

**JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION**

**MINUTES**

June 14, 2007  
7:30 a.m. – 9 a.m.  
Council Chamber

**MEMBERS PRESENT**

Rex Burkholder, Chair  
Rod Park, Vice Chair  
Brian Newman  
Lynn Peterson  
Roy Rogers  
Sam Adams  
James Bernard  
Paul Thalhoffer  
Fred Hansen  
Jason Tell  
Dick Pederson  
Don Wagner  
Bill Wyatt

**AFFILIATION**

Metro Council  
Metro Council  
Metro Council  
Clackamas County Commissioner  
Washington County Commissioner  
City of Portland  
City of Milwaukie, representing Cities of Clackamas County  
City of Troutdale, representing Cities of Multnomah County  
TriMet  
ODOT  
DEQ  
Washington DOT  
Port of Portland

**MEMBERS EXCUSED**

Maria Rojo de Steffey  
Rob Drake  
Royce Pollard  
Steve Stuart

**AFFILIATION**

Multnomah County Commissioner  
Beaverton, representing Cities of Washington County  
City of Vancouver  
Clark County Commissioner

**ALTERNATES PRESENT**

Tom Hughes  
Rian Windsheimer  
Susie Lahsene  
Tom Imeson  
Dean Lookingbill

**AFFILIATION**

Hillsboro, representing Cities of Washington County  
ODOT – Region 1  
Port of Portland  
Port of Portland  
SW Regional Transportation Council

**GUESTS PRESENT**

Cam Gilmour  
Elissa Gertler  
Phil Selinger  
Olivia Clark  
Marion Haynes  
Marianne Fitzgerald  
Jack Burkman  
Edward Barnes  
Lainie Smith  
John Drew  
Steffeni Mendoza Gray  
Nancy Kraushaar  
Chris Smith  
Tom Markgraf  
Danielle Cowan  
Lawrence Odell  
Roland Chlapowski  
Paul Smith  
Karen Schilling  
Jef Dalin

**AFFILIATION**

Clackamas County  
Clackamas County  
TriMet  
TriMet  
Portland Business Alliance  
DEQ  
WSDOT  
Washington Transportation Commission  
ODOT  
Far West Fibers  
Portland Office of Government Relations  
City of Oregon City  
Citizen  
Columbia River Crossing  
City of Wilsonville  
Washington County  
City of Portland  
City of Portland  
Multnomah County  
City of Cornelius

**STAFF PRESENT**

Andy Cotugno, Kim Ellis, Deena Platman, Ted Leybold, Richard Brandman, Pat Emmerson, Josh Naramore, Kathryn Sofich, Amelia Porterfield, Jon Coney, Pat Emmerson, Jing ping Li

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

Chair Rex Burkholder declared a quorum and called the meeting to order at 7:32 a.m.

**2. INTRODUCTIONS**

Chair Burkholder welcomed Commissioner Adams, thanked him for being on time and complemented his new suit. Mayor Tom Hughes, City of Hillsboro, representing the Cities of Washington County; and Don Wagner from the Washington Department of Transportation were also introduced.

**3. CITIZEN/ MEMBER COMMUNICATIONS ON NON-AGENDA ITEMS**

Commissioner Sam Adams, City of Portland (Transportation Commissioner) informed JPACT that the City is looking into local funding options that would be focused on basic maintenance and safety expenses. The City currently has a \$42 million dollar maintenance backlog that grows by \$9 million dollars each year.

**4. COMMENTS FROM THE CHAIR**

The intent of the agenda was to disseminate information and produce further discussion regarding transportation funding; more specifically future regional mobility projects for ODOT and TriMet. Chair Burkholder requested updates on the status of the Transportation Funding Bills in the Capital. Mr. Tom Imeson, Port of Portland, shared that the Connect Oregon Bill passed in the House, 47-0; however, the “big-package” was still on the table at the time of the JPACT meeting. Mayor Tom Hughes, City of Hillsboro updated that “the big package” had enough votes from the house Republicans and it would move forward. Councilor Brian Newman forwarded information from a Mr. Randy Pape, business lobby, who conjectured that the Republican Caucus had given up enough votes to support a package; this was void of a gas tax but inclusive of vehicle licensing fees and less than the \$350 million per year that the business community wanted. Ms. Olivia Clark, TriMet, stated that it is believed that the Republican Caucus had up to 12 votes for a gas tax package and they are willing to give 18 to 20 votes; however the discussion and debate was not over at the time of the meeting.

**5. CONSENT AGENDA**

- **Consideration of JPACT minutes for May 10<sup>th</sup>, 2007**
- **Resolution No. 07-3818, FOR THE PURPOSE OF AMENDING THE FY 07-08 UNFIED PLANNING WORK PROGRAM (UPWP) TO EXTEND THE SCHEDULE FOR THE RTP UPDATE.**

**MOTION:**

TriMet General Manager Fred Hansen moved, seconded by Commissioner Lynn Peterson, Clackamas County, to approve both items of the consent agenda: 1.) JPACT minutes for May 10<sup>th</sup>, 2007 and 2.) Resolution No. 07-3818 FOR THE PURPOSE OF AMENDING THE FY 07-08 UNFIED PLANNING WORK PRGOGRAM (UPWP) TO EXTEND THE SCHEDULE FOR THE RTP UPDATE.

