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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
January 17, 2018
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)
Craig Dirksen
Roy Rogers
Bob Stacey
Chloe Eudaly
Carley Francis
Denny Doyle
Tim Knapp
Karylenn Echols
Paul Savas
Jessica Vega Pederson
Doug Kelsey

AFFILIATION

Metro Council
Metro Council
Washington County
Metro Council
City of Portland
Washington State Department of Transportation
City of Beaverton, Cities of Washington County
City of Wilsonville, Cities of Clackamas County
City of Gresham, Cities of Multnomah County
Clackamas County
Multnomah County
TriMet

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

Emerald Bogue
Mandy Putney
Bart Hanson
Michael Orman

AFFILIATION

Port of Portland
Oregon Department of Transportation
Bart Hansen
Oregon Department of Environmental Quality

OTHERS PRESENT: Mike Bezner, Nicole Hendrix, Paul Morrison, Dwight Brashear, Andrew Singelakis, Jeff Owen, Jason Snider, Aquilla Hardwich, Mark Graf, Dayna Webb, Jamie Huff, and Theresa Kohlhoff

STAFF: Margi Bradway, Nathan Sykes, Ernest Hayes, Kim Ellis, Elissa Gertler Sara Farrokhzadian, Sima Anekonda

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

JPACT Chair Shirley Craddick called the meeting to order at 7:30 AM. She asked members, alternates and meeting attendees to introduce themselves.

2. CITIZEN COMMUNICATION ON JPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

Council President Lynn Peterson introduced the new Council members then recognized Councilor Craig Dirksen for his work on JPACT. Council President Peterson spoke to Councilor Dirksen's dedication and wisdom then presented him with an acknowledgement certificate. She thanked Councilor Dirksen and stated that 2020 transportation package would rely on JPACT's guidance.

Chair Craddick welcomed Councilor Karylenn Echols to JPACT then recognized Mr. Bart Hanson. She asked members to identify JPACT representatives then highlighted that 2019 would be a busy year for JPACT because of the transportation plan. She recalled that JPACT supported the RTP and emphasized that JPACT would need to help align the RTP's strategies. She listed out the focus areas of the RTP.

Chair Craddick announced that the Oregon Management Planning Organization (MPO) Consortium would meet on January 30, 2019 and stated that Councilor Craig Dirksen was the JPACT's representative for that group.

Councilor Dirksen spoke to the MPO Consortium and explained that the group met quarterly to discuss issues that were common in a variety of metropolitan areas. He stated that homelessness, affordable housing and transportation, were issues experienced across the region. He added that the consortium developed a list of projects in order to create a unified voice in Salem. He suggested that a JPACT member should act as an alternate for the consortium.

Commissioner Paul Savas announced that Clackamas County Subcommittee members requested that agenda item materials be provided to JPACT members ten days before a JPACT meetings. Ms. Elissa Gertler addressed his concerns and stated that actions would be taken to ensure materials were being distributed in a timely manner. She then outlined that challenges with providing materials too far in advanced, noting that materials might go out of date by the time of the meeting if they were provided too early.

Mayor Tim Knapp announced that JPACT trip to Washington D.C. and stated the need to discuss environmental concerns at the Capital. He inquired about interfacing with Representative Peter DeFazio.

Mr. Doug Kelsey stated that the dates for the trip to Washington D.C. were May 1st and 2nd, 2019. He conveyed that the agenda for this trip was being set. He stated that it was vital that Metro compete for funds.

4. CONSENT AGENDA

MOTION: Councilor Bob Stacy moved and Commissioner Jessica Vega Pederson seconded to approve the consent agenda.

ACTION: With all in favor, the motion passed.

