



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
Sept. 11, 2014
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Carlotta Collette
Shirley Craddick
Craig Dirksen, Chair
Donna Jordan
Neil McFarlane
Diane McKeel
Roy Rogers
Paul Savas
Don Wagner
Bill Wyatt

AFFILIATION

City of Vancouver
Metro Council
Metro Council
Metro Council
City of Lake Oswego, representing Cities of Clackamas Co.
TriMet
Multnomah County
Washington County
Clackamas County
Washington Department of Transportation
Port of Portland

MEMBERS EXCUSED

Ed Barnes
Shane Bemis
Nina DeConcini
Denny Doyle
Steve Novick

AFFILIATION

Clark County
City of Gresham, representing Cities of Multnomah Co.
Oregon Department of Environmental Quality
City of Beaverton, representing Cities of Washington County
City of Portland

ALTERNATES PRESENT

Josh Alpert; Chris Warner
Lisa Barton-Mullins
David Collier
Jef Dalin
Susie Lahsene
Jeff Swanson
Rian Windsheimer

AFFILIATION

City of Portland
City of Fairview, representing Cities of Multnomah Co.
Oregon Department of Transportation
City of Cornelius, representing Cities of Washington County
Port of Portland
Clark County
Oregon Department of Transportation

STAFF: Grace Cho, Beth Cohen, Alexandra Eldridge, Kim Ellis, Elissa Gertler, Dan Kaempff, Ted Leybold, John Mermin, Peggy Morell, Chris Myers, Jill Schmidt, Jamie Snook, and Randy Tucker.

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

Chair Craig 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

Chair Dirksen updated members on the following items:

- The JPACT Finance Subcommittee, focusing on the potential 2015 legislative transportation package, held its first meeting on Aug. 21. The conversation focused on the scope of the committee, how to be successful in engaging with the legislature on transportation funding issues and a straw man document that the Oregon Transportation Forum (OTF) drafted. The next subcommittee meeting will be Thursday, Sept. 18 from 7:30 to 9 a.m. at the Metro Regional Center.
- The Rail~volution 2014 Conference will be Sept. 20-24 in Minneapolis, Minn.
- Mr. Rian Windsheimer shared that Washington County and the Oregon Department of Transportation (ODOT) would be receiving \$10.1 million in federal transportation funding from the Transportation Investment Generating Economic Recovery (TIGER) grant program.

4. CONSENT AGENDA

4.1 Consideration of the Minutes for Aug. 14, 2014

MOTION: Ms. Diane McKeel moved and Ms. Lisa Barton-Mullins seconded to approve the Consent Agenda.

ACTION: With all in favor, the motion passed.

5. INFORMATION / DISCUSSION ITEMS

5.1 Climate Smart Communities Scenarios Project

Chair Dirksen introduced Ms. Kim Ellis of Metro to begin discussion of the Climate Smart Communities Scenarios Project leading to a joint meeting with Joint Policy Advisory Committee on Transportation (JPACT) and Metro Policy Advisory Committee (MPAC) on Nov. 7 at the World Forestry Center.

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. In June, the Metro Council directed staff to test the draft approach as unanimously recommended on May 30 by MPAC and JPACT. Staff completed the evaluation in August and prepared materials that will be subject to a 45-day public comment period from Sept. 15 to Oct. 30, 2014.

Chair Dirksen reminded members that the draft approach tested reflects the plans and visions that have already been adopted by communities and the region, including the 2014 Regional Transportation Plan that was approved in July.

Ms. Ellis summarized the results tested in the draft preferred approach recommended by MPAC and JPACT on May 30. The analyses showed that the draft approach would achieve a 29 percent reduction in per capita greenhouse gas emissions. Ms. Ellis stated that the project is in its third phase: shaping a preferred approach for adoption in December. The 10 land use and transportation policies included in the draft approach tested were shown to produce measurable emissions

reductions. She discussed key elements of the draft approach, including growth and development, transportation, funding, and leadership.

