



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

MEMBERS PRESENT

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

AFFILIATION

City of Vancouver
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
ODOT
WSDOT

MEMBERS EXCUSED

Shane Bemis
Kathryn Harrington
Steve Stuart
Bill Wyatt

AFFILIATION

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

ALTERNATES PRESENT

Carlotta Collette
Lisa Barton Mullins

AFFILIATION

Metro Council
City of Fairview, representing Cities of Multnomah Co.

STAFF: Taylor Allen, Andy Cotugno, Kim Ellis.

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:

- All present JPACT and audience members participated in a brief introduction.
- The Oregon Metropolitan Planning Organization Consortium (OMPOC) meeting scheduled on February 7, 2014 was cancelled due to inclement weather.
- The annual JPACT Lobbying Trip to Washington, D.C. is scheduled to occur March 5th – 6th. A prep meeting for individuals attending the trip will occur Monday, February 24, 2014.
- The ID Southwest Kick-Off Meeting occurred on January 23, 2014. The Southwest Corridor Plan and Shared Investment Strategy builds on a community land use vision for downtowns, main streets and employment areas to support private, institutional and community based development throughout the corridor. A list of ID Southwest members will be distributed to JPACT members.
- Jason Tell of the Oregon Department of Transportation (ODOT) provided an update on the 2016-2018 Draft Statewide Transportation Improvement Plan (STIP) Projects and distributed a list of the funding details. Mr. Tell also gave an update on the membership of the Oregon Transportation Commission and distributed materials regarding the 20 percent discretionary funds. Additionally, he highlighted a landslide that occurred on I-84 resulting in closures on both eastbound and westbound roads.
- The Oregon Consensus Program completed their assessment of transportation decision-making in ODOT Region 1. This project developed as a result of a legislative proposal that would have created an area commission on transportation in the rural portions of Clackamas County.
- The dates for the joint MPAC/JPACT Meetings are scheduled for April 11 & May 30, 2014.
- Nina DeConcini of the Department of Environmental Quality (DEQ) introduced her new alternate, David Collier.

4. CONSIDERATION OF THE MINUTES FOR JANUARY 9, 2014

MOTION: Councilor Donna Jordan moved, Councilor Jack Burkman seconded to adopt the JPACT Minutes from January 9, 2014.

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 provided an explanation detailing the endorsement of Transportation for America (T4America) Federal Transportation Revenue Proposal. 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.

T4America is an advocacy organization composed of interest groups, business, and governments across the nation that has proposed a 30 billion per year increase in federal transportation user fees. They have suggested a number of options to raise the 30 billion dollars per year including some of the following: A 17-cent addition to the existing 18.3 cent federal gas tax; Replacing the existing 18.3 cent federal gas tax with an 11% Federal sales tax on gasoline; Addition of a 5.5% federal sales tax on gasoline.

Mr. Cotugno highlighted that there has been an increasing dependence on the general fund subsidy. He distributed attachments that further demonstrate the potential consequences and financial impacts that could result from decreased federal investment in transportation throughout the region. Attachment 2-A provides information describing the current and expected General Fund subsidy to the Transit and Highway Trust Funds based on continuing the practice established in MAP-21 to incorporate a modest inflation factor (1.8-2%) and subsidize the Trust Fund deficit with the General Fund. Attachment 2-B demonstrates the consequence of eliminating the general fund subsidy and drastically reducing the program and the impact of increasing transportation user fees by 30 billion dollars per year with the resulting increased investment in transportation. Attachment 2-C is the project list that was approved by the Oregon Transportation Commission (OTC) for projects in the Metro region, all of which could be effected. Attachment 2-D is the full project list approved by Metro/JPACT, of which nearly one third of the projects could be affected by the general fund reduction.

Member Comments Included:

- Members asked clarifying questions regarding the transportation investment and the process used to deduce the 30 billion dollar figure of increase. Mr. Cotugno referenced the T4America attachments included as a part of the record that are based on national need studies which have established the unfunded portion of highway and transit needs.
- Members expressed interest in more time to share the information and materials distributed today regarding Resolution Number 14-4501 with the local council and commissions in their region in order to support and better understand the endorsement.
- Members asked about the specific timeline in which Congress would potentially act upon a federal transportation fund package. Mr. Cotugno explained that Congress will act by the end of the federal fiscal year, however extensions could occur.
- Members asked clarifying questions about the composition of T4America. Mr. Cotugno confirmed that T4America is a large coalition composed of various advocacy organizations across the nation seeking both local and federal support. Metro is considering formally becoming a partner with T4America which would give Metro direct influence in recommendations.
- Members suggested that JPACT members attending the Annual Lobbying Trip to Washington, D.C. share the message that the Metropolitan region endorses the T4America proposal in principle and the general direction is consistent with previous federal transportation priorities established in Resolution 13-4489.

