



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)  
Meeting Minutes  
May 14, 2015  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman  
Shirley Craddick, *Vice Chair*  
Nina DeConcini  
Craig Dirksen, *Chair*  
Denny Doyle  
Kathryn Harrington  
Tim Knapp  
Neil McFarlane  
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  
City of Portland  
Washington County  
Clackamas County  
Oregon Department of Transportation

MEMBERS EXCUSED

Billy Wyatt

AFFILIATION

Port of Portland

ALTERNATES PRESENT

Jules Bailey  
Jef Dalin  
Doug Daoust  
Bart Gernhart  
Susie Lahsene  
Alan Lehto

AFFILIATION

Multnomah County  
City of Cornelius, representing Cities of Washington County  
City of Troutdale, representing Cities of Multnomah County  
Washington State Department of Transportation  
Port of Portland  
TriMet

OTHERS PRESENT: Chris Deffebach, LeeAnne Ferguson, Mark Gamba, Jeff Gudman, Eric Hesse, Gerik Kransky, Nancy Kraushaar, Jaimie Lorenzini, Zoe Monahan, Mark Ottenad, Matt Ransom, Karen Schilling, Tara Sulzen, Joanna Valencia

STAFF: Beth Cohen, Andy Cotugno, Colin Deverell, Alexandra Eldridge, Kim Ellis, Alison R. Kean, Elissa Gertler, Ted Leybold, Chris Myers, Nellie Papsdorf, Randy Tucker

**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

JPACT Chair Craig Dirksen called the meeting to order and declared a quorum at 7:34 a.m.

**2. CITIZEN COMMUNICATION ON JPACT ITEMS**

There were none.

### **3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS**

Chair Dirksen, JPACT Members, and staff provided updates on the following items:

- Chair Dirksen summarized the JPACT trip to Washington, D.C.:
  - Mr. Dirksen noted that the trip's coordination with Portland Business Alliance's Oregon Business Plan trip seemed to work well and expressed interest in coordinating JPACT's annual trip to D.C. with them in the future.
  - Members shared their reflections on the trip and discussed its different outcomes.
  - Councilor Shirley Craddick noted that there was still support for transportation projects in Congress, although funding limitations remained. She shared some suggestions she received for moving forward that included: working with T4 America to expand discussions beyond Oregon's delegation, raising local and state funds for transportation, and applying for TIGER grants for proposals with coordination between the Oregon Department of Transportation (ODOT) and local jurisdictions.
  - A key conclusion from the trip was that continued and further burdens will be placed on state and local/regional governments for transportation funding and/or identifying matching local funds for federal dollars.
- Chair Dirksen notified members that staff was considering adjusting the JPACT meeting schedule to coordinate more efficiently with the Transportation Policy Alternatives Committee (TPAC) and the Metro Policy Advisory Committee (MPAC) schedules, following feedback from partners and stakeholders. He provided a memo with proposed dates beginning in September 2015 and asked members to consider the change and share their feedback moving forward. Members expressed concern about potentially not having agendas and/or materials in time for coordinating committee review.
- The next meeting of the JPACT Finance Subcommittee is scheduled for May 18 at 7:30am at the Metro Regional Center.
- The Oregon Department of Transportation shared a flyer for OReGO, the nation's first road usage charge program. Mr. Jim Whitty of ODOT will attend the next JPACT meeting to provide information about the pilot program and make a request for volunteers.
- Mr. Rian Windsheimer provided information on the ACT Region 1 Update, noting that members are in the process of being appointed. The group will meet in June and then have a meeting in July with the Oregon Transportation Commission (OTC).
- Mr. Windsheimer also gave an update on STIP, noting that ODOT is assuming a ten percent reduction in federal transportation funds. The OTC will meet to decide what framework to use with the reduction in mind. The focus will be on fix-it projects though there is still some funding available for multimodal projects. Members discussed how to better leverage STIP and MTIP funds to maximize impact in light of increasingly limited funding.
- An update on the Washington County Transportation Futures Study was postponed to the JPACT meeting on June 9 due to timing limitations.
- Mr. Bart Gernhart announced that Mr. Don Wagner would be retiring and noted that the retirement celebration will be held at the WSDOT SW Region Headquarters in Vancouver, WA on May 21 at 6:30pm.

#### **4. CONSIDERATION OF THE JPACT MINUTES FOR APRIL 9, 2015**

MOTION: Councilor Shirley Craddick moved and Neil McFarlane seconded, to approve the April 9, 2015 minutes.

ACTION: With all in favor, the motion passed.

#### **5. ACTION ITEMS**

##### **5.1 Resolution No. 15-4623, For the Purpose of Adopting the Fiscal Year 2015-16 Unified Planning Work Program (UPWP) and Certifying that the Portland Metropolitan Area is in Compliance with the Federal Transportation Planning Requirements**

Chair Dirksen introduced the action item, explaining that the Unified Planning Work Program (UPWP) is one of Metro's federally required planning products as the region's metropolitan planning organization (MPO). Mr. Dirksen reminded members that staff presented the 2015-2016 UPWP to JPACT at the April 9 meeting and were returning for JPACT's approval per TPAC's recommendation.