Ms. Ellis provided an overview of the return on investment anticipated from implementation of the draft approach, including economic benefits from improved public health, more physical activity, and less air pollution and delay, decreased vehicle-related travel costs and decreases due to lower ownership costs. She provided a breakdown of investments needed by 2035 and investments on an annual basis beyond the fiscally constrained Regional Transportation Plan.

Ms. Ellis introduced draft implementation recommendations to be released for public review from Sept. 15 to Oct. 30. These recommendations included:

1. Draft regional framework plan amendments
2. Draft toolbox of possible actions
3. Draft performance monitoring and reporting approach

Ms. Ellis presented an overview of the project's final steps in 2014 leading to final action by Metro Council on Dec. 18 and two topics the Metro Policy Advisory Committee recommended for further discussion at the Nov. 7 joint MPAC/JPACT meeting: identify a short list of toolbox actions that the region will immediately work on together in 2015 and 2016 and options for demonstrating the region's commitment to implementation. Ms. Ellis reported that she would work with the two technical committees to develop straw proposals for MPAC and JPACT to discuss at the joint meeting.

Member comments included:

- Members discussed the usefulness of the toolbox and identified key actions with regional consensus to use in monitoring. Mr. Paul Savas inquired whether any of the measurements under performance monitoring were state benchmarks. Ms. Ellis stated she would report back.
- Members discussed funding and acknowledged that the region would need to have robust discussions on funding needed to implement adopted plans. Mr. Windsheimer reminded members that the adopted RTP would meet the greenhouse gas emissions goal if funding were obtained. Councilor Carlotta Collette reminded members that Oregon Transportation Forum is working on a straw proposal for transportation funding, which is anticipated to be more clear by November.
- Mr. Jef Dalin, recommended consideration of incentives to motivate jurisdictions or businesses to invest.
- Mr. Chris Warner stated that Portland recommends convening a financial assumptions work group as part of the next update to the Regional Transportation Plan in 2018.
- Mr. Savas inquired as to what percentage of the RTP the region was on track to funding and implementing. Ms. Ellis explained that there are not good estimates region-wide of transportation spending to calculate percentages of what is being spent. She stated that the cost to implement the draft approach is \$600 million more a year than what is currently being invested. Mr. Savas stated that the public will want to see tangible returns on investments.

5.2 Streetcar Evaluation Model

Ms. Elissa Gertler, Metro's Director of Planning and Development, Jamie Snook of Metro, and Mr. Eric Engstrom from City of Portland provided an overview of the streetcar predictive development model. The Streetcar Evaluations Methods project was funded by a grant to Metro from the Federal Transit Administration (FTA). The objective of the project was to develop a predicative computer-based model that projects the potential new economic development within a proposed streetcar transit corridor. Ms. Gertler described the process undertaken by Metro and partners to inform and build the Model.

Ms. Snook provided an overview of how the predictive model works, comparing streetcar investments to the absence of investments to calculate development feasibility. She stated that peer review feedback supported the direction of the model, but did not endorse it.

Ms. Gertler discussed results of test runs of the Model on four corridor types in the region. She stated three key takeaways the model can share:

1. Magnitude of new development stimulated by public investment
2. How local regulations affect development feasibility
3. Estimated fiscal and economic benefits of development

Mr. Eric Engstrom commented that the model can be translated to model development outcomes by any improvement in transit and movement. He stated that City of Portland is using the model to analyze several corridors identified as potential streetcar routes in the 2009 Streetcar System Concept Plan. These results will feed into the project evaluation process underway as part of the Transportation System Plan update.

5.3 Oregon Department of Transportation (ODOT) Region 1 Area Commission on Transportation (ACT) Review and Input Options

Chair Dirksen and Mr. Andy Cotugno of Metro provided background on the ODOT Task Force considering options for a Region 1 ACT to be considered at the Sept. 22 meeting.

