful toward meeting state carbon emissions goals. To kick off the workshop, TSMO expert Steve Lockwood, a senior VP at Parsons Brinkerhoff, gave a TSMO 101 presentation on strategies and conditions needed for regions to successfully manage their transportation networks. Steve's key message was that streets and highways do not just stop at jurisdictional lines—it takes purposeful collaboration across the region to create communities that are street smart. There is a summary report available on Metro's website.

Mr. Bill Wyatt provided a summary of number of meetings held recently concerning exports and industrial land. The meetings included a regional export summit and a global freight conference. The regional solution center met with the Governor to discuss industrial land to discuss brings shovel ready sites to the market. Mr. Jason Tell discussed learning about a local bike manufacturer at the conference who was exporting bike parts overseas.

Councilor Shirley Craddick stated that last week there was a forum on the site readiness of large industrial sites. The forum looked at lands available in the UGB, how the site can be open to jobs, and permitting. She stated it could be a good opportunity to bring jobs to the region.

4. CONSIDERATION OF THE JPACT MINUTES FOR SEPT. 13, 2012

MOTION: Mr. Wyatt moved, Councilor Donna Jordan seconded, to approve JPACT Minutes for Sept. 13, 2012.

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

5. IMPLEMENTING THE REGIONAL TRANSPORTATION SAFETY PLAN RECOMMENDATIONS

Chair Collette considered moving the Safety plan to after the MTIP discussion. Staff stated that the Safety plan tied into the MTIP discussion and asked if the presenters could continue with an abbreviated presentation. Mr. Josh Naramore of Metro introduced the Regional Transportation Safety Plan. Since fall 2009, responding to an FHWA recommendation, Metro has been working with the Regional Safety Workgroup to better integrate safety into the transportation planning process. The Workgroup is comprised of the Metro region's cities and counties, Metro, TriMet, ODOT, researchers from PSU and practitioners specializing in transportation safety. The Workgroup recently completed a Regional Transportation Safety Plan (RTSP), the first of its kind for this region with the goal to help the region meet the RTP target for reducing fatal and severe injury crashes. At the June 14 JPACT meeting, Metro staff presented the safety findings and recommendations. JPACT directed Metro staff to develop a strategy to implement the safety recommendations. Staff has been working with partners to develop a strategy and identify potential resources for a safety process. Mr. Anthony Buczek presented the strategy for implementing the safety plan recommendations.

6. DIRECTION ON THE 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Naramore provided a background on the 2015-18 MTIP. Metro staff received policy direction from JPACT at the September 13 meeting on the development of the MTIP and the regional flexible funds allocation (RFFA). Action on the 2015-18 MTIP policy direction is scheduled for the November 8 JPACT meeting. Based on JPACT direction at the September 13 meeting to use the 2014-15 RFFA process as a baseline, the 2016-18 RFFA process, will have an additional \$37.78 million to allocate. Metro staff presented three options for how to spend the additional \$37.78 million: Option 1, invest using the same 75-25 percent split the region did in 2010; Option 2, split the money by different percentages; Option 3, invest in new project categories.

JPACT directed Metro staff to work with TPAC to further refine a policy direction around Option 3 and that the proposal should prioritize investments that: Address economic opportunity and job creation, Take a system wide approach, Leverage private sector investments, Consider corridor safety, Reflect criteria from Transportation Investment Generating Economic Recovery (TIGER), Implement corridor planning work, Improve access to industrial lands. TPAC had a wide-ranging discussion about the 2016-18 RFFA process. Specific to the development of Option 3, TPAC requested further definition of the process by which the Regional Economic Opportunity Fund would be allocated to meet JPACT objectives while Some TPAC members recommended for JPACT to consider Option 1 and allocate the \$37.78 million along the 75/25 percent split. Mr. Naramore asked the committee to provide further policy direction for Option 3.

Chair Collette noted two packets of written comments provided to the committee and opened the meeting to citizen comments on the 2015-18 Metropolitan Transportation Improvement Program.

- Representative Alissa Keny-Guyer of Oregon House District 46 addressed the committee. Her districts includes 82nd avenue and division where PCC is scheduled for expansion as well as Foster and Powell both of which are major concerns and work related to safety. Representative Keny-Guyer has been a part of many meetings and engagements to work on the issue. The

arterials are important for employment and livability and she hoped that the committee would note that in their allocation.

