



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
Oct. 9, 2014
Metro Regional Center, Council Chamber

MEMBERS PRESENT

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

MEMBERS EXCUSED

Ed Barnes
Shane Bemis
Carlotta Collette
Denny Doyle
Bill Wyatt

ALTERNATES PRESENT

Kathryn Harrington
Jeff Swanson
Rian Windsheimer

AFFILIATION

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

AFFILIATION

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

AFFILIATION

Metro Council
Clark County
Oregon Department of Transportation

STAFF: Beth Cohen, Andy Cotugno, Alexandra Eldridge, Elissa Gertler, Tom Kloster, Ted Leybold, Lake McTighe, John Mermin, Brian Monberg, Chris Myers, Bud Reiff, Jill Schmidt, and John Williams.

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

Chair Craig Dirksen declared a quorum and called the meeting to order at 7:33 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 met on Sept. 18. Mr. Craig Campbell, Chair of the Oregon Transportation Forum (OTF), summarized conversations from the last OTF meeting where members voted on options within the straw man proposal. The next subcommittee meeting will be on Oct. 16 at 7:30 a.m. at the Metro Regional Center to discuss regional priorities for a state legislative package.
- Metro will host a joint meeting with JPACT and the Metro Policy Advisory Committee (MPAC) the Climate Smart Communities Scenarios Project on Nov. 7 from 8 a.m. to 12 p.m. at the World Forestry Center.
- T4 America is hosting a conference Nov. 13-14 in Denver, CO.
- Councilor Carlotta Collette provided an update on the Oregon Department of Transportation (ODOT) Area Commission on Transportation (ACT) Task Force. She summarized discussions from Sept. 22, which focused on representation under one or two ACT formations. Mr. Paul Savas noted that task force members had not seen the spreadsheet with composition information. Mr. Rian Windsheimer directed members to resources for more information and means to provide feedback.
- Ms. Diane McKeel shared an updated from the Powell Division Steering Committee. The committee reached consensus to narrow studies to bus options and agreed on a general route along inner Southeast Powell Blvd. and outer Southeast Division St. Mr. Steve Novick stated that steering committee discussions have highlighted concerns about gentrification and displacement from transit improvements and recommended that JPACT consider a conversation about inclusionary zoning.
- Councilor Shirley Craddick provided a re-cap of the 2014 Rail~Volution conference in Minneapolis, Minn. The 2015 conference will be hosted in Dallas, Texas.

4. CONSIDERATION OF THE MINUTES

MOTION: Mr. McFarlane moved and Ms. Donna Jordan seconded to approve the JPACT minutes from Sept. 11, 2014.

ACTION: With all in favor, the motion passed.

5. ACTION ITEMS

5.1 2013-15 Unified Planning Work Program: Accepting a Grant to Fund Improvements to the Behavior-Based Freight Model

Mr. Chris Myers provided staff's report on the Resolution to amend the Fiscal Year 2013-15 Unified Planning Work Program (UPWP) to add the Behavior-Based Freight Model Project. Mr. Myers explained that the Behavior-Based Freight Model Project was awarded funds by the Federal Highway Administration (FHWA) after adoption of the FY 2013-15 UPWP. Per federal requirements, all transportation planning projects that are federally funded are required to be included in the UPWP.

Mr. Bud Reiff shared a description of the project which would replace Metro's current trip-based truck model that utilizes fixed commodity flows with a tour-based model designed to reflect decisions made by shoppers, receivers, truck operators, terminal managers and others. This description can be found in Exhibit A.

Member comments included:

- Ms. Susie Lahsene shared her support for the new model.

Action would recommend to Metro Council to approve.

MOTION: Ms. Susie Lahsene moved and Ms. Jordan seconded that JPACT recommend to Metro Council adoption of the resolution to amend the Fiscal Year 2013-15 UPWP to add the Behavior-Based Freight Model Project.

ACTION: With all in favor, the motion passed.

6. INFORMATION/DISCUSSION ITEMS

6.1 Recap of Sept. 29 Regional Transportation Plan Implementation Workshop

Mr. John Mermin, referring to the memo that was distributed at the meeting to summarize the Sept. 29 workshop, provided a summary of the agenda and attendance at the Regional Transportation Plan workshop. Mr. Mermin stated that all materials from the meeting were available on the Metro website.

Mr. Novick inquired about implications for the next Regional Flexible Funds Allocation (RFFA). Mr. Mermin stated staff would have the opportunity to discuss criteria for the next RFFA in early 2015.

Mr. McFarlane stated that jurisdictional partners are working on service enhancement plans in the region and shared TriMet's willingness to work with staff and continue to work with local jurisdictions in their plans.

6.2 Climate Smart Communities Scenarios Project: Update on the public review materials and next steps for prioritizing toolbox actions and options to demonstrate region's commitment to implementation

Climate Smart Communities Scenarios Project was initiated in response to a mandate from the 2009 Oregon Legislature to develop and implement a strategy 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 for study on May 30 by the Metro Policy Advisory Committee (MPAC) and JPACT. Staff completed the evaluation in August and prepared materials that were released for a 45-day public comment period from Sept. 15 to Oct. 30, 2014. A joint meeting will be held on Nov. 7 for MPAC and JPACT to consider public comments received and continue shaping their final recommendation to the Metro Council.

