



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
December 12, 2013
Metro Regional Center, Council Chamber

MEMBERS PRESENT

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

AFFILIATION

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

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
Rian Windsheimer
Susie Lahsene

AFFILIATION

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

STAFF: Grace Cho, Andy Cotugno, Kim Ellis, Elissa Gertler, Tom Kloster, Ted Leybold, Jim Middaugh, Kelsey Newell, 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

Chair Collette updated members on the following items:

- Recognized Dean Lookingbill for his dedicated service and contributions as a JPACT Member.
- Announced the selection of Matt Ransom as the Southwest Washington Regional Transportation Council Executive Director.
- The Women's Transportation Seminar (WTS) International Conference is scheduled to meet in Portland May 14-16, 2014.
- The Annual JPACT Lobby Trip in Washington, DC is scheduled to occur March 5-6, 2014.

4. CONSIDERATION OF THE MINUTES FOR NOVEMBER 14, 2013

MOTION: Commissioner Steve Novick moved, Councilor Donna Jordan seconded, to approve the JPACT Minutes from November 14, 2013.

ACTION: With all in favor, the motion passed.

5. CONCUR SUBSTITUTE STRATEGY TO REFLECT THE REGION'S INVESTMENT IN TRANSIT WHEN MAKING AIR QUALITY CONFORMITY FINDINGS

Ms. Nina DeConcini of Oregon Department of Environmental Quality (DEQ) provided an overview of the Carbon Monoxide Maintenance Plan which the region in partnership with TriMet and Metro is required to develop to reduce carbon monoxide emissions in order to conform to the federal Clean Air Act. To ensure compliance, regulations require JPACT and the Metropolitan Planning Organization (MPO) Board to adopt an air quality plan with each Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP). Ms. DeConcini highlighted the proposed action to substitute a strategy, known as a transportation control measure (TCM), in the air quality plan. The substitute TCM is a recalculation of how the region reflects its commitment to transit, bike and pedestrian pollution reduction. In November 2012, the three agencies: Metro, DEQ and the Environmental Protection Agency (EPA) elected to initiate a TCM substitution for the transit TCM to prevent a conformity lapse.

Ms. DeConcini introduced Tom Kloster of Metro who explained three transportation control measures (TCMs) included in the air quality plan which serve as strategies to reduce carbon monoxide emissions. For the Portland region, the TCMs are: 1) Increasing transit service; 2) Expanding the bicycle network; and 3) Building pedestrian connections. Mr. Kloster highlighted the importance of TCMs citing examples such as cleaner air, improved public health and continuance of federal funding. The preferred substitute transit TCM increase included a mathematical recalculation that measures the entire scope of the ten-year Portland Area Carbon Monoxide Maintenance Plan (2007-2017), evaluating all transit investments.

Ms. DeConcini requested JPACT's approval of the TCM Substitution Measure which has been approved by the Environmental Quality Commission (EQC) and TPAC.

Member comments included:

- Members asked clarifying questions about whether the mathematical calculations in the Preferred Substitute Transit Service Increase TCM included fixed service or bus service. Mr. Kloster stated that the calculation was based on overall measure of light rail and bus service that informs the basis of the measure.
- Neil McFarlane of TriMet emphasized that the Metropolitan region has recovered from the great recession. He highlighted that two million dollars of new service has been added in addition to another two million dollars focused on restoration of the twelve frequent service lines.

MOTION: Councilor Harrington moved, Mr. Neil McFarland seconded, to approve Resolution No. 13-4490.

ACTION: With all in favor, the motion passed.

6. ENDORSING A REGIONAL POSITION ON FEDERAL TRANSPORTATION POLICY

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 highlighted the changes made to Exhibit A of Resolution 13-4489 in regards to the link between active transportation and health services, eligibility for electric vehicle charging stations extended to CNG (compressed natural gas) equipment and advocacy for funding through the Department of Homeland Security's "Urban Areas Security Initiative."