- Cynthia Gomez of Multnomah County stated that as JPACT deliberated on the RFFA funds she encouraged the committee to choose Option 1. Criteria to Option 1 the should be around safety, accessibility and equity. As a community organizer in the Latino community she was involved in the 2010 RFFA process where JPACT set valuable equity criteria. She is looking at JPACT to increase investments in bike, walk and transit infrastructure. Her community is seeking transportation justice. The Community should continue to the progressive city we claim to be by focus our limited transportation dollars on healthy and environmentally friendly infrastructure that increase our counties transportation option. She encouraged the committee to maintain the 75/25 split and the environmental criteria of the 2010 RFFA. She encouraged the committee to review their community engagement process so that all voices are heard.
- Cameron Whitten of the Urban League of Portland, but speaking on his own behalf, encouraged the committee to support Option 1. He recognized the past dissonance between active transportation and freight advocates on the issue of Jobs. He noted a Portland State University Study, which showed that people who use active transportation are completive with people who use automobile transportation. He stated that option 1 is a good option to make the economy more versatile and resilient and provide economic and equitable justice for voices that are not heard.
- Lew Scholl of the Montavilla Neighborhood Association, discussed the possibility of jurisdictional transfer of 82nd Avenue from ODOT to PBOT. He stated that the area wants more local control of 82nd avenue. Part of that is pedestrian and bicycle access. 82nd Ave has historically been left out of the planning process. Perhaps improvements can be made with jurisdictional transfer; a discussion should be consider it.
- Allan Rudwick of the Eliot Neighborhood Association, Mr. Rudwick stated that he is a bike commuter and works in Washington County. Originally, the thought on Option 2 was that would lower the percentage for active transportation from 75 percent. He stated that he supported Option 2 with an increase in the percentage going to active transportation. In the last 75 years, transportation dollars have primarily gone to automobile and freight projects. More recently we have spent money on the regional bike network. He believed that historically 98% of the RFFA was for active transportation and the region should put as much money into that until the regional has a full active transportation grid.

The committee discussed the following items:

- Some members suggested the committee should move forward and commit nine million dollars each to the three TIGER IV applicants from early in 2012. Other members expressed concern about picking projects without evidence based transparent process, which may be attune to earmarking or regional sub-allocation. Members noted that the three TIGER projects went through an extensive validation process as well but other members pointed out that the JPACT process is a different process.
- Some members expressed concern with the timeliness of the process. Certain projects like the Sunrise Corridor project would require a quicker commitment.
- Some members expressed concern that the staff proposal did not emphasize safety and corridor planning work. Members suggested the remaining funds, not spent on regional opportunity projects, be spent on safety.
- Members expressed concern that given the economic and political climate, constituents would not accept it the committee did not support job creation.
- Some members encouraged the committee to honor a process to evaluate projects, to include the three TIGER IV applicants as well as other projects, which could compete with agreed upon criteria and performance outcomes.
- Members suggested adding the 21century corridor projects to the criteria.

MOTION: Mr. Jason Tell moved, Councilor Ann Lininger seconded, to recommend Option 3 with the additional criteria of corridor safety, environmental justice and equity, implementing corridor plan projects and to expedite the process.

Discussion: Roy Rodgers recommended a friendly amendment to expedite to the project selection. Commissioner Rodgers noted time sensitivity of some projects, which could not wait until summer 2013 for approval. The committee accepted the amendment; the above motion includes the amendment. Staff noted that even with an expedited process there is still a federally prescribed process, which must be met.

ACTION TAKEN: With all in favor, with one abstain (N. DeConcini), the motion passed.

7. ADJOURN

Chair Collette adjourned the meeting at 8:53a.m.

Respectfully submitted,



Marc Week
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR OCTOBER 11, 2012

The following have been included as part of the official public record:

ITEM	Document type	Doc Date	Document Description	Document No.
2	Hand out	10/11/2012	Lake Oswego Household Projections Metro Comparisons	101112j-01
3	PPT	10/11/2012	Regional Mobility Report card	101112j-02
5	PPT	10/11/2012	Regional Transportation Safety Plan: Implementing the Recommendations	101112j-03
6	Packet	10/11/2012	Comments on Direction of the 2015-18 Metropolitan Transportation Improvement Program for JPACT	101112j-04
6	Packet	10/11/2012	Additional Comments on Direction of the 2015-18 Metropolitan Transportation Improvement Program for JPACT	101112j-05
2	Flyer	10/11/12	Flyer: FHWA Getting the Most out of your transportation system Investments	101112j-06