**VOTE:**

Motion passed

## **6. INFORMATION ITEMS**

Mr. Andy Cotugno informed the Committee that Metro staff will focus on the Federal RTP in September 2007 and he also noted that they are preparing for another joint MPAC/JPACT meeting in September to narrow and prioritize the Federal RTP. However, the discussion at this meeting would be focused on the State RTP's road related funding choices and July's meeting would discuss Transit Funding choices of the State RTP.

### **6.1 *Regional Freight and Goods Movement Plan.***

Deena Platman, Metro, Freight Senior Transportation Planner, gave a PowerPoint presentation (presentation included as part of the record). Data from Ms. Platman's PowerPoint presentation were provided by the Portland/Vancouver international and domestic freight capacity study done in partnership with the Port of Portland, ODOT and the Port of Vancouver (looking at the impacts of trade that is coming from the west coast and what it means for the Metro Region, including the greater Vancouver area. Data was used from the Freight data collection project – funded with MTIP money, and looked at the truck activity in the region.

#### Key Points:

1. Trade capacity study indicated real changes and shifts in consumerism due to the aging and changing demographics of the region; goods movement relies most heavily on trucking, continuation Pacific coast/ West coast trade ports; trade in the region is growing and the impacts are caused by the level of investment to attract more trade.
2. Trucking is increasing as a mode to move freight in the region. In conjunction to the increase in trucking the Columbia river channel deepening will produce an increase in ship trade in the region, barge moving and the need for maintenance of the channels, locks, truck and rail goods movement and service.
3. Rail business model is changing to move things more quickly and efficiently. The Portland area's rail system is different than that of the nation. Issues of capacity on the Portland rail system will need to be addressed due to current "bottleneck problems" that resemble the higher capacity system in Chicago.
4. Fifty percent of the trucks coming into the region are pass-through (do not stop in the Metro Region); thus the roadways and arterials of the region work as key connectors for freight movement from Canada to Mexico. Twenty-five percent of the trucks that pass through begin or end in the state of Oregon. With the majority of those trips taking place on I-5.
5. From a land-use perspective the distribution of the trucks coming into and out of the region: 80-85% of trucks are coming to or from an industrial area and 5% of trucks are delivering to the retail outlets. The biggest problem is being able to get trucks to the industrial areas: reload, port terminals, home bases, truck terminal (from freight study data). There is a shift towards a Portland and Seattle Mega Region. Seattle and Portland are shifting the industry of production closer to one another. There is a need to plan for providing more industrial lands to support these activities
6. Freight movement study showed that truck movement is primarily outside of the peak traffic hours of the day (rush hour traffic AM & PM).

In summary truck and rail congestion is an issue the Metro Region that will need to be address as the industry continues to grow in order to insure that it will remain an active and competitive participant of the globalizing economy. Given these priorities of freight movement, capacity and efficiency in the region how can these issues be addressed through funding?

Mr. Fred Hansen, General Manager, TriMet, inquired whether it was possible to analyze the different segments of the economy and use that to prioritize and understand what types of industry will produce the most jobs. Ms. Platman noted that the New Look project is functioning in that capacity by evaluating the industrial lands and the types of businesses that may locate there and the type of labor.

Ms. Susie Lahsene, Port of Portland: Locating distribution centers within the Metro Region is key for the vitality of its economy and its competitiveness in a global market.

Commissioner Sam Adams, City of Portland: As the economy grows, the trucks will come. What are the strategies available to reduce the impact on our streets, the environment and neighbors in terms of maintenance and air

quality? He would like to see this reflected in the future freight mobility and transportation strategy. Ms. Platman informed that the Air Quality Task-Force just completed an Air Emissions study in May of 2007 and Portland's emission ratings are well below the Southern California model of the "Long Beach diesel death zone." Portland's Air Toxic study showed that there are diesel level issues in the Portland area and that congestion can be attributed as one of the causes. Commissioner Lynn Peterson, Clackamas County, requested that the pollution corridors are identified to better determine where the congestion and mobility priorities are located.

Mayor Tom Hughes, City of Hillsboro and Freight Task Force member, mentioned that given the constraints of the rail system in the region, commuter rail may not be a transportation option in the future due to it competing with the movement of freight on a shared line of service. He also commented on land-use and zoning issues for Washington County and the region. Big industry clients are considering this region and its potential for inter-modal freight transportation; however the region needs to be able to accommodate an accessible location for these modes.

