

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Thursday, December 11, 2003

<u>MEMBERS PRESENT</u>	<u>AFFILIATION</u>
Rod Park	Metro Council
Rob Drake	City of Beaverton, representing Cities of Washington County
Fred Hansen	TriMet
Karl Rohde	City of Lake Oswego, representing Cities of Clackamas County
Jim Francesconi	City of Portland
Bill Wyatt	Port of Portland
Stephanie Hallock	Oregon Department of Environmental Quality (DEQ)
Carl Hosticka	Metro Council
Bill Kennemer	Clackamas County
Rex Burkholder	Metro Council

<u>MEMBERS ABSENT</u>	<u>AFFILIATION</u>
Don Wagner	Washington State Department of Transportation
Royce Pollard	City of Vancouver
Craig Pridemore	Clark County
Roy Rogers	Washington County
Maria Rojo de Steffey	Multnomah County
Matthew Garrett	Oregon Department of Transportation (ODOT – Region 1)
Larry Haverkamp	City of Gresham, representing Cities of Multnomah County

<u>ALTERNATES PRESENT</u>	<u>AFFILIATION</u>
Dean Lookingbill	SW Washington RTC
Robin McArthur	Oregon Department of Transportation (ODOT – Region 1)

<u>GUESTS PRESENT</u>	<u>AFFILIATION</u>
Alan Lehto	TriMet
Lynn Peterson	City of Lake Oswego
Karen Schilling	Multnomah County
Clark Berry	Washington County
Laurel Wentworth	City of Portland
Susie Lahsene	Port of Portland
Rod Monroe	Metro Council
Ron Papsdorf	City of Gresham
Alice Rouyer	City of Milwaukie
Danielle Cowan	City of Wilsonville
Robert Maestre	Multnomah County Community Services
Sharon Nasset	NPBA
Robert Paine	Multnomah County

GUESTS PRESENT(cont.)    AFFILIATION

Norm Andreen	MCCI and Clackamas County Planning Commission
Neil McFarlane	TriMet
Jerry Grossnickle	CRTA
Lidwien Rahman	Oregon Department of Transportation (ODOT – Region 1)
Dick Feeney	TriMet

STAFF

Bill Barber	Richard Brandman	Renee Castilla	Andy Cotugno	Kim Ellis
Tom Kloster	Ted Leybold	Ross Roberts	Mark Turpel	
Patty Unfred Montgomery				

I.     CALL TO ORDER

Chair Park called the meeting to order and declared a quorum at 7:16 a.m.

II.    CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

Citizen communications were heard from Sharon Nasset, however, transcription of her comments were difficult as the recorder was unable to understand the poor quality of the tape. Ms. Nasset has been contacted to obtain a written version of her comments and they will be included in a revised set of minutes.

III.   RESOLUTION NO. 04-3403 FOR THE PURPOSE OF FINALIZING THE DECISION TO ADD THE PORTLAND MALL ALIGNMENT TO THE LOCALLY PREFERRED ALTERNATIVE FOR PHASE 1 OF THE SOUTH CORRIDOR LIGHT RAIL PROJECT and; RESOLUTION NO. 03-3372 FOR THE PURPOSE OF AMENDING THE SOUTH/NORTH LAND USE FINAL ORDER, TO ADD THE I-205 AND PORTLAND MALL LIGHT RAIL ALIGNMENTS, REVISE THE MILWAUKIE LIGHT RAIL ALIGNMENT AND REVISE THE INTERSTATE MAX ALIGNMENT TO REFLECT FINAL DESIGN AND CONSTRUCTION

Ross Roberts presented Resolution No. 04-3403 For the Purpose of Finalizing the Decision to Add the Portland Mall Alignment to the Locally Preferred Alternative For Phase 1 of the South Corridor Light Rail Project and; Resolution No. 03-3372 For the Purpose of Amending the South/North Land Use Final Order, To Add the I-205 and Portland Mall Light Rail Alignments, Revise the Milwaukie Light Rail Alignment and Revise the Interstate Max Alignment to Reflect Final Design and Construction (included as part of this meeting record).

ACTION TAKEN: Fred Hansen moved and Karl Rohde seconded the motion to approve Resolution No. 04-3403. The motion passed.

