



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
November 14, 2013
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Carlotta Collette, Chair
Shirley Craddick
Nina DeConcini
Kathryn Harrington
Donna Jordan
Neil McFarlane
Diane McKeel
Lisa Barton Mullins
Steve Novick
Paul Savas
Jason Tell
Roy Rogers

AFFILIATION

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

MEMBERS EXCUSED

Shane Bemis
Steve Stuart
Bill Wyatt

AFFILIATION

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

ALTERNATES PRESENT

Lisa Barton Mullins
Susie Lahsene

AFFILIATION

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

STAFF: Grace Cho, Beth Cohen, Andy Cotugno, Kim Ellis, Elissa Gertler, Michelle, Tom Kloster, Ted Leybold, Lake McTighe, John Mermin, Jim Middaugh, Kelsey Newell, Deena Platman, Randy Tucker, Steve Wheeler.

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

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

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS

There were none.

Chair Collette updated members on the following items:

- Introduced Taylor Allen, Council Policy Assistant, who will serve as the Recording Secretary for JPACT.
- The Association of Metropolitan Planning Organizations (AMPO) Conference took place October 22-25 and included a number of local speakers who highlighted statewide planning, national AMPO requirements and new tools utilized in scenario planning and regional safety.
- An Oregon AMPO Consortium meeting took place Friday, October 25, following the AMPO Conference. The consortium endorsed the ODOT platform for federal legislation for the Reauthorization of Map-21.
- The ConnectOregon V applications are due Monday, November 25.
- A retrospective evaluation of the 2016-18 Regional Flexible Fund Allocation process is currently underway. Stakeholders will receive an e-mail invitation to participate in a short questionnaire.
- The Active Transportation Plan (ATP) workshop, composed of over 35 local government officials, staff and community leaders is scheduled to meet and review the Regional Active Transportation Draft Plan at the end of December.

4. CONSIDERATION OF THE MINUTES FOR OCTOBER 10, 2013

MOTION: Commissioner Steve Novick moved, Councilor Donna Jordan seconded, to approve the JPACT Minutes from October 10, 2013.

ACTION: With all in favor, the motion passed.

5. PUBLIC ENGAGEMENT GUIDE: RESOLUTION NO. 13-4476

Councilor Kathryn Harrington introduced the Public Engagement Guide, which was formerly known as the Public Engagement Policy for Transportation Planning. The guide is intended to help elected officials make informed decisions that include the public and result in better communities. As communities change, it is important to periodically update and refresh practices to improve communication, engagement and respond to the evolving needs of the public. Additionally, Title VI federal requirements state that the public involvement guide for transportation must be updated every four years.

Ms. Patty Unfred of Metro provided an overview of the Public Engagement Guide, a comprehensive model for public engagement that embodies all of the work that Metro conducts. The guide—a resource for Metro, local government staff and the public – is divided into six user-friendly sections. Examples include: introduction; governing structure and public meetings and events. Ms. Unfred highlighted Appendix G, the Local Engagement and Non-Discrimination Checklist which is required by the federal government, the Federal Transit Administration and the Federal Highway Administration to ensure that any project to be considered for federal funding meets public

engagement expectations. Appendix G explicitly incorporates federal requirements into a clear checklist format. A full report of the guide is included in the online record.

The Public Engagement Review Committee (PERC), and engagement committees such as TPAC, helped to review and develop the guide. The 45-day public comment period resulted in over 1400 comments. Examples of comments received during the comment period address diverse internal and external outreach methods and community engagement. The comments received were incorporated in the guide.

In addition, staff noted that a collaborative Title VI training will be hosted by TriMet, City of Portland, ODOT, Oregon Transportation Research and Education Consortium (OTREC) and Metro is scheduled Monday, November 18th to provide an overview of federal compliance.

Member comments included:

- Members asked clarifying questions about the former Metro Committee for Citizen Involvement (MCCI), and engagement with the business community. Ms. Unfred stated that MCCI was reformulated three years ago. Additionally, Ms. Unfred stated that Metro made a deliberate effort to form questions that addressed the concerns and engagement of specific audiences such as the business community and others.
- Members requested access to Title VI materials after the November 18th Training. Ms. Unfred confirmed that the slide presentation would be available.
- Members expressed appreciation of the work completed.

MOTION: Councilor Harrington moved, Mr. Neil McFarland seconded, to approve Resolution No. 13-4476.

ACTION: With all in favor, the motion passed.

6. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: FIRST LOOK AT RESULTS

Ms. Kim Ellis provided an overview of the Climate Smart Communities Scenarios Project. In 2009, the Oregon Legislature mandated that the Portland metropolitan region reduce greenhouse gas emissions for light duty vehicles by 20 percent below 2005 levels by 2035. Additionally, the region must select a preferred approach by December 31, 2014. The goal of the Climate Smart Communities Scenarios Project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas. Ms. Ellis provided a summary of the three scenarios tested and the key investment and actions assumed to implement local and regional plans through 2035:

- Scenario A shows results of implementing adopted local and regional plans to the extent possible with existing revenue;
- Scenario B shows the results of successfully implementing adopted local land use and transportation plans and the current RTP, which relies on increased revenue;

- Scenario C shows the results of pursuing new policies and revenue sources, additional investment, and realizes the Southwest Corridor vision.

