



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

MEMBERS PRESENT

Carlotta Collette 3rd Vice Chair
Craig Dirksen, Chair
Shirley Craddick 2nd Vice Chair
Nina DeConcini
Denny Doyle
Donna Jordan
Neil McFarlane
Diane McKeel
Steve Novick
Roy Rogers
Paul Savas
Jason Tell
Don Wagner

AFFILIATION

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
Washington County
Clackamas County
Oregon Department of Transportation
Washington State Department of Transportation

MEMBERS EXCUSED

Shane Bemis
Jack Burkman
Steve Stuart
Bill Wyatt

AFFILIATION

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

ALTERNATES PRESENT

John Ludlow
Lisa Barton Mullins
Matt Ransom

AFFILIATION

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

STAFF: Martha Bennett, Troy Rayburn, Jessica Rojas, Andy Cotugno, Kim Ellis, Tom Kloster, Ted Leybold, Grace Cho and Chris Meyers.

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

Chair Dirksen declared a quorum and called the meeting to order at 7:34 a.m.

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS

Martha Bennett, COO of Metro, introduced Elissa Gertler as Metro's new Planning and Development Director. Ms. Gertler previously served as Deputy Director of Metro's Planning and Development department overseeing Metro's corridor plans such as the Southwest Corridor Plan and the Powell Division Corridor Plan. Prior to joining Metro, Ms. Gertler served as the Public Affairs Director for Clackamas County and worked in community development, economic development and community relations with the Portland Development Commission.

Chair Craig Dirksen invited members to participate in the upcoming Diversity Action Plan Demographic Survey. In 2012 Metro developed a Diversity Action Plan in reflection of the growing diversity of the region. In efforts to better serve the region's communities and encourage diverse participation on decision-making bodies, Metro is asking members of all Metro advisory committees to complete a brief, anonymous demographic survey. Member participation will create an understanding of who is currently serving on Metro committees as a first step toward a goal of ensuring that committees represent the diversity of the region. An email invitation will be sent to members to complete a 5-minute, voluntary and anonymous online survey.

Chair Dirksen discussed preliminary issues regarding Transportation Funding in the 2015 Legislative Session and referred members to a summary of issues raised during ongoing conversations, included in the packet. Chair Dirksen encouraged members to think through their thoughts regarding interest by JPACT to develop a regional position on a coordinated transportation package.

Chair Dirksen informed members that the 2014 RTP was recently updated and is scheduled for adoption in July. Councilor Bob Stacey has circulated a proposal to amend the 2014 RTP with regards to the Columbia River Crossing and its current phase. Metro Council has discussed the proposal at work session and provided edits. Councilor Dirksen shared the revised proposal with JPACT for consideration and referred members to Andy Cotugno as a resource for questions. Councilor Dirksen informed members of the upcoming bi-state coordinating committee meeting on May 1, 2014 and the updated RTP could be a topic.

Member comments and questions included:

- Members inquired where the suggested wording originated in the RTP and asked clarifying questions as to whether there was a vote.
- Denny Doyle mentioned taking this back to his respective groups before providing approval or suggestions.

Chair Dirksen confirmed that there was not a vote, as the introduction of this item is for members to take back to their communities to gather feedback for future consideration.

Kim Ellis provided an update on the release of the Oregon Health Authority Community Climate Choices Health Impact Assessment. Ms. Ellis distributed the report and executive summary to members outlining the expected health impacts due to the Climate Smart Communities Project. Ms. Ellis informed members that there will be opportunity to ask questions in regards to the summary when she returns for future CSC presentations.

Chair Dirksen reminded members about the joint MPAC and JPACT meetings on April 11th and May 30th at the World Forestry Center, Cheatham Hall from 8 a.m. till noon.

Neil McFarlane provided an update from the Washington DC trip and informed members that those who intended to attend will be receiving a brief survey in regards to the future development of an agenda.

4. CONSIDERATION OF THE MINUTES FOR MARCH 13, 2014

MOTION: Diane McKeel moved and seconded by Donna Jordan to adopt the Mar. 13, 2014 minutes.

ACTION: With all in favor, the motion passed.

5. RESOLUTION NO. 14-4501: ENDORSING THE FEDERAL TRANSPORTATION REVENUE PROPOSAL INTRODUCED BY TRANSPORTATION FOR AMERICA

Andy Cotugno of Metro introduced Resolution number 14-4501 to JPACT for adoption. In December 2013, JPACT approved and the Metro Council adopted Resolution No. 13-4489, which called for an increase in federal transportation user fees and established a position on the use of those fee increases. One of the priorities established in Resolution No. 13-4489 calls for an increase in transportation user fees to both eliminate the need for a general fund subsidy and provide resources for increased federal investment in transportation. Chair Dirksen requested approval from the committee.

MOTION: Donna Jordan moved and seconded by John Ludlow to adopt Resolution 14-4501.