#### IV. 2004 REGIONAL TRANSPORTATION PLAN

COMMENT 1: Proceed with adoption of the federal RTP, however, do not adopt a revised RTP that attempts to meet the Transportation Planning Rule and other state planning requirements. Direct Metro TPAC to establish a work program for undertaking a comprehensive update of the RTP.

Andy Cotugno presented TPAC's recommendation (included as part of this meeting record.)

COMMENT 2: Add the Vancouver Rail Bridge Project to the Financially Constrained System as a priority of the RTP. The project is to replace the existing "swing span" with a "lift span" and place it closer to the middle of the river. Estimated cost is \$42 million.

Mr. Tom Kloster presented TPAC's recommendation (included as part of this meeting record.)

Mr. Fred Hansen asked if the current swing span bridge currently constrain freight movement.

Mr. Bill Wyatt replied that yes, it is a bottleneck for freight train movement.

COMMENT 3: How does Metro plan to respond to an increase in expected long-term state revenues due to passage of OTIA III?

Tom Kloster presented TPAC's recommendation (included as part of this meeting record).

Ms. Robin McArthur stated that the financial projections to include OTIA III and include post OTIA III revenues as well.

Councilor Karl Rohde stated that OTIA III is included in the financial constrained but what is not included is additional money if interest rates drop as similar to OTIA II.

Mr. Andy Cotugno replied that the dollar level of the financially constrained plan is designed around what can be reasonably assumed to have available over the next twenty years. Whether there is enough of a track record with OTIA I, II and III to assume more over the next twenty years. Additional OTIAs are not accounted for in the financially constrained..

Mr. Fred Hansen said that a similar parallel is when increased to the gas tax could be assumed as well.

COMMENT 4: Recommend amending the RTP as defined in Attachment 1 to establish two tiers of industrial areas ("regionally significant" and "local") for the purpose of transportation planning and project funding. This amendment provides clear, immediate prioritization of RSIA's for transportation planning and funding decisions, but is also based on proposed Title 4 amendments that are still in development. This amendment will help support efforts to focus future transportation investments to those parts of the region that are most critical to the region's economy and successful implementation of the 2040 Growth Concept.

Mr. Tom Kloster presented TPAC's recommendation (included as part of this meeting record).

Mr. Andy Cotugno stated that MPAC, MTAC and the Metro Council are still going through a process to add industrial lands and have not yet completed the issue of protecting the existing industrial lands. The question of whether there will be RSIA's is mute considering there have already been RSIA's since last December. However, questions remain as to how many more RSIA's will be designated and whether those areas should have a higher transportation investment than other industrial areas.

Commissioner Bill Kennemer expressed his concern with the Resolution specific to RSIA's. He said it particularly relates to Clackamas County as there will be a particular large expansion there. He reiterated the importance of having full communication between JPACT and MPAC on land use and transportation issues. He further stated that within the local jurisdictions there is more flexibility, the Rock Creek area roughly around 172<sup>nd</sup> and 212 is one example of that. He said that area is probably going to be a regionally significant industrial site in that it fits it in with the Sunrise Corridor, phase one ends there. However, they have had conversations with a developer about perhaps establishing a major hospital there and it could potentially be an good location for it, because they will need a hospital. But if the RSIA's are designated, then those types of uses would be excluded automatically.

Chair Rod Park stated that the comments by Commissioner Kennemer have been manifested in many forms but a question he would be asking is why would a jurisdiction want to put a hospital on an industrial site which is typically not where there is a lot of traffic.

Commissioner Bill Kennemer stated that there is many discussions need to occur and one is the many interesting uses that could be compatible to industry. Further, there are many exciting buffers that could be used to put incompatible uses together while preserving the landscape.

Mayor Rob Drake said that one of the difficulties they are finding while trying to find common ground on the industrial land issue is one of past practices. Everyone in the region does things very differently and many have a different definition of industrial land and it is getting confused and blurred with employment areas. The way that industry is evolving, it may not be a sound definition that would be applicable today. For example, Hillsboro and others in hi-tech areas are arguing that there world is changing so rapidly, that figuratively by the time the ink is dry on the paper, the process has changed. The other balance is how much overlay is appropriate. He stated that the process started as the right notion with preserving large tracks of industrial land, and it has changed partly because as the subject is studied closer, they are learning that the region is doing things very differently. He said that a snap shot decision would say that a hospital does not belong on industrial land but at the same time it may be a spot where conditions say otherwise. It is ultimately a local decision. He said that they continue to talk to industry and other stakeholders in the hope that they will be able to achieve the common ground necessary to see things proceed.

