



METRO

Joint Policy Advisory Committee on Transportation

MINUTES

June 8, 2006

7:30 a.m. – 9:00 a.m.

Council Chambers

MEMBERS PRESENT

AFFILIATION

Rex Burkholder, Chair	Metro Council
Rod Park, Vice Chair	Metro Council
Brian Newman	Metro Council
Sam Adams	City of Portland
Bill Kennemer	Clackamas County
Rob Drake	City of Beaverton, representing Cities of Washington County
Dick Pedersen	Oregon Department of Environmental Quality (DEQ)
Lynn Peterson	City of Lake Oswego, representing Cities of Clackamas County
Royce Pollard	City of Vancouver
Maria Rojo de Steffey	Multnomah County
Fred Hansen	TriMet
Steve Stuart	Clark County
Jason Tell	Oregon Department of Transportation (ODOT - Region 1)
Paul Thalhofer	City of Troutdale, representing Cities of Multnomah County
Bill Wyatt	Port of Portland

ALTERNATES PRESENT

AFFILIATION

James Bernard	Cities of Clackamas County
Tom Brian	Washington County
Doug Ficco	Washington DOT
Susie Lahsene	Port of Portland
Dean Lookingbill	Southwest Washington Regional Transportation Council

OTHER COUNCILORS PRESENT

Jef Dalin	City of Cornelius
John Hartsock	City of Damascus

GUESTS PRESENT

AFFILIATION

Kenny Asher	City of Milwaukie
Kathy Busse	Washington County
Roland Chlapowski	City of Portland
Danielle Cowan	City of Wilsonville

GUESTS PRESENT (cont.) AFFILIATION

Kate Deane	ODOT
Marianne Fitzgerald	DEQ
Ann Gardner	Schnitzer Steel
Nancy Kraushaar	City of Oregon City
Mark Lundauer	City of Portland
Tom Markgraf	CRC
Sharon Nasset	ETA
Ron Papsdorf	City of Gresham
Karen Schilling	Multnomah County
Paul Smith	City of Portland
Dan Whelan	Office of Representative David Wu

STAFF

Andy Cotugno, Kim Ellis, Ted Leybold, Jessica Martin, Robin McArthur, Ross Roberts, Kathryn Sofich, Mark Turpel

I. CALL TO ORDER

Chair Rex Burkholder declared a quorum and called the meeting to order at 7:31 a.m.

II. INTRODUCTIONS

There were none.

III. CITIZEN COMMUNICATIONS

Mayor Royce Pollard expressed his concern over the likelihood of increased congestion if Wal-Mart's plans to potentially occupy a spot on Jantzen Beach come to fruition. Mr. Stuart concurred with Mayor Pollard's comments and urged action sooner rather than later.

Mr. Dean Lookingbill, JPACT alternate, distributed an invitation to JPACT members (included as part of the meeting record) to attend an important VIP briefing on the Washington State Transportation Commission's Tolling Study on Tuesday, June 20, from 7:30-9:00am at WSDOT. The Commission will be presenting an overview of the tolling study and will be discussing the role that tolling could play in better utilizing the existing transportation system as well as helping to fund badly needed highway and bridge projects across the state.

Ms. Sharon Nasset, 1113 N Baldwin Portland, noted that in the past, the bridges on the I-5 system were looked at and ranked based on their condition. She stressed the importance of looking at all the bridges on the system and prioritizing the need for improvement/replacement by evaluating their location in addition to their condition.

IV. CONSENT AGENDA

Consideration of minutes for the May 11, 2006 JPACT meeting

ACTION: Mayor Rob Drake moved, seconded by Fred Hansen to approve the May 11, 2006 meeting minutes. The motion passed.

V. COMMENTS FROM THE CHAIR

Additional JPACT Meeting in June

Chair Burkholder announced that if the committee could not resolve the State Transportation Improvement Program agenda item, June 22nd, the usual meeting date for the JPACT Finance committee, would be used for an additional regular JPACT meeting instead.