In addition, Mr. Cotugno briefly introduced an endorsement draft letter addressed to Congressman Earl Blumenauer regarding his introduction of the UPDATE Act. The act would stabilize the Highway Trust Fund by increasing the federal gas tax in the short term by fifteen cents, indexing it to inflation and then phasing it out in favor of a reliable long-term funding source by 2024. The letter is anticipated for further detailed discussion at a future JPACT meeting.

Member comments included:

- Members suggested the following substitute language for Exhibit A, number three of Resolution 13-4489: "Advocate for recognition of the fact that active transportation options (including transit which involves walking to and from transit stops) improve health and reduce the long term need for healthcare services. This link provides an added benefit to the federal budget since healthcare costs drive the budget deficit which the federal government is attempting to rein in."

- Mr. Cotugno explained that Congressman Earl Blumenauer's office is welcome to providing more information about the UPDATE Act to JPACT Members. Additionally the Congressman's office has proposed the possibility of a joint JPACT and MPAC meeting in which Congressman Earl Blumenauer would directly present the bill.
- Members recommended verbal talking points recognizing the progress of MAP-21 while also providing new policy issue suggestions.
- Members highlighted the need to explain the fifteen cents gas tax included in the UPDATE Act.
- Commissioner Paul Savas suggested further evaluation and comparison of state versus federal funding for transportation.
- Members asked clarifying questions about Resolution 13-4489, item eight, in regards to the pursuance of state mandates for addressing climate change. Mr. Cotugno stated that rather than having a regional pursuit addressing climate change, current state mandates should be pursued as an example to other across the nation.

MOTION: Commissioner Steve Novick moved, Councilor Bill Wyatt seconded, to recommend adoption of Resolution 13-4489 as amended.

ACTION: With all in favor, the motion passed.

7. CLIMATE SMART COMMUNITIES SCNEARIOS PROJECT: FIRST LOOK AT RESULTS (PART 2)

Chair Collette introduced Commissioner Jerry Lidz of Land Conservation and Development Commission (LCDC). Commissioner Lidz explained that the Climate Smart Communities preferred scenario is scheduled for review by LCDC in 2015, after approval by the Metro Council. He highlighted the three standards that the commission is anticipated to evaluate including: (1) did the process follow LCDC's administrative rules (2) does the preferred approach achieve the mandated greenhouse gas emissions reduction and (3) are local governments supportive of the process and committed to its implementation.

Ms. Kim Ellis of Metro provided an overview of the Climate Smart Communities Scenarios Project. In 2009, the Oregon Legislature mandated that the Portland metropolitan region reduce per capita 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. The Climate Smart Communities Scenarios Project is currently in Phase 3, transitioning from data development and analysis to policy discussions to shape a draft preferred scenario by May 2014.

Ms. Ellis highlighted that results presented today relate to economic and social equity outcomes and will be used in combination with previously reported results to inform regional discussions to shape the preferred scenario approach in 2014. The results reported included access to transit, economic benefits from reduced emissions and congestion, and household budget benefits from driving less and more fuel-efficient vehicles. The full presentation is included as a part of the meeting record.

Ms. Ellis solicited advice from JPACT members regarding the policy areas that should be considered for shaping the preferred approach such as local plans concerning transit and funding. She emphasized the anticipated transition from data development and analysis to focusing on discussing the choices and tradeoffs concerning key regional policy areas. The policy areas would be the focus of engagement and upcoming policy committee discussions. She noted that the analysis of the draft preferred approach will be conducted using the regional travel demand model which will consider localized impacts such as transit ridership and congestion. Greenhouse gas emissions reductions will be analyzed using the GreenSTEP model. Additionally, she explained that there will be opportunities for joint meetings of the Metro Council, MPAC and JPACT to discuss development of the draft preferred scenario. A more detailed process will be presented for input at the January meeting.