Commissioner Bill Kennemer replied that there is still a lot of work to be done.

Commissioner Jim Francesconi asked what the next steps are.

Chair Rod Park replied that they would continue to do shuttle diplomacy and further that MPAC would again be discussing the issue at their next meeting on January 14, 2004.

Mr. Andy Cotugno stated that Metro Council is scheduled to adopt an Ordinance designating additional RSIA's, January 14, 2004.

Chair Rod Park replied that he does not anticipate taking action on the RSIA issue until a later date.

Councilor Carl Hosticka asked for clarification on the decision for RSIA's as it relates to priority for transportation funding.

Mr. Andy Cotugno replied that final adoption would give a higher priority for RSIA's for transportation dollars.

Mayor Rob Drake stated that he remains hopeful that the issue of RSIA's will come to an agreement because there is very little rancor involved and it is not a bitter discussion. He explained that people are looking for and waiting for answers.

Mr. Andy Cotugno stated that the issue before JPACT is not whether RSIA's should be designated or where, it is an issue of whether or not to give them higher priority for transportation dollars. He said that either option is a viable, the decision could be made in this RTP update or it could be listed under outstanding issues and taken up during the next RTP update.

Commissioner Bill Kennemer expressed his concern with RSIA's being tied to funding.

Mr. Fred Hansen stated that JPACT does not approve the definition, only MPAC and Metro Council will do that.

Mayor Rob Drake stressed the importance of supporting option one and further stated that MPAC was willing to separate the two discussions.

ACTION TAKEN: Mayor Rob Drake moved and Commissioner Jim Francesconi seconded the motion to approve option 1 for RSIA.

Councilor Karl Rohde asking whether refraining from the RSIA decision would damage the process.

Mr. Andy Cotugno stated that JPACT needs to proceed with either option 1 or option 2.

Mayor Rob Drake reiterated the importance of staying consistent with the MPAC decision and the fact RSIA's should have a higher priority for funding.

Councilor Karl Rohde stated that while he understands all positions, he would recommend allowing the diplomacy effort to continue forward and vote on the RISA issue at a later date once a more workable solution is known.

Councilor Carl Hosticka stated that it was important to move forward with a decision and he would be supporting option one.

ACTION TAKEN: The motion passed with the following vote:

YES: Mayor Rob Drake, Mr. Fred Hansen, Commissioner Jim Francesconi, Commissioner Bill Kennemer, Councilor Carl Hosticka, Mr. Dean Lookingbill, Ms. Robin McArthur, Councilor Rex Burkholder and Ms. Stephanie Hallock.

NO: Councilor Karl Rohde and Commissioner Bill Kennemer.

COMMENT #5: It is premature to remove the regional freight system designation entirely on McLoughlin Boulevard (99E) between Highway 224 and I-205 south ramps in Oregon City. There are industrial properties throughout the Corridor with the largest being an area near Roethe Road of about 80 acres. The area adjacent to McLoughlin Boulevard is a major destination for freight. It serves everything from industrial to retail including a major auto sales area. McLoughlin Boulevard would be an alternative for traffic including freight when Highway 224 and I-205 is closed or congested due to incidents on this route. The County recommends leaving the designation as is and plan on reviewing the classification as part of the major RTP update that is expected to start within the next year. IF a change is necessary, the County recommends that McLoughlin Blvd. Be down graded to a Road Connector.

Mr. Tom Kloster presented TPAC's recommendation (included as part of this meeting record.)

Ms. Kim Ellis stated that the City of Milwaukie has already addressed 90 percent of the design requirements already.

Mr. Robin McArthur stated that ODOT fully supports the STA designation and would work with the local jurisdictions on the management plan.

ACTION TAKEN: Rob Drake moved and Robin McArthur seconded the motion to approve Resolution No. 03-3380A For the Purpose of Designation of the 2004 Regional Transportation Plan as the Federal Metropolitan Plan to meet Federal Planning Requirements. The motion passed with Commissioner Kennemer voting no.

