



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Jan. 8, 2015

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Shirley Craddick
Nina DeConcini
Craig Dirksen
Denny Doyle
Kathryn Harrington
Tim Knapp
Neil McFarlane
Diane McKeel
Steve Novick
Roy Rogers
Paul Savas
Rian Windsheimer

AFFILIATION

City of Vancouver
Metro Council
Oregon Department of Environmental Quality
Metro Council
City of Beaverton, representing cities of Washington County
Metro Council
City of Wilsonville, representing cities of Clackamas County
TriMet
Multnomah County
City of Portland
Washington County
Clackamas County
Oregon Department of Transportation

MEMBERS EXCUSED

Jeanne Stewart
Don Wagner
Bill Wyatt

AFFILIATION

Clark County
Washington State Department of Transportation
Port of Portland

ALTERNATES PRESENT

Bart Gernhart
Susie Lahsene
Jeff Swanson

AFFILIATION

Washington State Department of Transportation
Port of Portland
Clark County

STAFF: Andy Cotugno, Alexandra Eldridge, Elissa Gertler, Alison Kean, Ted Leybold, Jill Schmidt, 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:

- Chair Dirksen at the Dec. 11 meeting proposed to move the dates of the JPACT trip to Washington D.C. from March to April 28 -30. By not going in March when many other people will be there, there will be more opportunities to meet with delegates. Those dates in late April also coincide with the Portland Business Alliance trip, which would allow JPACT to partner with regional business associations.
- Ms. Kelly Brooks of the Oregon Department of Transportation (ODOT) sent out a draft recommendation for the region 1 Area Commission on Transportation (ACT) and welcoming comments in advance of the Oregon Transportation Commission meeting on January 15. The deadline to submit comments is January 13.
- The next meeting for the JPACT Finance Subcommittee is Thursday, January 15, 7:30 a.m. and will continue the discussion on transportation funding.

4. CONSIDERATION OF THE MINUTES FOR DECEMBER 11, 2014

MOTION: Mr. Neil McFarlane moved and Councilor Kathryn Harrington seconded to approve the JPACT minutes from Dec. 11, 2014.

ACTION: With all in favor, the motion passed.

5. ACTION ITEMS

5.1 Draft Letter of Support for State Travel Options Plan

Mr. Ted Leybold of Metro and Ms. Amanda Pietz of ODOT updated members on the Metro region's draft letter of support for ODOT's draft State Transportation Options (TO) Topic Plan. The plan offers an integrated, multi-modal, approach to investing in Oregon's transportation system. A key principle of the TO plan is to ensure that the public has the resources to be informed about the travel options available to them and thus choose the best means of travel for their specific needs. Ms. Pietz mentioned that ODOT's TO plan is the first statewide plan developed for transportation options and first in the nation addressing transportation options at a statewide level to meet diverse travel needs. She stated that a multi-modal plan is important to address new transportation preferences as they develop. Millennials are driving less and baby boomers are staying more active and need diverse transportation options as they age. The state must also meet a mandate to invest in measures to reduce greenhouse gas emissions from transportation sources. She also stated that the state realizes there is a need for safer transportation options, including safe routes to schools. The public review period closes at the end of January.

The plan has 10 major goals:

1. Safety
 - Education, training, and programs for users of all modes
2. Funding
 - Equally consider TO and support TO programming through reliable and responsive funding
3. Accessibility
 - Availability, information, and ease of using TO
4. Mobility and System Efficiency
 - TO role in managing congestion, improving reliability, and optimizing investment
5. Economy
 - Travel cost savings, system reliability, and employer programs

6. Health and Environment
 - Reduce environmental impacts, and improve health through TO
7. Land Use and Transportation
 - TO tools and strategies to support land use and transportation integration
8. Coordination
 - Expand partnerships to better implement TO
9. Equity
 - Support diverse transportation needs throughout Oregon
10. Knowledge and Information
 - Accessible information and staff resources for effective programs

Member comments included:

- Mayor Tim Knapp of Wilsonville stated that the TO plan seems to focus on dense urban areas and appears to be less applicable for suburban and rural areas. He stated that as a state wide plan it is not adequately balanced towards areas outside of the metro area. Ms Pietz responded that the plan aims to address what is important to urban and non-urban areas. She stated that the plan addresses what is important for the rural and suburban areas as well as urban. Chair Dirksen added that the plan is still in draft form and will be reviewed and edited by Metro Technical Advisory Committee (MTAC).
- Commissioner Steve Novick of the City of Portland asked if there would be further development of implementation and performance standards. Ms. Pietz stated that ODOT will be looking at the overall vehicle miles traveled, the spread of commuters during peak hours and what modes of travel they are using and how many people are traveling at peak hours, and transportation options providers per capita.
- Mr. Leybold spoke more about the significance of travel options to the region. He acknowledged the importance of the state and them taking on a travel options plan. He noted that ODOT and Metro staff would work with this draft plan more at the January Transportation Policy Advisory Committee (TPAC) meeting.

MOTION: Mr. Rian Windsheimer moved and Mayor Denny Doyle seconded to approve the draft letter of support for ODOT's TO plan.