Chair Dirksen stated that Metro's Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) were developing a straw proposal on two topics for JPACT and MPAC discussion at the Nov. 7 joint meeting related to priority actions for the region to work on together in 2015 and 2016 and demonstrating the region's commitment to implementation of the Climate Smart Strategy.

Chair Dirksen reported that he and MPAC Chair Carson provided an update to the interim house and senate committees in Sept. The information was well-received and the chairs of both committees asked to be kept informed of the project's progress.

Chair Dirksen also reported that he and Councilor Collette briefed the Land Conservation and Development Commission (LCDC) on the project and received Commission support of the overall direction. The commission commended the level of public and elected official engagement conducted to date.

Ms. Kim Ellis provided a brief summary of the public comment period underway, including the online survey, the key results brochure, draft climate smart strategy, and draft implementation recommendations. She stated that the final public comment report and staff recommendations responding to public comments would be available in Nov. 2014. Ms. Ellis noted that TPAC and MTAC have been identifying comments and suggestions that will be incorporated as recommendations to be brought to JPACT in December.

Mr. Savas inquired if there was a potential that some projects could be removed from the project list if they do not prove to meet the state mandate. Ms. Ellis explained that the draft Climate Smart Strategy relies on and includes local jurisdictions' identified investment priorities to meet the state mandate. Chair Dirksen reminded members that the strategy is based on what was adopted in the 2014 Regional Transportation Plan (RTP) last July.

Ms. Lahsene stated that the Regional Framework Plan amendments seemed uniquely detailed and expressed concern that it would be too constraining. She suggested broader amendments be considered that captures the goals of the Climate Smart Strategy. Ms. Ellis explained the amended Framework Plan chapters and the need for the amendments to reflect the key components of the Climate Smart Strategy. She stated that the list of toolbox actions identified in Policy 11.3 are intended to be examples of the types of actions local governments and others are encouraged to consider to help implement the strategy.

Mr. Savas discussed port and trade sector accessibility. He suggested expansion on items regarding freight transportation.

Ms. Ellis provided a brief update on two policy topics prioritized by MPAC and JPACT for further discussion. MPAC and JPACT directed MTAC and TPAC to work together to develop proposals for further discussion at the upcoming joint MPAC and JPACT meeting. The topics identified are:

1. Create a straw proposal that identifies a short list of toolbox actions that the region will immediately work on together in 2015 and 2016; and
2. Create a straw proposal that identifies options for demonstrating the region's commitment to implementation of the strategy that Metro Council will consider for adoption in Dec. 2014.

Ms. Ellis directed members to the memo included in the packet [Subject: Climate Smart Communities Scenarios Project: Next steps for addressing policy topics prioritized by MPAC and JPACT for further discussion], which outlines MTAC and TPAC's proposals with questions for consideration.

Ms. Ellis welcomed members' input on the straw proposals that MTAC and TPAC developed.

Member comments included:

- Mr. Savas requested incorporating more emphasis on economic needs.
- Mr. Novick stated that it would be useful to show the economic benefits of the project to build support.
- In response to member comments, Chair Dirksen stated that the toolbox should focus on actions that can achieve greenhouse gas reductions without any impediment to economic development and should avoid actions that would be detrimental to development.
- Ms. Ellis stated that Oregon is researching economic impacts of carbon pricing or taxing options in the state.
- Mr. McFarlane stated that the project's actions will improve mobility, health, and economic development, but will also serve to reduce carbon emissions.
- Ms. Lahsene inquired about implications if the region is unable to reach the greenhouse gas reduction mandate due to funding limitations. Ms. Ellis responded that the biggest investment area beyond the financially constrained RTP is increased transit service and capital investments needed to support the recommended investment level. She explained the transit level of investment would help more fully implement the service enhancement plans TriMet is working with communities and business leaders to develop.
- She stated that the monitoring approach will serve as an opportunity to report on how well the region is doing with implementation and identify adjustments that may be needed. Chair Dirksen added that consequences if goals are not met will have to be re-evaluated.
- Mr. Windsheimer stated that the greenhouse gas reduction goals are anticipated to be achievable if the financially constrained RTP can be funded, but that MPAC and JPACT decided to set ambitions beyond that. He expressed hope that the joint meeting would return to discussions about the tradeoffs of being more ambitious to meet or exceed the mandate.
- Mr. Roy Rogers congratulated Metro staff on their work thus far. He shared his support for the dashboard approach to monitoring. Ms. Ellis shared Metro's objective to communicate effectively during monitoring on a regular basis.
- Mr. Jeff Swanson discussed the benefits anticipated alongside the reduction of emissions, including freight mobility and health benefits to suggest monitoring additional benefits in the dashboard approach as well although they are not required.
- Ms. Jordan summarized the support heard for a straw proposal for initial actions to take in 2015-2016, but the need for further discussion about the preferred means to demonstrate regional commitment. Councilor Collette suggested incorporating local plans into the regional commitment.

7. **ADJOURN**

Chair Dirksen adjourned the meeting at 8:50 a.m.

Respectfully Submitted,



Jill Schmidt, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCT. 9, 2014

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Handout	N/A	Capital Ideas: Raising Money for Transportation Through Innovative State Legislation	10914j-01
3.0	Handout	9/18/14	JPACT Finance Subcommittee Sept. 18, 2014 Meeting Minutes	10914j -02
6.1	Memo	10/9/14	Recap of 2014 RTP Implementation Workshop	10914j -03