



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
March 13, 2014
Metro Regional Center, Council Chamber

MEMBERS PRESENT

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

AFFILIATION

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

MEMBERS EXCUSED

Shane Bemis
Denny Doyle
Roy Rogers
Steve Stuart
Bill Wyatt

AFFILIATION

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

ALTERNATES PRESENT

Lisa Barton Mullins
Jef Dalin
Curtis Robinhold

AFFILIATION

City of Fairview, representing Cities of Multnomah Co.
City of Beaverton, representing Cities of Washington County
Port of Portland

STAFF: Taylor Allen, Andy Cotugno, Kim Ellis, Dan Kaempff, Ted Leybold, Lake McTighe, John Mermin, Steve Wheeler.

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

There were none.

3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS

Chair Dirksen updated members on the following items:

- Troy Rayburn has succeeded in Kelsey Newell's role as Metro's new Legislative and Regional Engagement Coordinator.
- The Annual JPACT Lobbying trip to Washington, D.C. coincided with the release of President Obama's budget, which included a four-year transportation authorization bill. The meetings with the Congressional delegation, staff and US DOT representatives addressed challenges regarding transportation funding and strategies for effective implementation. A promising result included opportunities for partnership with Transportation 4 America (T4 America) on developing regional coalitions to lobby Congress on transportation priorities.
- Update on Federal Transportation Revenue Proposal from T4 America, Resolution 14-4501. JPACT Members anticipate further action in April after additional time for consultation amongst their councils and coordinating committees.
- The two joint JPACT/MPAC Committee Meetings are scheduled to occur on April 11 and May 30, 2014.

4. CONSIDERATION OF THE MINUTES FOR FEBRUARY 13, 2014

MOTION: Neil McFarlane moved, Councilor Donna Jordan seconded, to approve the JPACT Minutes from February 13, 2014.

ACTION: With all in favor, the motion passed.

5. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: DISCUSS STEP 3 BACKGROUND INFORMATION

Kim Ellis of Metro provided an overview of the upcoming public engagement efforts being conducted for the Climate Smart Communities Scenarios Project to inform upcoming JPACT and MPAC discussions to shape the draft preferred approach.

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

In February, MPAC and JPACT approved moving forward with the eight-step process to shape and adopt a preferred approach in 2014, which is included as part of the meeting record in [ATTACHMENT 1]. As recommended by MPAC and JPACT, the preferred approach that is developed will start with the plans that cities, counties and the region have adopted – from local zoning, capital improvement plans, comprehensive and transportation system plans to the 2040 Growth Concept and Regional Transportation Plan.

From January to May 2014, Metro is facilitating a Community Choices discussion to explore policy choices and trade-offs. The engagement activities will build upon earlier public engagement to solicit feedback from public officials business and community leaders, interested members of the

public and other identified audiences. Online comment opportunities, interviews, discussion groups, and statistically valid public opinion research will be used to collect input on issues such as: perceptions of the region's transportation system; access to jobs; affordable housing and transportation options.

During this period, community and business leaders, local governments and the public will also be asked to weigh in on which investments and actions should be included in the region's preferred approach, with a focus on the policy questions proposed for discussion and input: 1) What mix of investments and actions best support your community's vision for health and equitable communities and a strong economy while reducing green house gas emissions? 2) Given the current uncertainty around transportation funding, how should we pay for investments needed to realize our shared vision for walkable communities, job creation, and affordable housing and transportation choices?

Engagement activities are coordinated with the 2014 Regional Transportation Plan update comment period that is planned for March 21 to May 5, 2014. [FIGURE 1] provides a summary of Phase 3 engagement activities and Council milestones for reference as a part of the meeting record. A public engagement summary report and recommendations for the draft preferred approach will be provided to the Metro council and Metro's policy advisory committees at the first joint MPAC/JPACT meeting.

Member comments included:

- Mr. Neil McFarlane of TriMet provided a brief update on Service Enhancement Plans and he highlighted innovate transit strategies implemented throughout the Metropolitan region such as partnerships with community transit providers like GroveLink in Forest Grove. The TriMet proposed budget was recently released and includes a growing level of service.
- Mr. Jason Tell of Oregon Department of Transportation (ODOT) highlighted the expansive community outreach and engagement efforts initiated with Climate Smart Communities Scenarios Project and the RTP Update, and he encouraged JPACT members to conduct effective communication with the community regarding funding needs for project implementation.

6. PREVIEW OF 2014 PUBLIC REVIEW DRAFT OF THE REGIONAL TRANSPORTATION PLAN

Metro is required to complete a periodic update of the Regional Transportation Plan (RTP) in order to maintain continued compliance with the Federal Clean Air Act. The Metro Council and JPACT adopted a work program in September, 2013. Because of the limited available resources and overlap with the climate Smart Communities Scenarios Project, the 2014 RTP Work Program was scaled to focus on critical policy and project updates needed in the near term, while deferring less developed issues to the subsequent RTP update.

A primary focus of the 2014 RTP Update has been to meet state and federal requirements, and to incorporate recommendations from the Regional Active Transportation Plan (ATP) and Regional Safety Plan. The vast majority of edits to the RTP document are technical in nature. The policy edits are located primarily in Chapter Two biking and walking sections. These edits strengthen existing polices and provide additional detail to reflect the Regional Active Transportation and Regional Safety Plans but do not propose any dramatic shifts in policy direction. [ATTACHMENT 1] of the meeting record includes an overview of the changes proposed in the draft 2014 RTP.