## **6.2 Investments Priorities Preview**

Mr. Jason Tell, Region 1, ODOT presented two handouts listing its proposed RTP projects for the financially constrained and illustrative lists. Mr. Cotugno indicated that these lists and the ones provided by TriMet would be narrowed down in September for the Federal RTP, (handouts included for the record).

Key Points from Mr. Tell's presentation:

1. The financially constrained list is \$705 million and projects from this list will be prioritized; however the list provided is not prioritized by needs and some projects were left because of the nature of the financially constrained RTP, also local jurisdictions were allocating funds to state facilities in addition to these ODOT funds. This will force ODOT to work with the local agencies to identify priorities.
2. Revenue strain for project list will begin in 2010 and costs related to safety, operations, enhancements were not included in the project expenses. The list only accounts for the cost of modernization.
3. The Wilsonville interchange does not cost \$4 million, however the money will go towards the additional already earmarked money.
4. The main factors used to generate the list: project readiness, follow-through on previous year commitments, leverage identified, freight and input from: forums, task force and local jurisdictions.
5. For these projects to become a reality the Region will need to receive large Federal earmarks and an increase in the gas tax will need to take place.

Chair Burkholder reminded that although many of these projects need to take place in the next five years, this list is for projects over the next 29 years. Mr. Tell followed by stating the way to prioritize these projects is to create an illustrative project list, identify high priority projects and key projects. For example CRC, I-5/ 99W and figure out how they will be financed.

Fred Hansen and Phil Selinger, TriMet, presented TriMet's RTP project list (has been recorded for the record).

Key Points:

1. The constrained project list is focused on public transit, state and regional corridor facilities and high capacity transit.
2. Listed projects for RTP have already had some level of study conducted to help prioritize projects; however an alternative analysis is necessary in addition to the analysis of alternative modes of transportation.
3. The following are from the financially constrained project list: CRC, Portland – Milwaukie LRT, Lake Oswego Hwy 43 study.
4. Set of commuter rail projects: potentially go beyond confines of this region – study falls to ODOT partnership. New commuter rail would potentially use secondary rail lines; however study has not been formally conducted.

\*See list on record for full list of projects

### 6.3 RTP Follow-up discussion of Finance Choices and Issues

Key points of the discussion:

1. If more projects are requested for the RTP than the limited financially constrained list then new funding will need to be pursued.
2. Project funding sources will have to be identified; more specifically it will need to be determined whether or not projects are the funding responsibility of the local jurisdiction, the region or the state.
3. The roles of the government officials in the pursuit of new funding will need to be defined.
4. What are the economic priorities and where does the region want to go. Request for more input from the Port of Portland and the Freight Mobility Task Force (Deena Platman; et al) to assist.
5. The Port of Portland needs to better engage the business community for help to achieve complementary finance products and to avoid competition in the lobbying process.
6. Further investigate policy issues with tolls and the CRC project. Possibility of writing policy that supports projects that self-generate funding. Completely change the way we do business.
7. Industrial land-use questions: will the region offer up land that is readily accessible for inter-modal freight movement? Request to analyze best-case scenario industrial land locations within the UGB.
8. The Region needs to prepare itself with a second and third strategy plan in the case that the Federal government does not provide the funding needed for the project lists. What is the next step the Region needs to take to convince the Federal government to invest in Oregon. Is there a necessity to create a regional authority? What tools does the Metro region need to become self-sufficient?

### 7.0 ADJORN

There being no further business, Chair Burkholder adjourned the special meeting at 9:06am

*Deena Platman for Jazzmin Reece*

ATTACHMENTS TO THE PUBLIC RECORD FOR JUNE 14, 2007

*The following have been included as part of the official public record:*

<b>ITEM</b>	<b>TOPIC</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
5.0	Agenda	06/14/07	JPACT Meeting Agenda	061407j.01
5.1	Consent Agenda	05/10/07	Meeting Minutes from May 10, 2007	061407j.02
5.2	Resolution	June 2007	Resolution No. 07-3818	061407j.03
6.1	Presentation	06/14/07	Regional Transportation in the Portland Metropolitan Region	061407j.04
6.2	Chart	06/07/07	State and Regional Mobility Corridor Investment Strategy Proposed High Capacity Transit Projects	061407j.05
6.2	Chart	06/14/07	ODOT Constrained Project List 2035 Regional Transportation Plan	061407j.06
6.2	Chart	06/13/07	2035 Regional Transportation Plan ODOT Illustrative Project and Refinement Planning Lists	061407j.07
6.2	Map	N/A	TriMet State and Regional Mobility Corridor Investment Strategy	061407j.08
6.3	Memo	06/05/07	Transportation Finance Policy Issues Affecting the 2035 Regional Transportation Plan	061407j.09
6.3	Chart	05/23/07	Transportation Finance Policy Issues Affecting the 2035 Regional Transportation Plan	06147j.10
6.3	Information	05/23/07	Transportation Finance Strategy Considerations and Choices	061407j.11