5. INFORMATION/DISCUSSION ITEMS

5.1 2019 Legislative Update

Key elements of the presentation included:

Mr. Randy Tucker discussed potential transportation issues and stated that upcoming bills were still being process by Metro staff. He described what was asked of the legislature last session and mentioned the legislature's involvement with different highway projects. He detailed the Governor's budget for the 2019 session. He explained that the Governor's Budget included funding for the SW Corridor project, which would move the project through final design and into the FFGA portion of the process. He clarified that there was nothing proposed by the Governor or by legislature for the I-205 project. He added that legislation for the I-205 project was being drafted. Mr. Tucker stated that further conversation on the I-5 bridge project would ensue.

Mr. Tucker stated that ODOT, Metro and JPACT would begin conversation around evaluating corridors or facilities for potential jurisdictional transfers. He added that legislation would come forward to create a fund to facilitate those transfers. He referenced legislation regarding emerging technologies and expressed that local governments needed to address the following concerns: local prevention and data sharing. He legitimized these concerns, but also acknowledged that local governments could use newer technologies to better manage their systems.

Mr. Tucker mentioned a bill that would authorize districts to build, finance, and operate limited access public highways. He said that this bill would authorize the creation of a new government that would be exempt from ODOT's tolling statutes and exempt from regional land use decision.

Mr. Tucker remarked that Connect Oregon was funded with a permanent funding source in the transportation package. He said that the package created a privilege tax that would be used by Connect Oregon. He stated that the Governor made a request for \$20 million to supplement the ongoing funding of Connect Oregon.

Mr. Tucker addressed a few safety bills. He stated that the City of Portland had a bill to reduce speed limits. He explained that the bill was created to respond to the death of a biker. Mr. Tucker discussed climate legislation and stated that a cap and invest bill was being introduced to reduce greenhouse gas emissions across all sectors. He stated that the ways to implement the cap and invest bill were not developed. He conveyed actions that were taken after the Climate Smart Strategy was adopted. He highlighted actions that would be taken up in Salem to implement the Climate Smart Strategy.

Member discussion included:

- Commissioner Jessica Vega Pederson inquired about the public highway bill. Mr. Tucker clarified that the public high way bill was SB 413 then listed the sponsors of the bill. Commissioner Vega Pederson spoke to the high level discussions surrounding transportation and added that JPACT had the opportunity to engage. She suggested that JPACT create a letter in support of Climate Smart Strategy request. Mr. Tucker stated that would be helpful and would be impactful when making a request.
- Commissioner Paul Savas discussed how dollars would be implemented on behalf of the Climate Smart Strategy and inquired about SB 413. Mr. Tucker expressed concerns over SB 413 and explained that the creation of another district would ignore regional decision making. Commissioner Savas addressed the constitutionality of gas tax dollars. Mr. Tucker provided details on proceeds from auctions and discussed how proceeds from transportation fuels were used.
- Mayor Tim Knapp detailed conversations with individuals who supported SB 413. He expressed concerns over the bill and urged JPACT to learn more about the implications of SB 413.
- Commissioner Roy Rogers addressed Mayor Knapp's concerns and thanked Mr. Tucker for his coordination. Commissioner Rogers asked how Multnomah, Clackamas, and Washington County were being engaged. Mr. Tucker stated that the counties came together before legislative session and shared that an informal lobbyist group met every month to discuss a spectrum of issues. Mr. Tucker stated that a legislative agenda had not been created since there was not one single unifying theme and that certain interest areas needed to be established. Commissioner Rogers suggested that further discussion be focused on issue areas that would bring the counties together.
- Councilor Bob Stacey looked forward to the possibility of connecting local government in the region with transportation dollars.
- Mayor Denny Doyle echoed Commissioner Roger's comments and stated the need to use a regional lens when making requests.
- Mr. Doug Kelsey voiced support for Commissioner Rogers' comments.
- Councilor Craig Dirksen stated that JPACT made it clear that the Climate Smart Strategy required state investment in order for the region to achieve climate goals. He added that the Metro Council created a legislative agenda which included items similar to the goals of JPACT. He said that this was a starting point for what a regional legislative agenda would look like.
- Mr. Tucker summarized that there was interest in having a group of JPACT members coordinate with the legislature. He said that he would communicate with colleagues to discuss regionally agreed upon policies as well as address the highway district bill and climate bill.
- Ms. Emerald Bogue stated that JPACT needed to speak to the climate bill specifically.
- Commissioner Chloe Eudaly urged JPACT to engage with the highway bill, stating that the bill would circumvent regional powers.
- Commissioner Savas asked for further discussion before the letter was crafted. Chair Craddick stated that it was imported to clarify positions before the letter was prepared.