- Members asked clarifying questions regarding the amount of staff time and funding obligations required for formal membership in T4America. Mr. Cotugno stated that membership requirements include dues which would be considered in the Metro budget.

RESULT: Members decided to post-pone formal action on the endorsement of Resolution No. 14-4501: Endorsing the Federal Transportation Revenue Proposal Introduced by Transportation for America for a later date to further consult with local jurisdictions.

6. OREGON STATEWIDE TRANSPORTATION STRATEGY VISION AND SHORT- TERM IMPLEMENTATION PLAN FOR REDUCING GREEN HOUSE GAS EMISSIONS

Amanda Pietz of Oregon Department of Transportation (ODOT) provided an overview on the Oregon Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction. The Statewide Transportation Strategy (STS), developed in response to Senate Bill 1059 in 2010, established a general course of action to reduce transportation related greenhouse gas (GHG) emissions and help the state achieve its goal of reduction emission to 75 percent below 1990 levels by 2050.

A policy and technical committee guided the development of the STS over the course of a two year period. Committee members represented a wide-range of transportation stakeholders, including state agencies, regional and local governments, the business sector and advocacy groups. The STS identifies strategies for GHG emissions reduction in transportation systems, vehicle and fuel technologies and urban land use patterns. All additional information related to the STS is included as Attachment 1 to the record in the Executive Summary.

In March 2013, the Oregon Transportation Commission (OTC) accepted the STS and requested that ODOT staff examine the strategies for the development of an implementation plan. ODOT developed the STS Short-Term Implementation Plan which is included as Attachment 2 of the record. As an internal work plan, the STS short-Term Implementation Plan identifies seven programs for the Department to pursue over the next 2-5 years.

For the development of the STS Short-Term Implementation Plan, ODOT staff reached out to a number of internal and external stakeholders to provide information, address concerns and discuss initiatives that align with the STS. The stakeholder outreach process helped in the development of two supporting documents included as a part of the full record: 1) The STS Summary Sheets [Attachment 3], and 2) The economic considerations discussion paper [Attachment 4].

In addition to JPACT, ODOT staff will provide updates to all of Metro's Engagement Committees. On February 20, 2014, ODOT will take the STS Short-Term Implementation Plan to the OTC. After the OTC's review, ODOT will commence implementation and begin tracking the statewide change in GHG emission from the transportation sector.

Member Comments Included:

- Members suggested that JPACT send a letter to the OTC and ODOT asking if they would be willing to work with Metro staff to identify additional short term measures.
- Members asked clarifying questions regarding the monitoring analysis of the STS Short Term Implementation Plan. Ms. Pietz explained that the primary measure being considered is overall GHG emissions from the transportation sector. The model used for the analysis

includes a number of factors like changes in land use, transportation demand strategies and eco-driving over a period of time to detect relative impact.

- Members showed interest in the specific types of additional short term measures expected to result from further analysis.

MOTION: Mr. Steve Novick moved, Councilor Donna Jordan seconded, to draft a letter for review by JPACT members to send to the Oregon Transportation Commission (OTC) asking the Commission to direct ODOT staff to work with local Metro agency staff to strengthen the Short-Term Implementation Plan for the Oregon Statewide Transportation Strategy (STS) for reducing greenhouse gas emissions.

ACTION: With all in favor, the motion passed.

7. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: ATTITUDES ABOUT STRATEGIES TO ADDRESS GREENHOUSE GAS EMISSIONS OPINION RESEARCH REVIEW BY DAVIS, HIBBITS AND MIDGHALL CONSULTING INC (DHM).

Mr. Adam Davis of DHM Consulting provided an overview of the research concerning the general attitudes, values and beliefs held by individuals throughout the Metropolitan region about strategies to address greenhouse gas emissions.

