



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
FINANCE SUBCOMMITTEE
February 23rd, 2015
Metro Regional Center, Room 401

JPACT MEMBERS PRESENT

Craig Dirksen, Chair
Neil McFarlane
Steve Novick
Paul Savas
Jules Bailey
Susie Lahsene
Rian Windsheimer

AFFILIATION

Metro Council
TriMet
City of Portland
Clackamas Co.
Multnomah Co.
Port of Portland
Oregon Department of Transportation

STAFF and COUNCILORS: Andy Cotugno, Randy Tucker, Kim Ellis, Elissa Gertler, Dan Kaempff, Ted Leybold, Councilor Bob Stacey

1. WELCOME AND INTRODUCTIONS

Chair Craig Dirksen called the meeting to order at 7:36 a.m. Chair Dirksen re-capped the previous JPACT finance meeting and restated his hope that the conversation starting at today's meeting about defining a transportation system of regional significance will help JPACT have productive conversations about using limited dollars more effectively and potentially identifying new funding for transportation.

2. STATE LEGISLATURE UPDATE

Mr. Randy Tucker shared that members of the Oregon Transportation Forum (OTF) have been meeting in Salem on how to advance the OTF package, though it's too early in the session to know what will happen. Mr. Tucker mentioned that a few representatives of the OTF testified in front of a recent House Economic Development Committee. In addition, a small group of legislators appointed from the House and Senate have begun meeting on a potential transportation package.

Mr. Tucker updated the group that a bill extending the clean fuels program, scheduled to sunset this year, passed the Senate and is moving forward in the House. Mr. Tucker and subcommittee members discussed how the membership of the OTF is split on the bill and the political, policy and other implications of its passage.

Mr. Andy Cotugno provided a brief update on the Governor's Vision Committee, which is looking at a transportation package in the next session, but had nothing substantive to report at this time.

3. FEDERAL TRANSPORTATION AUTHORIZATION UPDATE

Mr. Cotugno provided an update on the draft regional position on the reauthorization of the federal transportation program, sharing edits suggested at the February 12th JPACT meeting.

4. UPDATE AND DISCUSSION ON PROCESS FOR DEFINING A TRANSPORTATION SYSTEM OF REGIONAL SIGNIFICANCE

At the January JPACT Finance Subcommittee meeting, members requested staff propose a process for defining a transportation system of regional significance. Once defined, this system could be used as a tool in conversations around regional transportation funding.

Mr. Cotugno introduced this topic by noting that several steps must occur prior to any conversations about regional transportation funding. The first step, defining a transportation system of regional significance, represents a technical exercise of narrowing down system categories within the Regional Transportation Plan (RTP). Once a system of regional significance is defined, regional leaders could work to identify projects of sufficient regional importance that create shared interest in identifying funding.

Mr. Cotugno noted, based upon past attempts to talk about regional transportation funding, that there are some key ingredients to being successful. First, there has been a tendency for each jurisdiction to maintain a very strict position that they should get out of a regional funding measure every dollar collected in their jurisdiction. This step of defining a system of regional significance and then selecting projects of shared regional interest is important to break down the expectation that dollars-in equals dollars-out. The second major issue has been reaching agreement on the mode of desired projects. There tends to be different preferences in different parts of the region for road expansion vs. road diet projects, road vs. transit projects and inclusion of bike/pedestrian projects. Finally, any effort around a regional funding measure will need to be strongly guided by public opinion and is dependent on regional leadership.

Mr. Ted Leybold and Mr. Dan Kaempff described upcoming staff workshops, scheduled for March 9th and April 6th, to help define this system of regional significance. Mr. Leybold and Mr. Kaempff will bring a proposal from the staff workshops back to the JPACT Finance Subcommittee.

Members provided questions and comments on how this system might be defined. Members discussed what categories could be considered for this system including bridges, projects with multiple modal components and demand management projects and the importance of appealing to public opinion when deciding which categories to include. Members also discussed whether a system of regional significance would include state-owned systems and facilities.

Mr. Rian Windsheimer provided an update on the Statewide Transportation Improvement Program (STIP) process. He mentioned that with less funding available for this STIP cycle, the Oregon Transportation Commission is evaluating how to allocate funding in the most efficient manner. Mr. Leybold also reminded the group that conversations will begin in April for the Transportation Improvement Program, which includes the Regional Flexible Funds Allocation and the STIP.

5. WRAP UP AND NEXT STEPS

Chair Dirksen proposed letting staff work on the definition of a transportation system of regional significance at the workshops and reconvene the finance subcommittee in May.

6. ADJOURN

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

Respectfully Submitted,

A handwritten signature in black ink, appearing to be 'Beth Cohen', with a long, sweeping horizontal line extending to the right.

Beth Cohen, Council Policy Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEB. 23 2015

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
4.0	Memo	2/20/15	Regional System Definition Memo	022315j-01
4.0	Handout	2/20/15	Regional System Definition Matrix	022315j-02