



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

MEMBERS PRESENT

Jack Burkman
Carlotta Collette, Chair
Shirley Craddick
Nina DeConcini
Denny Doyle
Charlie Hales
Donna Jordan
Kathryn Harrington
Neil McFarlane
Diane McKeel
Roy Rogers
Paul Savas
Jason Tell
Don Wagner
Bill Wyatt

AFFILIATION

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

MEMBERS EXCUSED

Shane Bemis
Steve Stuart

AFFILIATION

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

ALTERNATES PRESENT

AFFILIATION

STAFF: Andy Cotugno Kim Ellis, Evan Landman, Ted Leybold, Jonathan Jubera, Ramona Perrault, Robin McArthur

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

Chair Carlotta Collette called the meeting to order at 7:32 a.m. and declared a quorum.

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS

Mr. Neil McFarlane updated JPACT on the TriMet budget. Mr. McFarlane addressed the management pay raises recently covered by the Oregonian. He noted that after 3 ½ years of pay freezes, the notion of unfreezing was well-vetted by the board and included in contingencies.

Regarding the budget in general, Mr. McFarlane reported that there would be no fare increases or service reductions, and \$1.7 million would be available to invest in new services. In addition, a new category of funding under Map-21 will allow for rehabilitation of some parts of the MAX system. The board is scheduled to adopt this budget in late May.

Mr. Jason Tell of ODOT provided an update on the STIP process. The STIP selection committee approved a 150% list at their last meeting. One project not selected for that list was Ride Connection, but the committee elected to send a letter of support and pursue funding for that effort. In the next step, an intensive scoping effort through the summer will inform the narrowing of the 150% list to a 100% list by October 4th, after which the list will go to the OTC for adoption into a draft STIP, after which begins another round of public input.

Members asked about the role of the public in the narrowing of the list from 150% to 100%. Mr. Tell told the group that after the 100% list is submitted to OTC, OTC runs a public input process over a year between submittal and final adoption. During the narrowing, the STIP committee continues to hold meetings open to the public, and jurisdictions continue their outreach efforts.

Chair Collette updated JPACT on several items:

- The Oregon MPO coalition (OMPOC) meets 3-4 times annually. Chair Collette chairs OMPOC, and normally another member from JPACT is on the committee as well. She requested that JPACT members interested in serving on OMPOC contact her.
- In the legislature, HB 2800 committing Oregon to a \$450 million funding share for the Columbia River Crossing passed and was signed by the Governor. The bill incorporates a number of triggers, including a funding commitment from Washington, the submission for congressional review of a full faith grant agreement by FTA, and an investment grade analysis approved by the state treasurer. The bill does not have a revenue source, and will draw on funds from ODOT until the 2015 legislative session when proponents will seek new funding sources. Members noted that this is a major milestone, but the work to be ready to push for new revenues in 2015 must begin as soon as this session ends.
- Bills related to ConnectOregon and ConnectOregon PLUS are moving forward; hearings are scheduled for the next week.
- Because of members' availability issues, JPACT will next convene on April 4, rather than April 11 as previously scheduled.
- Chair Collette will be returning to DC later this month to discuss the Blue Heron project in Oregon City with EPA officials. MPAC voted last night to send a letter to the Governor supporting the \$5 million allocation in his budget for the project.

MOTION: Mayor Denny Doyle and Councilor Donna Jordan seconded to send a letter on behalf of JPACT supporting the Blue Heron project.

ACTION: With all in favor and 1 abstained (Tell), motion passed.

4. CONSIDERATION OF THE MINUTES FOR FEB. 14, 2013

MOTION: Metro Councilor Kathryn Harrington moved and Metro Councilor Shirley Craddick seconded to adopt the JPACT minutes for February 14, 2013 with no corrections.

ACTION: With all in favor, the motion passed.

5. REPORT BACK ON JPACT WASHINGTON, DC TRIP

Last week, a group of regional leaders traveled to Washington, DC, to meet with Oregon's congressional delegation and DOT staff. Revenues are short and getting shorter, and the challenge is to local governments to figure out how to support the kind of transportation system they want.

In DC, members learned about how projects in the region could be affected by sequestration. Sequestration applies to the general fund, so trust funded projects are protected, though the trust fund itself is backfilled with general fund dollars subject to sequestration. As for projects financed with general fund dollars, FTA has discretion about how to apply cuts. Portland Milwaukie Light Rail is one such project, currently scheduled for \$100 million in federal funds this year; the maximum reduction in funding for this project would be 15%, but is more likely to be in the 5% range.

USDOT and JPACT members also discussed performance-based planning processes. USDOT looks to the Portland region as a model for how to address more complicated urban issues in transportation planning, which are already part of this region's RTP and addressed in state.