Status Report on *ConnectOregon*

Chair Burkholder directed the committee's attention to a handout (included as part of the meeting record) containing the project prioritizations for Region 1 *ConnectOregon* applications. The committee briefly discussed the project recommendations. Ms. Ann Gardner, *ConnectOregon* Region 1 Committee Chair, acknowledged Chair Burkholder and Councilor Rod Park for their hard work. Chair Burkholder thanked Ms. Gardner for her efforts. He added that the committee identified a need for greater specificity from the Oregon Transportation Commission (OTC) as it relates to criteria for small as compared with large projects and comparing different modes when trying to achieve economic development objectives. They are also committed to working the OTC and the 2007 Oregon Legislature to promote, adopt, and fund *ConnectOregon* II.

VI. ACTION ITEMS

Resolution No. 06-3661, For the Purpose of Approving A Work Program For The 2035 Regional Transportation Plan Update And Authorizing The Chief Operating Officer To Amend Contract No. 926975

Chair Burkholder introduced the resolution, noting that this update will involve taking a new approach to address the realities of increased growth and competition for limited funds. The new approach will use an outcomes-based framework to evaluate and prioritize the most critical transportation investments in the region and integrate with the New Look planning process to better support the land use, economic, environmental and transportation goals envisioned in the 2040 Growth Concept. He stated the discussion draft work program was released for review by Metro's advisory committee from May 10-24, including MTAC, TPAC, MPAC and the RTO Subcommittee. The Metro Committee for Citizen Involvement reviewed the public participation element of the work plan on June 7.

Mr. Andy Cotugno brought to the committee's attention that full work program describes work plan activities for both Metro staff and the consultant team. This resolution authorizes \$410,000.00, covering the contractor portion of the full scope of work.

Referring to page 28 of the Work Program (included as part of the meeting record), Commissioner Tom Brian stated that the description of the intent of the Mayors'/Chairs' Forums is different than how it was described to the group initially.

Mayor Drake acknowledged that in 25 years, a million more people would be living in Portland. With that said, he expressed his concern about the repercussions of exploding growth and what it means for the region's future.

Commissioner Brian added that it would be helpful to have an idea what percentage of this growth would go to new versus existing developed areas.

Chair Burkholder stated that integrating the RTP update with the New Look will help us better address these issues - the Regional Forum on June 23rd would focus on how to make growth within existing urban areas more compatible and welcome, how and where the urban growth boundary should be

expanded, and how to re-tool the current Regional Transportation Plan (RTP) so it is balanced, affordable and consistent with community goals.

ACTION: Mayor Drake moved, seconded by Mr. Hansen, to approve Resolution No. 06-3661. The motion passed.

Resolution No. 06-3704, For the Purpose of Determining The Consistency Of The Locally Preferred Alternative For The Interstate 5 / Delta Park To Lombard Project With The Adopted Interstate 5 / Delta Park To Lombard Project In The Regional Transportation Plan And Recommending Project Approval

Mr. Mark Turpel appeared before the committee to present Resolution 06-3704, which would endorse the preferred alternative. The Resolution, if recommended by JPACT, is slated to go before the Metro Council this afternoon.

The I-5/Delta Park to Lombard project was one of several highway, transit and rail projects recommended by the I-5 Strategic Partnership. It is the first of the recommended projects to be developed for the I-5 Corridor, with the Columbia River Crossing Project next to be developed.

Over the past three years, considerable public input has been solicited and considered at all stages of developing the I-5 Delta Park Project. ODOT formed two project advisory committees, a Citizen Advisory Committee and the Environmental Justice Work Group, to guide development of the project. The advisory committees and public input have influenced the development of the purpose and need statement for the project, the evaluation factors, range of alternatives studied in the Environmental Assessment, and the recommendation of the preferred alternative.

Mr. Turpel outlined the Hearings Panel recommendations and in detail, Alternative #2 – Argyle on the Hill, the preferred alternative. He directed the committee's attention to a map illustrating this alternative.