ACTION: With all in favor, Jason Tell, Don Wagner and Nina DeConcini abstained, the motion to approve Resolution Number 14-4501, For the Purpose of Endorsing the Federal Transportation Revenue Proposal Introduced by Transportation for America, passed.

Member comments included:

- Mr. Ludlow mentioned that his commission voted for this.
- Denny Doyle expressed that WCC is in full support of the motion.
- Dwaine McKeel indicated that her respective parties are in support of the vote.
- Donna Jordan says Clackamas County does support and will vote for it

5. UNIFIED PLANNING WORK PROGRAM(UPWP) PROJECT ADDITIONS

Elisa Gertler introduced Chris Meyers on the Unified Planning Work Program. The Unified Planning Work Program is a federally-required document which provides detailed descriptions of transportation planning tasks and outlines relationships to other planning activities in the region. Included in the work plan is a summary of funding sources as well as input from agencies such as TriMet, ODOT, FHWA, FTA, and local governments.

Updates included:

- Regional Intelligent Transportation System (ITS) Communications Master Plan (***pg. 84***)
- Regional Intelligent Transportation System (ITS) Architecture Update (***pg. 86***)
- N/NE Quadrant & I-5 Broadway/Weidler Additional Analysis (***pg. 112***)

Mr. Meyers informed members that the Unified Work Program will be presented to Metro Council on May 1, 2014.

MOTION: Councilor Shirley Craddick moved and seconded by Lisa Barton Mullins to accept the UPWP additions.

ACTION: With all in favor, the motion to accept the Unified Planning Work Program passed.

6. ENVIRONMENTAL JUSTICE AND TITLE VI ASSESSMENT: 2014 RTP AND 2015-18 MTIP

Ted Leybold, Metro Transportation Improvement Manager, provided an update in regards to the 2014 RTP and 2015-18 MTIP Environmental Justice and Title VI Assessment. In accordance with federal obligations, Metro is required to conduct an Environmental Justice and Title VI assessment of the agency's transportation planning and programming activities. A major component of the 2014 RTP update and the 2015-2018 MTIP is an investment analysis which assesses where transportation investments are being made relative to concentrations of five identified environmental justice communities.

The five identified communities include those who speak limited English, low income, elderly, youth, and people of color. Methodology is set at looking at long term and short term investments, and will examine the ways funds are distributed through public transportation investments, including the benefits and burdens associated. Public comment period will take place through May 16th- June 15, 2014. Mr. Leybold informed the committee that he will return to JPACT to present the findings and recommendations from the public comment process and will seek approval from the committee.

Member questions and comments included:

- Roy Rogers discussed the difficulty in distinguishing the cost and burdens in the potential outcomes and recommendations.

Mr. Leybold clarified that the process proposed is analysis of the program itself, not by project. It is specific to the project and recommendations will be geared towards how to move forward with the risks they are mitigating. The goal of the analysis is to address impacts that can be avoided.

Chair Dirksen clarified the process and how it complies with Title VI and the MTIP the sources of funding that Metro must comply with. Chair Dirksen reiterated the importance of assessing the criteria that doesn't cause disparate impacts on certain communities as addressing issues before the fact.

- Neil McFarlane, referred to TriMet and asked that consistent definitions with other agencies be used.

Mr. Leybold confirmed that Metro has worked with other agencies like TriMet to coordinate definitions.

- Steve Novick relayed comments from city staff and expressed concern about the survey response rate, opportunities for public engagement, Metro staff outreach efforts.

Mr. Leybold clarified that the response rate was at 19% and that the response rate process was about clarification of the terms and less about public outreach.

7. REVIEW OF THE OREGON CONSENSUS TRANSPORTATION POLICY, RECCOMENDATIONS FOR ODOT REGION 1

Chair Dirksen provided historical context to the Oregon Consensus Transportation Policy and the Communication and Coordination Assessment Report and Process recommendations for ODOT Region 1. In 2003, the Oregon Transportation Commission policy on formation and operation of Area Commissions on Transportation (ACTs) expanded stakeholder involvement in ODOT decision-making, especially relating to recommendations on project funding in the Statewide Transportation Improvement Program (STIP). Since 2003, ODOT established ACTs throughout the state with the exception of Region 1.

The role of ACTs was upgraded during the last STIP process, with the ACTs being where project prioritization occurred. Lacking an ACT for Region 1, ODOT staff formed an interim STIP project selection committee with members appointed by the Multnomah County, Clackamas County, Washington County and Hood River County Commissions. ODOT Region 1 staff has also worked with stakeholders in Hood River County and rural Clackamas County in pursuit of an ACT for this area of Region 1 outside Metro, but no agreement was reached from that process.

In response to a result of a 2013 legislative proposal that would have created an Area Commission on Transportation in the rural portions of Clackamas County, an agreement was reached between ODOT, Metro and Clackamas County to contract with the Oregon Consensus Center to carry out an evaluation of current transportation decision-making in the Region 1 area. The Oregon Consensus Center interviewed over 70 individuals, evaluated the requirements of the OTC Policy on the Formation of ACTs and the USDOT requirements for metropolitan planning organizations.