Mr. Cotugno stated that the first two meetings of the Task Force sought to identify what problems the group was setting out to solve. He shared the problem statement which emphasizes the need to enhance communications and understanding of needs throughout ODOT Region 1 in order to lead to support for increased funding.

Mr. Cotugno provided an overview of the ACT formation choices under consideration by the Task Force, including two options and two variations for one ACT in Region 1, two options for two ACTs, and the status quo. Maps of the choices' boundaries are available in the meeting packet attachments. There were two variations within the two choices for formation of one ACT.

Mr. Cotugno discussed the challenges of single and two ACT options given population differences and the need to balance fair input with decision making processes. He provided an overview of the region's range in populations by County and identified other allocation factors that could be employed besides population, including: lane-miles, vehicle miles traveled (VMT), and truck ton-miles.

Member comments included:

- Mr. Savas requested Metro staff discuss availability of employment lands and highway access routes as related to an ACT.
- Mr. Josh Alpert, representing Portland Mayor Charlie Hales, read a letter from Mayor Hales stating his support for the creation of two ACTs. [The letter is available in the meeting packet attachments.]
- Ms. Donna Jordan stated her support for formation of one ACT shaped to include agriculture, tourism, freight, and the high-tech industry all as important aspects to consider.
- Mr. Jules Bailey, representing Ms. Diane McKeel of Multnomah County, emphasized how well the Statewide Transportation Improvement Program (STIP) allocation has gone and addressed shortcomings in the one ACT option.
- Mr. Jack Burkman stated his interest in the ACT as it relates to Vancouver and Clark County, which cannot be included in the ACT, but is a part of the STIP funding allocation. He supported a more urban-structured ACT formation and asked that Clark County continue to be involved to keep a holistic view of the Portland metropolitan area.
- Councilor Shirley Craddick stated her support for two ACTs to bring rural and urban priorities to a larger group for a more holistic view and identified shortcomings of the one ACT options. Chair Dirksen stated that Metro Council supports the two ACT model because a single ACT would provide rural areas more adequate representation.
- Mr. Dalin recommended that the Task Force evaluate other regions' ACTs with similar situations, such as central Oregon.
- Mr. Windsheimer shared with members that the Task Force would continue to hold more discussions of the structure and function of the agreed upon ACT formation after the Task Force has chosen to create a single ACT or two separate ACTs.

Chair Dirksen stated that he did not hear consensus among JPACT members and acknowledged that more discussion would be necessary to bring JPACT's consensus to the ODOT Task Force.

5 **ADJOURN**

Chair Dirksen adjourned the meeting at 9:19 a.m.

Respectfully Submitted,



Jill Schmidt, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPT. 11, 2014

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT NO. |
|-------------|----------------------|-----------------|---|---------------------|
| 5.1 | Handout | N/A | Climate Smart Communities Joint JPACT/MPAC Meeting Save the Date | 91114j-01 |
| 5.1 | Handout | Sept. 2014 | Climate Smart Communities Scenarios Project Key Results | 91114j -02 |
| 5.1 | Presentation | 9/11/14 | Climate Smart Communities Draft Climate Smart Approach | 91114j -03 |
| 5.2 | Presentation | 9/11/14 | Streetcar Corridor Economic Impact Predictive Model | 91114j-04 |
| 5.3 | Handout | 9/22/14 | Oregon Depart of Transportation Coordination Task Force Agenda for Sept. 22, 2014 | 91114j-05 |
| 5.3 | Handout | 9/9/14 | Area Commission on Transportation Alternatives Feedback | 91114j-06 |
| 5.3 | Handout | 9/10/14 | Letter from Oregon Department of Environmental Quality | 91114j-07 |
| 5.3 | Handout | 9/11/14 | Letter from Mayor Charlie Hales, Portland | 91114j-08 |
| 5.3 | Presentation | 9/11/14 | 1 ACT? 2 ACT? | 91114j-09 |
| N/A | Minutes | 8/21/14 | JPACT Finance Subcommittee for Aug. 21, 2014 | 91114j-10 |