5.2 Climate Smart Findings in 2018 Regional Transportation Plan

Key elements of the presentation included:

Ms. Kim Ellis summarized the State's requests to Metro to reduce greenhouse gas emissions. She said that the Climate Smart Strategy developed a response to the State's request. She stated the Metro region was asked to create, adopt, and implement a climate plan then explained that implementation would occur through the Regional Transportation Plan. She highlighted that the Growth Strategy for land use provided the groundwork for the Climate Smart Strategy.

Ms. Ellis described a state mandate which asked that gas emissions from vehicles be reduced. She explained that the mandate outlined six desired outcomes of the framework: equity, vibrant communities, economic prosperity, safe and reliable travel options, clean air and water, and climate leadership. Ms. Ellis mentioned that the three year engagement process revealed broad support and that both JPACT and the Council approved the strategy.

Ms. Ellis added that the strategy included a toolbox of possible local, region and state actions. She noted that Metro's Regional Grant Programs provided technical assistance for lower gas emissions.

Ms. Ellis stated that the Climate Strategy relied on the 2040 Grant Growth Concept that was being implemented across the region. She stated the need for high transit oriented development and discussed investments made in the RTP.

Ms. Ellis identified the effectiveness of different strategies for emission reduction. She stated that no one carbon strategy would meet climate goals, instead, a combination of investments needed to be considered. She outlined strategies with the most carbon reduction potential: vehicles and fuels, pricing, community design policy and investment, and transit. Ms. Ellis outlined moderate potential carbon reduction strategies: active, transportation, travel information and incentives, and system management operations. She stated that the lowest potential carbon reduction strategy would be investment in street and highway capacity.

Ms. Ellis outlined implementation that occurred since 2014: revised Metro grant criteria, advocated for increased transportation funding, advocated for low carbon fuels and fuel-efficient vehicles, integrated Climate Smart Strategy investments and policies in 2018 RTP, and initiated state-required monitoring and reporting.

Ms. Ellis stated that targets were reached for directing growth, however more work needed to be done. She mentioned that the RTP needed to consider fast and reliable service as well as the level of service overall. She stated that Climate Smart targets were exceeded for: land use and growth in 2040 centers, transit service hours, households served by frequent transit service, and bike trips. She then acknowledged where the RTP fell short: sidewalk and biking system completion, increasing walking and biking, and reduced per capita vehicle miles traveled.

Ms. Ellis stated what Metro learned from the 2018 RTP. She stated that climate goals would be met if the 2018 RTP was implemented and that funding of projects and programs were prioritized based on carbon reduction. She highlighted the need to improve tools to measure and track carbon emissions.

Ms. Ellis provided a chart which showed Climate Smart implementation through the 2018 RTP and outlined investment areas and their perspective costs. She indicated that studies showed that emissions were rising.

Ms. Ellis spoke to the transition to fleet technology and the need to engage diverse communities. Ms. Ellis addressed next steps included: identifying vulnerabilities and actions to reduce risks as well as build capacity to prepare for and respond to impacts.