Her presentation detailed how the scenarios compared across each of the following outcomes: greenhouse gas emissions, housing and jobs, travel, access to transit and destinations and air quality. Highlighted early takeaways included:

- Past planning and investments to implement the 2040 Growth Concept vision make the 20 percent target attainable;
- More work is needed to realize local and regional visions;
- Investing in local communities and growing the transit system across the region are essential to successfully meeting the reduction target; and
- Each community in the region is unique—a one size fits all approach will not be adequate as the region’s preferred approach.

Member comments included:

- Members expressed the need and importance of financial support at the federal and state level to implement the preferred scenario.
- Members recommended that the preferred scenario, when selected, include current projects or programs that will help the region meet the target. Examples included the proposed passenger rail from Eugene to Portland, and Southwest Corridor project. Ms. Ellis stated that the scenario planning would be updated to account for more recent developments.
- Members expressed the need to garner support from local communities and businesses to ensure it meets the transportation needs of residents and businesses throughout the metropolitan region.
- Members expressed that transit is a key element and recognized TriMet’s efforts to work with communities to identify more tailored transit service to better meet community mobility needs.
- Commissioner Paul Savas emphasized the importance of scenario planning to consider less dense metropolitan areas, such as those in Clackamas County, where vehicle transportation is a primary mode of travel. He suggested evaluating the reduction of carbon emissions as it relates to investments and actions that help address congestion and stop-and-go traffic.
- Members expressed interest in learning about which investments and actions reduce vehicle emissions the most and are most cost-effective.

7. DISCUSSION OF FEDERAL TRANSPORTATION PRIORITIES AND APPROVAL REQUESTED OF LETTER TO SENATORS WYDEN AND MERKLEY TO INCLUDE INCREASED TRANSPORTATION FUNDING IN THE BUDGET RECONCILIATION COMMITTEE

Mr. Andy Cotugno of Metro provided a presentation that consisted of two main components. First, he provided a comprehensive assessment of regional transportation policy options and issues to be considered for adoption in preparation for JPACT’s annual lobby trip to Washington, D.C. in March 2013. He highlighted the level of funding committed in the federal budget toward transportation as a significant issue addressed in the proposal. In addition to the overall funding level, examples of

some regional priority issues include Metropolitan Mobility, Freight, Transit, Active Transportation and Intercity Passenger Rail. Mr. Cotugno solicited feedback from JPACT members on the draft proposal. JPACT is anticipated to consider and vote on a resolution adopting the region's federal transportation position at its December 12th meeting.

In addition, Mr. Cotugno requested the approval of a draft letter addressed to Senators Wyden and Merkley to congratulate their recent appointment to the 2014 Budget Reconciliation Committee and urge the Senators to pursue increased transportation user fees with a corresponding reduction in the general fund subsidy to transportation as part of the budget reconciliation.

Member Comments Included:

- Members recommended strong phrasing in terms of the connection between health and active transportation to divert national attention from a long-term fiscal picture that is exacerbated by healthcare costs.
- Members highlighted the recent Congressional changes to the number of Metropolitan areas that can receive disaster preparedness funding; this decrease in funding has directly affected the Metro region, which no longer receives these federal resources. Members suggested a recommendation that emphasizes these changes be included to further demonstrate financial need.
- Members highlighted that the Portland Metropolitan area's fuel supply is located in one of the most unstable earthquake areas in Oregon. Members recommended language is added to the document to calling for federal funds to be used to strengthen vulnerable infrastructure.

8. 2014 REGIONAL TRANSPORTATION PLAN PROCESS UPDATE

Mr. John Mermin of Metro provided an overview of the 2014 Regional Transportation Plan Update. When updating the RTP it is important to evaluate how the region is evolving and to consider this when deciding what projects to include in the plan. His presentation included information on the top fourteen demographic, economic and travel trends. The full report is included as a part of the meeting record.

9. OREGON PASSENGER RAIL STUDY

Mr. David Knowles of David Evans and Associates provided an overview of the Oregon Passenger Rail Project which includes rail service from Portland to Eugene. The project is reviewing a series of possible rail alignments. The project is currently narrowing the rail alternatives and is anticipated to select the final set of alignments for the detailed environmental review by December 2014. The project's leadership council is anticipated to make recommendations to the Governor, the Oregon Transportation Commission and the Federal Railroad Administration. Mr. Knowles stated that the project is funded by the federal high-speed rail program, however traditional high speed rail is not being considered as part of the project. Additional information addressed public engagement.

Member comments included:

- Members expressed interest in the operating assumptions included in the project planning in reference to the number of trains. Mr. Knowles confirmed that the detailed operation

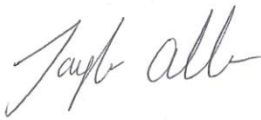
analysis has not been conducted, however the assumption is that there would be two additional trains with service from Eugene to Portland.

- Members asked clarifying questions about the trains, existing stations and points of service. Mr. Knowles stated that no set assumption has been confirmed.

10. ADJOURN

Chair Collette adjourned the meeting at 9:15 a.m.

Respectfully Submitted,



Taylor Allen

Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3	Handout	11/12/13	RTP Review & Refinement Timeline	111413j-01
4	Minutes	10/13/13	101013 JPACT Minutes	111413j-02
5	Handout	N/A	Appendix G Local Engagement and Non-Discrimination Checklist	111413j-03
5	PPT	11/12/13	Public Engagement Guide	111413j-04
6	Brochure	11/12/13	Climate Smart Scenarios Project	111413j -05
6	PPT	11/14/13	Climate Smart Scenarios Project	111413j-06
8	PPT	11/14/13	2014 RTP Update	111413j-07
9	PPT	11/14/13	Oregon Passenger Rail Project	111413j-08