Mr. Chris Myers of Metro provided an overview of the UPWP. Mr. Myers noted that the document's only change since its last appearance at JPACT was the addition of the 2015-16 Unified Planning Work Program Funding Summary, distributed at the meeting and left off the program's last draft.

Action would recommend to the Metro Council to approve.

*Member discussion included:*

Members discussed the funding summary, including projected costs and financing sources.

MOTION: Councilor Kathryn Harrington moved and Mayor Denny Doyle seconded, to recommend the adoption of Resolution 15-4523 to the Metro Council.

ACTION: With all in favor, the motion passed.

#### **6. INFORMATION/DISCUSSION ITEMS**

##### **6.1 Cost of Congestion Study**

Ms. Marion Haynes of the Portland Business Alliance and Ms. Susie Lahsene of Port of Portland provided information and requested member feedback on the 2014 Cost of Congestion Study. Key elements of the presentation included:

- The region's population is increasing, though at a slightly declining rate over time. However traffic is expected to grow disproportionately because of population growth, expanding buyer/supplier markets, globalization, and other factors. Truck traffic growth is projected to be the largest source of growth, partly due to increased productivity and output from businesses as well as the increasing role of trade in supporting the state's economy.
- As a result, when relying on the existing and committed transportation improvement projects already programmed, there is a significant anticipated rise in the levels of congestion for both the Portland Metro region and other metropolitan areas in the state.

- The future scenario of existing and committed projects by 2040 will cost the average household 211 hours of additional travel time per year in the Portland Metro region.
- Some key questions addressed in the study included:
  - What are the impacts of highway congestion on the economic performance of Oregon and other metropolitan areas of the state?
  - How has congestion affected business transportation decisions and operations in the state?
  - What are the effects of transportation investment on the state's economy?
- The Portland metropolitan region is one of the most trade-oriented metropolitan areas in the Western United States, with more than 340,000 jobs in transportation-related or transportation-dependent industries and \$300 billion of commodities moving annually into, out of, or through Oregon, illustrating the importance of an effective transportation system.
- Negative effects of congestion in the region include limiting market access for businesses and reducing domestic competitiveness, which can lead to lags in business retention, expansion, and attraction.
- In developing the study, staff worked with local businesses to better understand the costs of congestion. Partners at these businesses identified the major roadways most important to their business. They also shared how they cope with increased congestion.
- If the fully-funded Regional Transportation Plan for the Portland region is implemented, residents and businesses will save roughly 27 to 28 hours of travel time. The reduced delay and improved reliability of the transportation system will also mean that businesses will reap greater economic benefits, leading to greater return on investments for Oregonians each year.

*Member discussion:*

Members discussed the importance of making the region competitive for businesses to locate and stay here.

Mayor Tim Knapp explained that the Metropolitan Mayors Consortium had recently had a discussion with Greater Portland, Inc. regarding their development plan and related the discussion to the Cost of Congestion study. Mayor Knapp also noted that transportation discussions need to take place in the context of the region's lack of competitiveness with other urban areas, citing lags in areas such as affordable housing options, venture capital, and investment in business infrastructure.

Commissioner Jules Bailey related the conversation to JPACT's discussions concerning lack of federal funding for transportation projects and the increased need for local/regional responses. He also noted the costs possible effects on policy decisions moving forward.

Commissioner Savas shared his experience with the costs of congestion from a business perspective and emphasized the importance of efficient and competitive travel options. He asked the committee how much congestion was tolerable.

Members discussed the historical context of the study.

Mr. Neil McFarlane commended the study and added that it informs both TriMet and its constituents' understanding of congestion issues.

Commissioner Steve Novick acknowledged the social and health costs of increased night deliveries.

He also noted that the goal of people driving less because of efficient transit alternatives continued to be important, particularly in such discussions.

## **6.2 Oregon Clean Fuels Program**

Ms. Nina DeConcini of the Oregon Department of Environmental Quality (DEQ) thanked Chair Dirksen and JPACT members. She noted at the last JPACT meeting on April 9, JPACT members expressed interest in the Clean Fuels program and how it relates to Metro's Climate Smart Strategy. She explained that after talking to members of JPACT and TPAC (Transportation Policy Alternatives Committee), she felt that dedicating a separate meeting to discussing the program would be helpful. She added that she was still in the process of organizing the discussion if people were interested, and proposed that there might be an additional short meeting at Metro immediately after the June 9 JPACT meeting to discuss DEQ and the Clean Fuels program. She added that she would share more information as it became available.

## **7. ADJOURN**

JPACT Chair Craig Dirksen adjourned the meeting at 9:02 a.m.

Respectfully Submitted,



Nellie Papsdorf  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 14, 2015**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
<b>3.0</b>	Memo	05/13/15	2015 JPACT Meeting Schedule	051415j-01
<b>3.0</b>	Handout	02/23/15	Get in the Know with OReGO	051415j-02
<b>3.0</b>	Handout	N/A	Washington County Transportation Futures Study	051415j-03
<b>5.1</b>	Handout	N/A	2015-16 Unified Planning Work Program Funding Summary	051415j-04
<b>6.1</b>	Report	N/A	2014 Economic Impacts of Congestion	051415j-05
<b>6.1</b>	PowerPoint	05/14/15	Economic Impacts of Congestion in Oregon	051415j-06