

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION  
May 13, 2004

<u>MEMBERS PRESENT</u>	<u>AFFILIATION</u>
Rod Park	Metro Council
Matthew Garrett	Oregon Department of Transportation (ODOT - Region 1)
Fred Hansen	TriMet
Maria Rojo de Steffey	Multnomah County
Rod Monroe	Metro Council
Don Wagner	Washington State Department of Transportation (WSDOT)
Larry Haverkamp	City of Gresham, representing Cities of Multnomah County
Karl Rohde	City of Lake Oswego, representing Cities of Clackamas County
Bill Wyatt	Port of Portland
Rod Drake	City of Beaverton, representing Cities of Washington County

<u>MEMBERS ABSENT</u>	<u>AFFILIATION</u>
Rex Burkholder	Metro Council
Stephanie Hallock	Oregon Department of Environmental Quality (DEQ)
Bill Kennemer	Clackamas County
Roy Rogers	Washington County
Jim Francesconi	City of Portland
Royce Pollard	City of Vancouver
Judie Stanton	Clark County

<u>ALTERNATES PRESENT</u>	<u>AFFILIATION</u>
Annette Liebe	Oregon Department of Environmental Quality (DEQ)
Dean Lookingbill	SW Washington RTC

<u>GUESTS PRESENT</u>	<u>AFFILIATION</u>
Susie Lahsene	Port of Portland
Robin McArthur	Oregon Department of Transportation (ODOT - Region 1)
Olivia Clark	TriMet
Kathy Busse	Washington County
Karen Schilling	Multnomah County
John Rist	Clackamas County
Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
Lynne Griffith	C-Tran
Scott Patterson	C-Tran
John Gillam	City of Portland
Ron Papsdorf	City of Gresham
Greg Miller	AGC
Dale Himes	WSDOT

GUESTS (Cont.)

AFFILIATION

Mike Clark                      WSDOT  
Lynn Peterson                 City of Lake Oswego

STAFF

Renee Castilla                 Andy Cotugno                 Kristin Hull                 Mark Turpel  
Bridget Wieghart

I.     CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Park called the meeting to order and declared a quorum at 7:24 a.m.

II.    CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

Chair Rod Park presented an article Trouble in the Air (included as part of this meeting record).

III.   REVIEW OF MINUTES

ACTION TAKEN: Matthew Garrett moved and Fred Hansen seconded the motion to approve the meeting minutes of April 8, 2004 with corrections (Kathy Busse asked for wording change of "Concluded" to "Commenced". The motion passed.

IV.   RESOLUTION NO. 04-3434

Mr. Andy Cotugno gave a brief history of the process leading to Resolution No. 0434.

Mr. Dave Unsworth presented LRT presentation (included as part of this meeting record).

Mr. Dave Unsworth presented Resolution No. 04-3434 (included as part of this meeting record).

Mr. Fred Hansen stated that originally the wide blocks or double tree blocks where traffic can not proceed and must turn off the mall were the anticipated locations of the light rail plat forms. He said that in the beginning of the process, many people felt that making any changes to the original plan would have resulted in fewer options, which would result in compromises on the design. However, the opposite occurred during this design process. He said that by locating the light rail plat forms not at 1 block south of Pioneer Square but rather at Pioneer Square itself made for a better place for the connection. Likewise, at the northern end of South Mall, they would have had two platforms separated by buildings on fifth and sixth in the original plan. However, now they have a transit area connecting the two platforms around the US Bank Plaza, resulting in a better design. He said that it is an easier system to understand for the user because the current design does not require several different stops for bus routes thus lessening the confusion for which stop the user must be at to connect. The design allows for easier connections and less confusion. Further, the new design now allows for one through lane, thus eliminating the need for turning off of the mall.

Councilor Karl Rohde stated he himself has had the occasional misturn. Further, he stated that the design seems to require a longer distance between light rail stops.

Mr. Fred Hansen replied that five blocks is the better design and if they could go back and change designs for the current light rail stations, they would have made them five blocks, not two blocks, apart.

Councilor Larry Haverkamp asked if the fareless square would remain fareless.

Mr. Fred Hansen replied that the fareless square remains fareless even after the new light rail trains are in place.

Councilor Rod Monroe asked if the design called for one continuous light rail loop.

Mr. Fred Hansen stated that the design does call for one loop train.

Councilor Karl Rohde asked what the construction schedule was for the South Corridor and Downtown light rail alignments.

Mr. Fred Hansen stated that both are scheduled to open fall 2009.

Mayor Rob Drake stated that he has experienced the continues looping when driving downtown and expressed concern that the hew design could make the problem worse for those citizens not taking transit.

Mr. Fred Hansen stated that the new design calls for a one through lane, eliminating the need to turn off the mall at 5<sup>th</sup> and 6<sup>th</sup>. He further stated that he felt the new design would be less confusing.