In addition to revisions of the RTP document, the 2014 work program included updating the project list. These updates were limited to projects that originated from a local public process such as a transportation system plan or corridor plan. In December 2013, local jurisdictions and partner agencies submitted to Metro new projects as well as changes to existing projects.

May 8, 2014 JPACT is anticipated to review a summary of public comments received and potential refinements to the RTP, and will be asked to take action to preliminarily approve the RTP – pending the results of an air quality conformity determination.

Member comments included:

There were none.

7. PREVIEW OF PUBLIC REVIEW DRAFT OF THE ACTIVE TRANSPORTATION PLAN WORK GROUP REFINEMENTS AND REGIONAL TRANSPORTATION PLAN EDITS

Lake McTighe of Metro provided a side-by-side comparison of changes made to pedestrian and bicycle policies in the draft 2014 RTP. The bicycle and pedestrian policies were updated to reflect policy direction developed through the draft Regional Active Transportation Plan (ATP). Overall, the RTP bicycle and pedestrian policies were not changed substantively, but were strengthened and enhanced.

As an attachment to the record, the [MEMO] includes a detailed summary of comments and edits reflected in the Public Review Draft of the ATP that were provided by a regional work group convened at the request of JPACT and MPAC. The work group was convened to provide input on and finalize the draft ATP prior to the plan being proposed for adoption in July 2014.

An example of edits and revisions to the Draft 2014 ATP included:

RTP Chapter 2, Pedestrian Policy 1

Was: *Promote walking as primary mode for short trips.*

Now: *Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles.*

Comments were provided by the work group between October 2013 and February 2014 verbally at five meetings and through written comments. Additionally, suggested edits and comments provided by members of TPAC and MTAC are also reflected in the attached preview Public Review Draft of the ATP. Members of TPAC and MTAC received notice of the preview Public Review Draft of the ATP. Metro staff is seeking final comments from TPAC and MTAC on the Public Review Draft of the ATP prior to its official release for public comment on March 21.

Member Comments Included:

There were none.

8. REGIONAL FLEXIBLE FUND RETROSPECTIVE FINDINGS

Dan Kaempff of Metro provided an informational presentation in which he summarized responses to an online survey that elicited feedback from partners regarding the project selection process for the 2016-18 Regional Flexible Funds Allocation (RFFA).

A new, three step allocation process was adopted for the 2016-18 RFFA based on Metro Resolution 12-4383. Step one considered and approved funding levels for the five existing region-wide programs. Step two established sub-regional funding targets, and two competition areas. Projects were nominated by local jurisdictions and had to demonstrate the criteria set forth by the 2016-2018 RFFA policy direction. A total of 24 projects were nominated between the two competition areas. Step three nominated the Regional Economic Opportunity Fund (REOF) projects.

Metro staff conducted an online survey to receive feedback from jurisdictions and interested parties composed of 209 individuals from throughout the region on the effectiveness of the RFFA process at selecting projects that advanced regional goals and policy. Twenty responses were received, 15 responses originated from local government staff and elected officials. The survey included questions in five categories: Tools, Coordination, Public Outreach, Process and Policy. Some of the suggested improvements included: More direction on public involvement process, incorporate qualitative factors into the evaluation process and more information about broad unmet transportation needs and equity. Some issues and concerns in the survey results included difficulty discerning differences in suburban areas using Transportation Disadvantaged maps, limitations in areas of higher concentration of Environmental Justice populations and the potential for a subjective analysis of criteria in regards to jurisdictions on the edge of the Metro area. [ATTACHMENT 1] included as a part of the meeting record provides a detailed synopsis of the survey findings.

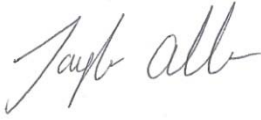
Member Comments Included:

- Members asked clarifying questions about whether TPAC determined the specificity of the parts of the policies in the 2016-18 RFFA process that should be evaluated and how the awarded projects reflected the policy direction. Mr. Kaempff stated that there was a general indication that the entire RFFA policy needed to be evaluated.
- Members expressed concern about the low survey response and how it would be utilized in the future to inform further decision making.
- Members highlighted the need for communication to local governments about changes in policies on both the federal and state level in regards to the ways in which project funding should be prioritized.
- Members suggested that evaluation and concerns regarding the 2016-18 RFFA process should be solicited from various interested parties while the process is underway.

9. ADJOURN

Chair Collette adjourned the meeting at 9:02 a.m.

Respectfully Submitted,



Taylor Allen

Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6	PPT	3/13/14	Status Update & Overview of Proposed Changes to draft 2014 RTP	31314j-01
7	Memo	3/12/14	2014 RTP Pedestrian and Bicycle Policy Updates	31314j-02
7	PPT	3/13/14	Preview Public Review Draft of the Regional Active Transportation Plan	31314j-03
8	PPT	3/13/14	2016-18 Regional Flexible Funds Allocation Retrospective	31314j-04
N/A	Memo	3/13/14	2013-15 Unified Planning Work Program (UPWP) Update	31314j-05