Member Comments Included:

- Members asked clarifying questions regarding development of the preferred approach and meeting the expectations of LCDC in regards to the reduction of greenhouse gas emissions. Ms. Ellis explained the LCDC's administrative rules call for the region's preferred approach to meet specific greenhouse gas emissions targets, to conduct local government consultation before adoption; and establishes Dec. 31, 2014 as the deadline for adoption. She confirmed that Metro staff conducts regular coordination meetings with Department of Land Conservation and Development (DLCD) and Oregon Department of Transportation (ODOT) staff and is scheduled to brief LCDC and the Oregon Transportation Commission in the 2014. Commissioner Lidz stated that the LCDC would evaluate the reasonable basis for the conclusions in the preferred approach, competent technical work and a good faith effort that has been shown to date.
- Members expressed the need for a technical based analysis for reducing greenhouse gas emissions included in the scenario planning.
- Members recommended the need for understanding the preferred approach on a local level. Ms. Ellis reminded committee members that the projects and investments in Scenarios B and C represent local priorities from the adopted Regional Transportation Plan, which was developed from locally-adopted transportation system plans.
- Members asked clarifying questions about parking policy areas and suggested it would be helpful to have a better understanding of the parking assumptions used in the analysis and potential for this policy area in the region. They also asked about how the economic analysis in the scenario planning represents the avoided cost of parking for businesses. Ms. Ellis stated that the current scenario planning analysis does not account for that information, but that Metro staff could present additional background information on parking to inform shaping the preferred approach.

8. WESTSIDE FREIGHT ACCESS AND LOGISTIC ANALYSIS

Sean Robbins of Greater Portland Inc. introduced the Greater Portland Export Initiative by presenting a short video that can be found at the following web address: <http://www.youtube.com/watch?v=7Hxw66x7JAK>. The Greater Portland Export Initiative is a three year strategic plan for export growth in the Greater Portland region. The business plan calls on Greater Portland to make a transformational shift towards the export of goods and services as a central component of economic development efforts and private sector business

plans. The Greater Portland Initiative Business Plan is comprised of four strategies that include support and leverage primary exporters, catalyze under exporters, enhance the export pipeline and brand and market greater Portland's global edge. The first strategy informed the basis for conducting the Westside Freight Access and Logistic Analysis.

Susie Lahsene of the Port of Portland provided an overview of the Westside Freight Access and Logistic Analysis. The study confirmed through a number of industry interviews that Portland is the key destination for movement of consumer and export goods from the Westside.

Chris Maciejewski of DKS Associates provided details of the conclusions reached regarding the transportation issues included in the study. Some examples of reliability challenges that face existing routes include limited route choice, US 26 travel time reliability and freeway access. Three strategies were developed to meet the specific needs of Westside consumer and export freight movements to consolidations areas in the Portland area. These strategies were selected because they have the potential to increase travel time reliability and can be implemented in the near term. The strategies include enhanced traveler information, US 26 Truck ramp meter bypass and enhanced freeway incident response. The full presentation is included as a part of the meeting record.

Member Comments Included:

- Members recognized the work of the Westside Freight Access and Logistics Analysis in regards to intelligent transportation as an important item to prioritize for state funding at the legislature. Mr. Maciejewski stated that there is a federal grant for the specific purpose of evaluating incident response processes.
- Members observed the fact that the Metropolitan region's freight is increasingly concentrated at the airport which may have significant implications on freight and transportation investments in the future.

9. ADJOURN

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

Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "Taylor Allen".

Taylor Allen

Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
4	Minutes	11/14/13	111413 JPACT Minutes	121213j-01
5.1	Legislation	12/05/13	Resolution No. 13-4490 with attached Staff Report	121213j-02
5.1	Handout	05/31/13	Air Quality Conformity Memo	121213j-04
5.1	PPT	12/12/13	Transportation Control Measure Substitution	121213j -05
5.2	Legislation	12/02/13	Resolution No. 13-4489 with attached Staff Report	121213j-06
5.2	Letter	11/20/13	Senator Wyden and Merkley Letter	121213j-07
5.3	Letter	12/16/13	UPDATE Act Letter	121213j-08
6.1	PPT	12/12/13	Climate Smart Communities Scenarios Project First Look at Results Part 2	121213j-09
6.1	Letter	11/15/13	LCDC Letter	121213j-10
6.2	PPT	12/12/13	Westside Freight Access and Logistics Analysis	121213j-11