ACTION TAKEN: Councilor Karl Rohde moved and Ms. Annette Liebe seconded the motion to approve Resolution No. 04-3434. The motion passed.

V. RESOLUTION NO. 04-3450

Mr. Andy Cotugno presented Resolution No. 04-3450 (included as part of this meeting record).

ACTION TAKEN: Mr. Fred Hansen moved and Mayor Rob Drake seconded the motion to approve the meeting minutes of Resolution No. 04-3450.

Ms. Annette Liebe asked if the changes from TPAC were included.

Mr. Andy Cotugno replied that the changes were reflected on page 11.

ACTION TAKEN: The motion to approve Resolution No. 04-3450. The motion passed.

VI. UPDATE ON TRANSPORTATION CONTROL MEASURES (TCMS) AND THE PORTLAND AREA CARBON MONOXIDE (CO) PLAN

Mr. Andy Cotugno presented a memo to JPACT regarding the Transportation Control Measures (TCMS) and the Portland Area Carbon Monoxide (CO) Plan (included as part of this meeting record).

Ms. Annette Liebe stated that the Department of Environmental Quality is discussing eliminating the requirement for oxygenated fuel. She explained that the state of California is banning the use of MTBE in their oxygenated fuel due to environmental concerns and would only be allowing ethanol. She said that with the ban of MTBE in California, DEQ is concerned that the availability of ethanol would be jeopardized forcing Oregon to receive oxygenated fuel with MTBE rather than ethanol.

Councilor Karl Rohde asked for the status of the CMAQ crisis in the Transportation bill.

Mr. Andy Cotugno replied that neither transportation bill that passed the House or Senate changed the language. However, he said that there is talk to change the language in conference.

Mr. Fred Hansen asked that DEQ be prepared to discuss with JPACT in the near future, the issues of Greenhouse Gas and what future hazards and requirements the region could face.

VII. JUNE 4 MPO SUMMIT

Chair Rod Park presented information regarding June 4 MPO Summit (included as part of this meeting record).

VIII. ODOT STIP/OTIA III BRIEFING

Mr. Matthew Garrett presented the ODOT STIP/OTIA Briefing (included as part of this meeting record).

Councilor Karl Rohde asked whether freight was a criteria on other funding distributions.

Mr. Matthew Garrett replied that he was not sure. He further stated that the STIP Stakeholders had developed criteria but was not sure if freight had been named.

Commissioner Martha Schrader directed page two, specific to mention of the Sunrise Corridor.

Mr. Matthew Garrett replied that he is not recommending the Sunrise Corridor initially because the price tag of the Sunrise Corridor is large and because of that it does not compete for the funding due to the \$100 million ceiling.

Mr. Fred Hansen stated that he understands that ODOT is going against current earmarks. He asked why wouldn't the region assume more earmarks in future years.

Mr. Matthew Garrett replied that ODOT and OTC have not looked beyond the reauthorization conversation and that they agreed to backfill any projects currently earmarked.

Mr. Fred Hansen stated that they the region should keep the pressure on the federal delegation on the ability to deliver additional earmarks rather than using up more of the OTIA dollars for things that could be federally funded. Further, he hoped that the funding strategy is one that would maximize federal participation over years rather than just the current authorization number.

Mr. Andy Cotugno replied that the Oregon Transportation Commission has delayed making any decisions on how the \$200 million is allocated for a month in the hopes that the reauthorization bill gets conferenced and that additional earmarks come from the Senate. He explained that if the earmarks go up then less backfill is needed for projects. However, the OTC's plan is to make the decisions on spending the \$200 million now based upon what comes out of the reauthorization bill and not based upon forecasting future appropriation bills because there is not a good track record for appropriations earmarks for highway projects.

Chair Rob Park replied that charge given from the OTC to ODOT is fund project now in order to help get the economy moving.

IX. SUNRISE CORRIDOR UPDATE

The Sunrise Corridor Update has been held until the next meeting.

X. HIGHWAY 217 STUDY AND INITIAL OPTIONS

Mr. Andy Cotugno presented a newsletter regarding Highway 217 Study and Initial Options (included as part of this meeting record) and stated that it would be back at the next JPACT meeting for discussion.

XI. BI-STATE COORDINATION COMMITTEE ORGANIZING RESOLUTION

Mr. Mark Turpel presented the Bi-State Coordination Committee Organizing Resolution (included as part of this meeting record).

XII. ACT PROPOSAL

Mr. Andy Cotugno presented the ACT proposal (included as part of this meeting record) and commented that a more in depth conversation would be held at the next JPACT meeting.

XIII. ADJOURN

There being no further business, Chair Park adjourned the meeting at 9:16 a.m.

Respectfully committed,  
Renee Castilla