JPACT member discussion included:

- Members emphasized the increasing importance of local funding for transportation projects, and noted that new funding or reauthorization were not part of the conversation with USDOT.
- Chair Collette noted that there was a sense that the House Transportation and Infrastructure Committee under Rep. Shuster may be more responsive than in the past.

5.1. LETTER OF SUPPORT TO NOMINATE BILL WYATT TO THE NATIONAL FREIGHT ADVISORY COMMITTEE

Ms. Susie Lahsene of the Port of Portland shared information on a letter from Chair Collette on behalf of JPACT to FHWA and USDOT endorsing Bill Wyatt of the Port for the National Freight Advisory Committee.

MOTION: Commissioner Roy Rogers moved and Mr. Jason Tell seconded to endorse Bill Wyatt to serve on the National Freight Advisory Committee.

ACTION: With all in favor, the motion passed.

6. GOVERNOR'S 10-YEAR ENERGY ACTION PLAN

Ms. Margie Hoffman, Governor Kitzhaber's Energy Policy Advisor, presented on the Governor's 10-Year Energy Action Plan. The governor's office convened a task force of community and sectoral representatives, who delivered a package of 198 recommendations focusing on energy, transportation, land use and resilience. These recommendations include policies like VMT pricing, the Green Fuels program, transportation system electrification, Intelligent Transportation Systems, and least cost planning. The plan also considers the funding issues faced by all jurisdictions due to the declining power of the gas tax, and proposes a West Coast Infrastructure Exchange modeled on BC Partnerships, the quasi-public corporation in British Columbia credited with funding large projects prior to the 2010 Olympics.

JPACT member comments included:

- Chair Collette noted that BC Partnerships was also a model in the development of the Community Investment Initiative and Regional Infrastructure Enterprise.

7. **CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: INVESTMENT CHOICES**

Ms. Kim Ellis of Metro presented on the Climate Smart Communities Scenarios Project. CSC is a mandate from the state geared toward reducing emissions from cars and small trucks. The response to this directive has been framed around implementing community plans and visions, like 2040. Phase 1 resulted in the development of 144 combinations of policies; now, in Phase 2, CSC is seeking input to shape the preferred scenario.

The three scenarios being considered are:

- Scenario A: Recent Trends – What if the region implements adopted plans with existing revenues reflecting funding trends of the past decade?
- Scenario B: Adopted Plans – What if the region implements adopted plans and raise new revenues as called for in the RTP?
- Scenario C: New Plans and Policies – What if the region is able to more fully achieve adopted and emerging plans, and pursues new policies and revenues to meet GHG emissions reduction targets and achieve other goals?

These three will be evaluated over the summer and shape the preferred scenario. Ms. Ellis asked JPACT for input on the questions they would like addressed in developing the preferred scenario.

Member discussion included:

- JPACT members emphasized that it is helpful to conceive of these scenarios in terms of choices about the kind of place you want to live in, rather than just GHG reductions. Connecting transit service and economic climate makes this approach real and tangible.
- Members noted that an important question in implementing any of these strategies would be how to become more competitive economically. A related question has to do with how assumptions of economic growth written in to adopted plans are achieved in these scenarios.
- Councilor Donna Jordan commented that one thing happening around the state is balancing priorities, and looking at where money is currently allocated. She warned that jurisdictions need to work to prevent cannibalizing each other's budgets, because all of these different priorities, like parks, jobs, natural areas, etc, contribute to the region's quality of life.
- Commissioner Roy Rogers asked how realistic the automobile fuel economy assumptions included in the draft scenarios are. These numbers were developed by an advisory committee comprised of ODOT, DEQ, and DLCD staff. This assumes awareness of climate change happens quickly, and is followed by a rapid response. Additionally, some have argued that while the mileage numbers are high, the electric vehicle numbers are low, so that it may balance out.
- Members suggested that providing a baseline picture of current conditions as a reference would be useful in sharing this information.
- Members addressed the regional scope of the project. The three counties each have different needs and visions, Chair Collette explained that the project started from a vision to

balance investments in reducing GHG with investments to achieve a better economy, or any of the various goals in existing plans. The idea of this project is not to create a dense urban core all over the region, but to talk about the degree to which everyone's community is doing what it can; each place has very different needs. Commissioner Savas added that this project has a lot of merit as a way of thinking about declining resources and the best way to invest limited funds in a way that will allow the region to remain competitive while fulfilling some of these aspirations.

8. ADJOURN

Chair Collette adjourned at meeting at 9:01 a.m.

Respectfully Submitted,



Evan Landman
Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5.1	Letter	3/14/2013	Letter recommending appointment of Bill Wyatt to National Freight Advisory Committee	031413j-01