Steve Bryant of Oregon Consensus provided a summary of the interview and evaluation process. Mr. Bryant provided a report, including a summary of the wide range of opinions that were provided by stakeholders. Mr. Bryant provided an assessment to help reach consensus.

Takeaways included:

- Stakeholders in Clackamas County were vocal that a rural act is desirable for their area.
- There was concern for how the act will interact with urban portions of Clackamas County.
- Those interviewed felt their voices weren't being heard and advocated for transportation improvements needs.
- Stakeholders indicated that the JPACT has a good understanding of what the needs are, but outside of the urban area there is a desire for more information.
- Rural areas feel underrepresented on JPACT and expressed concern for its constitution and Metro's representation on the JPACT board.
- Views were mixed on the livability and probate interests represented. Trucking and freight views were mixed in reference to the private sectors being represented at the table.
- Hood River County was mentioned as isolated from the urban area and lacking staff capacity. Hood River is satisfied with their ability to seek funding for high priority projects, but does feel concerned from being left out of regional coordination.
- Columbia River Gorge Commission was mentioned as being an interested party in the planning process.
- Members mentioned a lack of dialogue between rural and urban areas. Suggestions included finding a better way to stay informed and connected to each other's issues.

- Topic interests included a regional collaborative effort, perceptions on disproportionate amount of funding going outside of the metro area and issues of equity mentioned.
- There was concern that the process cannot change without interaction from a higher office.
- Mr. Bryant concluded that there is opportunity for collaborative engagement, but there needs to be considerations of new alternatives beyond the present model, such as engaging diverse stakeholder and developing clear objectives on a relative time frame. Suggestions included creating a region wide transportation summit that brings all stakeholders together to better inform each other about the challenges and create opportunity to seek recommendations and that Metro Council may want to look at the ways JPACT is constructed. Invitations were sent out to task force members, and a list of names was provided in the meeting packet materials of who has been invited (listed under Agenda Item 7, Oregon Consensus)

Member questions and comments included:

- Members thanked Mr. Bryant for the list and asked clarifying questions as to who was invited to participate.

Chair Dirksen asked if there was still opportunity to consider others for the list of participants.

- Matt Garrett would welcome any comments and suggestions.
- Jason Tell clarified the process and invited input, suggested Matt Garrett as a resource.

Councilor Shirley Craddick asked about what the committee would be doing?

- Steve explained the various ways the task force may respond, provided background details on the transportation process history and how it revises or adopts an act.
- Mr. Tell clarified how the commission looks at an act on a regional level. He referred to the oldest act, the Rogue Act, and provided some history of the process.
- Steve Novick asked clarifying questions in regards to the population of region 1 outside of Metro and in Metro.
- Mr. Bryant responded that he could not provide the answer to that question.
- Members provided their own rural and urban population estimates.
- Mr. Novick referred to the report and the issues in it, mentioned that the summit may be a good idea, the possibility that JPACT can assist in this, but that all day could be a stretch. Common concern in the room is money.

Councilor Carlotta Collette expressed support for the Clackamas County Rural Act. Councilor Collette also discussed the needs not defined for JPACT but also expressed that JPACT changes were not built around the wording suggestion. Her suggestions for the list included those who do not have a role with Metro.

Martha Bennett, COO of Metro, clarified that they will not be looking at JPACT's makeup at this time.

- Mr. Bryant also clarified that they will not be looking at JPACT as their scope of work. The focus will be on how to organize the rural areas in a way that meets their needs, as well as connecting and creating dialogue between rural and urban areas.

- Roy Rogers commented on the analysis and findings, and provided suggestions to processes; Mr. Rogers discussed the challenges and considerations of what it means to change the makeup of JPACT and how much Metro representation can be changed.

Chair Dirksen, discussed considering the recommendation but expressed concern for the timeline, suggested that JPACT consider the recommendations for next year, in reference to the bylaws, and that only JPACT can change membership, requiring a 2/3 vote.

- Donna Jordan reiterated where the concerns are coming from in regards' to the representation, where the funds are coming from. She suggested that this discussion needs to start with Clackamas County alone to distinguish what the issues are about.
- Mr. Ludlow reiterated the numbers of populations missing from the representation. Mr. Ludlow sited history of getting direct representation and reiterated the funding concerns and suggested that 100,000 citizens that are not being represented as needing to be addressed.

8. ADJOURN

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

Respectfully Submitted,



Jessica Rojas

Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3	Handout	04/07/14	Transportation Funding in the 2015 Legislative Session	41014j-01
4	Handout	04/07/14	31314 Draft Minutes	41014j-02
5	Letter	03/10/14	Highway Trust Fund Letter to Congressman Greg Walden	41014j-03
6	PPT	04/10/14	UPWP Power Point Presentation	41014j-04