5.2 Resolution No. 15-4597, For the Purpose of Endorsing Regional Policy and Funding Priorities for 2015 State Transportation Legislation

Chair Dirksen provided an overview of previous JPACT discussions on the resolution to endorse a regional policy and funding priorities package for the 2015 state legislature. The JPACT Financial Subcommittee was convened to draft a transportation funding proposal for recommendation to JPACT. It chose to endorse the work that was done by the Oregon Transportation Forum (OTF). At the Dec. 11 meeting, JPACT proposed three possible amendments to the resolution for consideration in January.

POSSIBLE AMENDMENT #1 TO RESOLUTION NO. 15-4597: Indexing for Inflation

The OTF proposal calls for indexing the gas tax to account for changes in fleet fuel efficiency.

POSSIBLE AMENDMENT #2A TO RESOLUTION NO. 15-4597: regional distribution of 50% of "Enhance" Program

The OTF proposal calls for an increase in highway trust fund sources to create an “Enhance” program in addition to a “Fix-it” program. The “Enhance” program is intended to be split 50% to supplement the ODOT “Enhance” program for projects of state significance and 50% for projects of regional or local significance.

POSSIBLE AMENDMENT #2B TO RESOLUTION NO. 15-4597: Local distribution of 50% of “Enhance” Program

Amendment #2b is the counterproposal to amendment #2A. It would endorse the approach for distribution of the regional/local portion of the “Enhance” program to all cities and counties with 30% to counties on the basis of registered vehicles and 20% to cities on the basis of population.

Mr. Randy Tucker of Metro summarized the proposal, which includes funding for road and non-road investments, and funding that would be categorized in both the fix-it and enhance projects. He stated that it is important to look at the elements of the proposal, its principals and that it is an all modes transportation package.

MOTION: Commissioner Roy Rogers moved and Councilor Harrington seconded to approve Resolution No. 15-4597.

Member comments included:

- Commissioner Paul Savas stated he would support the resolution without any amendments.
- Mayor Knapp expressed concerns that indexing for fuel efficiency causes economically disadvantaged people who drive less fuel efficient vehicles to be burdened with the costs.
- Councilor Harrington stated that prioritizing multi-modal corridor planning projects that have regional significance is important and asked if supporting the enhance program either through the OTF package or amendment 2A would provide additional funds to actually realize those projects sooner rather than later. Mr. Cotugno confirmed that enhance funds would assist with advancing corridor planning projects.
- Randy Tucker stated that the question about indexing has not been asked at the state level. OTF’s recommendation is to not include the amendment on indexing for inflation.

MOTION: Mayor Knapp moved and Councilor Harrington seconded to approve amendment #2A to Resolution No. 14-4597, which if approved would call for regional distribution of 50 percent of Enhance program funds

ACTION: With 8 in favor (Councilor Harrington, Councilor Craddick, Mayor Knapp, Mayor Burkman, Commissioner Novick, Commissioner McKeel, Commissioner Mr. Roy Rogers, and Mr. Jeff Swanson), 3 abstentions (Ms. Nina DeConcini, Mr. Rian Windsheimer, and Mr. Bart Gernhart), and 4 opposed (Mayor Doyle, Commissioner Savas, Ms. Susie Lahsene, and Mr. Neil McFarlane McFarlane) the motion to amend Resolution 15-4597 to call for regional distribution of 50 percent of Enhance program funds failed.

6. INFORMATION / DISCUSSION ITEMS

6.1 Cost of Congestion Presentation

Ms. Marion Haynes of the Portland Business Alliance (PBA) presented results from the economic impacts of congestion in Oregon study. She stated that the exporting and importing of goods to and from Oregon is increasing due to globalization. She stated that Portland is a very large export center on the west coast and ranks higher than its population would suggest. The study demonstrated that a growing population, globalization, expanding markets and a lack of alternatives for local ground

transport will degrade the performance of transportation systems even with existing and committed projects. Ms. Haynes stated that the economic impacts of congestion in the Portland metro area and other metropolitan areas are far reaching and impact the entire state of Oregon. With the proposed transportation investments, the economic impacts are impressive and would significantly reduce congestion, allow businesses to save money, expand, make investments, and create jobs.

Members discussed the benefits of transportation investments and the challenges that are ahead.

6.2 Introduce Federal Transportation Policy Options

Mr. Andy Cotugno of Metro provided an update on the draft regional position on federal transportation policy related to reauthorization of the transportation program.

7. ADJOURN

Chair Dirksen adjourned the meeting at 9:03 a.m.
Respectfully Submitted,

A handwritten signature in cursive script that reads "Botond Kovacs". The signature is written in black ink and is positioned below the text "Respectfully Submitted,".

Botond Kovacs, Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JAN. 08, 2015

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Letter	1/7/15	City of Gresham reasons unable to attend JPACT meeting and stance on amendments to Resolution No. 14-4597	01815j -01
6.1	Handout	1/8/15	Economic Impacts of Congestion on the Portland-metro and Oregon Economy	010815j -02