Although initially intended to be included in the recommendation, ODOT will not make a decision about the status of the I-5 Delta Park Project additional southbound lane (whether it should be a general purpose lane, HOV or managed lane) until the Columbia River Crossing Project is further along.

Chair Burkholder recognized Ms. Kate Deane, ODOT Project Manager, for her great work in managing both the technical aspects of the project and enhancement committee simultaneously. Mayor Pollard also thanked Ms. Deane and commented on the outstanding public involvement process.

ACTION: Mr. Jason Tell moved, seconded by Mayor Pollard, to approve Resolution No. 06-704. The motion passed,

Resolution No. 06-3704, For the Purpose of Proposing A List Of Highway Modernization Projects To Receive Funding In The 2008-11 State Transportation Improvement Program (STIP)

Resolution No. 06-3663, For the Purpose of Proposing A List Of Highway Modernization Projects To Receive Funding In The 2008-11 State Transportation Improvement Program (STIP) Mr. Ted Leybold directed the committee's attention to the handouts (included as part of the meeting record), and noted that the project recommendation is contained in Exhibit A, with funding conditions listed in Exhibit B. He added that the recommendation itself calls out a few policy questions JPACT might want to address including what happens to the funds programmed on a project if matching funds are not secured by local agencies by a specific milestone.

Mr. Leybold reviewed each of the projects recommended in Exhibit A, noting the total cost for the projects is just over \$75 million but the target funding available is \$32 million. Mr. Jason Tell voiced his concern over the number of unfunded projects needed in the region and spending modernization funds on planning for additional projects that may never be constructed due to lack of funding. Mr. Tell stated his preference for seeing a better sense of agreement from the committee and noted that the more work JPACT does upfront, the more influence the committee will have with the Oregon Transportation Commission.

The committee discussed whether the use of Modernization funds, the only dedicated funding source for highway construction was best used for the Highway 217 EIS. Mayor Drake stated his concern for the large match required for the projects, adding that Washington County has not yet determined if a match that large is feasible. He noted that Highway 26 west is critical to the cities of Washington County as well as industry and added that looking into the phasing the project to see if portions could be done, has not been looked into yet.

Mr. Daniel Whelan, Field Representative with Congressman David Wu's office, appeared before the committee to read a statement from Congressman Wu (included as part of the meeting record) urging JPACT to consider including funds for improvements to Highway 217 in the STIP.

Commissioner Brian noted that neither Commissioner Roy Rogers nor the Washington County Coordinating Committee were satisfied with the approach, specifically with the uncertainty over the viability of such a large match required.

Commissioner Adams stated that the City of Portland views the I-5 Delta Park Phase I and Phase II as a single project that needs to be constructed in the same time frame.

Due to time constraints, the committee decided to delay a vote on Resolution 06-3704 until the June 22nd meeting.

VII. INFORMATION / DISCUSSION ITEMS

Eastside Transit Alternatives Analysis Update

Mr. Ross Roberts appeared before the committee and briefly presented information on the Eastside Transit Alternatives Analysis. The purpose of the Eastside Transit Alternatives Analysis is to develop, evaluate and select a transit alternative that is responsive to community needs and the travel demand in the Central City and which serves as a catalyst for economic development and supports and focuses land use. Mr. Roberts presented a PowerPoint (included as part of the meeting record), which included information on the following:

- Origin of the Project
- Federal Funding Sought
- JPACT Role
- Alternatives
- Evaluation Results
- Proposed Capital Funding Sources
- Operating Revenue Issues
- Next Steps in Decision-making

In conclusion, Mr. Roberts noted that at their next regular meeting, JPACT would be asked to make a recommendation on the Eastside Transit Alternatives Analysis.

VIII. ADJOURN

There being no further business, Vice Chair Rod Park adjourned the meeting at 9:11 a.m.

Respectfully submitted,

Jessica Martin
Recording Secretary