DHM Consulting Inc. provides consultation for private, public, and non-profit clients with planning and decision-making through telephone and online surveys, focus groups, large group studies, one-on-one interviews, public outreach and the development and utilization of online panels.

Some significant research findings reported include: (1) Tri-county residents and those across the state show strong support for protection of the environment and often will prioritize this over the economy (2) While driving alone continues to be the most frequent mode of transportation in the region, alternative modes like walking, bicycling and transit show an upward trend (3) Metro residents prefer that new development occur within existing cities and towns to protect against sprawl. Additional findings related to greenhouse gas emissions, climate change, transportation and land use can be accessed as a part of the full meeting record.

Member Comments Included:

- Members expressed interest in whether Metropolitan residents made distinctions between clean air, clean water and its effects on GHG reductions. Mr. Davis explained that average Metropolitan resident would talk about reduction in GHG in terms of air.
- Members asked clarifying questions regarding price testing on land use and transportation policies desired by Metropolitan residents and the amount of financial support individuals are willing to contribute to altruistic goals.
- Members asked clarifying questions about the differences in the beliefs and values of the millennial generation among Metropolitan residents.

8. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: APPROVING THE PROCESS FOR SHAPING AND ADOPTION OF THE PREFERRED APPROACH IN 2014

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.

The project remains on schedule to meet its legislative and administrative mandates. In November, the committees discussed early results related to greenhouse gas emissions, housing, jobs, travel and air quality. In December, Metro staff presented results related to economic and social equity outcomes. In January, the committees reviewed public health and additional cost-related results and the proposed process for developing the preferred approach in 2014.

Metro used the GreenSTEP model to compare and evaluate the following outcomes across the three approaches: greenhouse gas emissions, housing and jobs, travel, access to transit and destinations, and air quality. The GreenSTEP model also provides a methodology for monetizing social costs which are defined as costs paid for by society as a result of public health and environmental impacts.

On January 31 and February 5, the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) reviewed and recommended refinements to the process for developing the preferred approach in 2014. Both committees recommended MPAC and JPACT approval of the process. Ms. Ellis highlighted some of the following changes; The Oregon Health Authority completed a technical review of a health impact assessment; The Oregon Department of Transportation staff updated the Statewide Transportation Strategy Short-Term Implementation Plan and are scheduled to provide briefings to the region advisory committees in March and April. Complete descriptions of the changes are included as an attachment to the meeting record.

Moving forward in 2014, staff recommends a eight-step process for building consensus on what strategies are included in the region's preferred approach:

- **Step 1: Confirm Commitment to Implement Adopted Plans**
- **Step 2: Assume State Actions**
- **Step 3: Discuss Options for Three Policy Areas**
- **Step 4: Discuss Potential Funding Mechanisms**
- **Step 5: Recommend Draft Preferred Approach, Pending final Evaluation and Public Review**
- **Step 6: Complete Final Evaluation and Prepare Public Comment Materials and Adoption Legislation**
- **Step 7: Convene Public Comment Period**
- **Step 8: Recommend Preferred Approach**

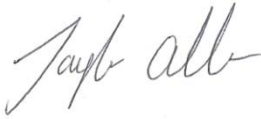
MOTION: Mayor Denny Doyle moved, Councilor Carlotta Collette seconded, that JPACT approve the process for shaping and adoption of the preferred approach in 2014 as discussed.

ACTION: With all in favor, and Commissioner Paul Savas abstained, the motion passed.

9. ADJOURN

Chair Dirksen adjourned the meeting at 9:30 a.m.

Respectfully Submitted,



Taylor Allen

Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2	Handout	N/A	2016-2018 Draft STIP Fix-It Projects	21314j-01
2	Handout	N/A	OTC Enhance 20% Discretionary Funds	21314j-02
4	Handout	01/09/14	010914 Minutes	21314j-03
6	PPT	02/13/14	Oregon Statewide Transportation Strategy Short-Term Implementation Plan	21314j-04
7	PPT	02/13/14	DHM Attitudes About Strategies to Address Greenhouse Gas Emissions Opinion Research Review	21314j-05
7	Handout	02/13/14	DHM Research Summary	21314j-06
8	Handout	02/13/14	Climate Smart Communities Scenarios Project Save the Date JPACT/MPAC Meetings	21314j-07