Member discussion included:

- Chair Craddick asked how the Climate Smart Strategy would influence JPACT in 2019. Ms. Margi Bradway stated the need to refresh investment strategies as well as tie in a legislative focus.
- Commissioner Paul Savas suggested the plan focus on safety regarding pedestrians and homelessness. He spoke to increased property values and traffic changes in corridors with light rail. Commissioner Savas discussed regional investments made by Portland State University and expensive rental rates. He stated that the strategy needed to address what was already being done as well as consider how transportation affected displacement. He reminded JPACT that the region's population would increase, hence the need a transportation system which accommodated growth. He added that the private sector needed to be able to build and remarked that underserved populations needed to be considered.
- Commissioner Chloe Eudaly concurred with Commissioner Savas' comments. She highlighted that the City of Portland included anti-displacement policies in their planning and that a community group was being engaged to head the issue. She added that the State of Oregon needed to give cities the power to manage the local housing crisis. She stated that the climate crisis was quickly approaching and that the federal government would be of little service. Commissioner Eudaly stated that the legislature needed to better address climate issues and thanked Metro for their leadership.
- Commissioner Vega Pederson asked if the Climate Smart Strategy was updated. Ms. Ellis explained that it was updated and adopted a set of investments. Commissioner Vega Pederson inquired about the goals of the strategy and how they compared with other reports. Ms. Ellis stated that the targets were set to achieve the Kyoto protocol to ensure the plan was on track. Commissioner Vega Pederson stated that the RTP needed to center on safety.
- Councilor Dirksen spoke to the Climate Smart Strategy's goals and the need to comply with the State mandate. He said there were concerns that complying with the mandate would overshadow the goals of the strategy. He clarified that complying with the mandate did not require a major change. He said that there were areas of improvement and explained that local government needed to provide appropriate facilities and programs to meet goals.
- Mayor Knapp expressed that the Climate Smart Strategy needed to have more progressive goals and suggested that carbon reduction addressed transit. He stated that individuals living in the perimeter of Portland could not get to work without a car due to the lack of public transportation. He emphasizes that reducing carbon emissions was predicated on transportation options. Mayor Knapp encouraged JPACT to not become complacent and recognized areas where the strategy fell short.

5.3 Emerging Technology Pilot

Key elements of the presentation included:

Mr. Eliot Rose defined emerging technology and stated that it was an evolving area. He said JPACT approved policies of the Emerging Technology Program. He described the goals of the program and the methods of informing partner agencies of the work.

Mr. Rose reviewed Partnerships and Innovative Opportunities in Transportation (PILOT). He spoke to the following elements of PILOT: the total funding available, the amount applicants were allowed to request, who was eligible to apply, the grant period, and the funding source. He stated that \$150,000 was the total amount of funding and that application could request \$25,000 to \$150,000 for projects. He stated that teams consisting of public agencies, non-profits, or private companies were eligible to apply. He added that Metro General Fund was the funding source for PILOT.

Mr. Rose expressed that PILOT was at the center of deploying new technologies and series as well as discovering ways to advance public interests. He stated that there was interest in the program and described the desire to support partners.

Mr. Rose described key insights outlined by letters of interest. He explained that interest was divided evenly across sectors and that data. He highlighted that most interest was in data and information-related projects. Mr. Rose recalled that there was an opportunity to coordinate with different data and information projects. He added that there was significant interest in testing new options and providing equitable access. He stated that improving connects to transit would require a more comprehensive approach. Mr. Rose then expressed that smaller jurisdictions were interested in the program but needed further capacity and expertise to engage. He then highlighted that applications were due February 1, 2019.

ADJOURN

JPACT Chair Craddick adjourned the meeting at 9:04 AM.

Respectfully Submitted,

A handwritten signature in black ink, appearing to be 'Sima Anekonda', written in a cursive style.

Sima Anekonda
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JANUARY 17, 2019

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3.0	Handout	1/17/19	Letter to Metro Council from Clackamas JPACT and MPAC Members	011719j-01
5.2	Presentation	1/17/19	Climate Smart Findings in 2018 Regional Transportation Plan	011719j-02
5.3	Presentation	1/17/19	Emerging Technology Pilot	011719j-03