V. 2004-07 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

Mr. Ted Leybold presented the 2004-07 MTIP (included as part of this meeting record).

Ms. Robin McArthur stated that she is urging coordination between the MTIP process and the STIP process and recognizes that there has been disconnects between the two.

ACTION TAKEN: Mr. Fred Hansen moved and Commissioner Bill Kenemer seconded the motion to approve Resolution No. 03-3381. The motion passed.

Mr. Ted Leybold presented Resolution No. 03-3398 and 03-3399.

ACTION TAKEN: Councilor Rex Burkholder moved and Ms. Robin McArthur seconded the motion to approve Resolution No. 03-3398. The motion passed.

ACTION TAKEN: Councilor Rex Burkholder moved and Ms. Robin McArthur seconded the motion to approve Resolution No. 03-3399. The motion passed.

VI. RESOLUTION NO. 04-3400 FOR THE PURPOSE OF ADOPTING THE REGIONAL TRAVEL OPTIONS (RTO) 5-YEAR STRATEGIC PLAN

Bill Barber presented the RTO 5-year Strategic Plan (included as part of this meeting record).

Bill Barber presented Resolution No. 04-3400 (included as part of this meeting record).

Bill Barber presented Exhibit A of Resolution No. 04-3400 (included as part of this meeting record).

Mr. Fred Hansen complimented Metro staff for their work. He further directed the committee to item seven of the Resolution and recommended an amendment. That the wording be changed from “Approve Exhibit A: Metro/TriMet Agreement on MTIP Reserve Funds, recommending...” to “Approve Exhibit A: Metro/TriMet Agreement on MTIP Reserve Funds, in regard to recommending...”

Councilor Karl Rohde said that the changes to the program add additional responsibility for funding to the local jurisdictions and asked if staff though there would be greater private sector contribution.

Mr. Andy Cotugno stated that it is very rare to find 100% grant opportunities as this program has been in the past and therefore would be asking jurisdictions that apply for grants to bring forth the match. .

Mr. Kelly Webb stated that staff is taking with DEQ regarding the business energy tax credit as a way to obtain match as well.

Councilor Rex Burkholder reminded staff of the importance of marking the entire Bi-State region, Oregon and Washington.

ACTION TAKEN: Mr. Fred Hansen moved and Ms. Robin McArthur seconded the motion to approve Resolution No. 04-3400 with amendments. The motion passed.

VII. COMMENTS ON ODOT ADMINISTRATIVE RULE RELATING TO SPECIAL TRANSPORTATION AREAS

Ms. Kim Ellis presented comments on ODOT administrative rule relating to special transportation areas (included as part of this meeting record).

Ms. Robin McArthur directed the committee members to page two, third bullet, and encourage the members to change that to reflect that the Region 1 Manager be able to sign off on Management Plans.

Chair Rod Park accepted the amendment as long as the language reflects the regions understanding that the last stop would be at Region 1 and would not need to continue to Salem.

Andy Cotugno presented a memo written by Andy Cotugno and Susie Lahsene (included as part of this meeting record).

ACTION TAKEN: Mr. Fred Hansen moved and Commissioner Bill Kennemer seconded the motion to approve the Comments on ODOT Administrative Rule Relating to Special Transportation Areas with amendments. The motion passed.

VIII. JPACT RETREAT

Rod Park presented the JPACT Retreat memo (included as part of this meeting record).

Councilor Karl Rohde stated that he was available on January 31 or February 7<sup>th</sup> but was not available on February 6.

Robin McArthur stated that a smaller group would be better for discussion.

Mr. Fred Hansen stated that he would not prefer a Saturday.

IX. TEA-21 AUTHORIZATION

Commissioner Bill Kennemer stated that it was important to discuss at the next JPACT retreat, the trip to Washington DC and determine how to best address the disconnect with the Oregon Transportation Commission and the authority level of JPACT.

Andy Cotugno presented the TEA-21 Authorization briefly (included as part of this meeting record).

X. ADJOURN

There being no further business, Chair Rod Park adjourned the meeting at 9:15 a.m.

Respectfully submitted,  
Renee Castilla