

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
February 13, 2003

MEMBERS PRESENT

AFFILIATION

Rod Park	Metro Council
Fred Hansen	TriMet
Rob Drake	City of Beaverton, representing Cities of Washington Co.
Maria Rojo de Steffey	Multnomah County Commission
Carl Hosticka	Metro Council
Bill Kennemer	Clackamas County Commission
Kay Van Sickle	Oregon Department of Transportation (ODOT – Region 1)
Larry Haverkamp	City of Gresham, representing Cities of Multnomah Co.
Craig Pridemore	Clark County Commission
Don Wagner	Washington Department of Transportation (WSDOT)
Bill Wyatt	Port of Portland
Karl Rohde	City of Lake Oswego, representing Cities of Clackamas Co.
Rex Burkholder	Metro Council
Jim Francesconi	City of Portland Commission
Roy Rogers	Washington County Commission

MEMBERS ABSENT

AFFILIATION

Stephanie Hallock	Oregon Department of Environmental Quality (DEQ)
Royce Pollard	City of Vancouver

ALTERNATES PRESENT

AFFILIATION

Paul Slyman	Oregon Department of Environmental Quality (DEQ)
Dean Lookingbill	SW Washington RTC

GUESTS PRESENT

AFFILIATION

Charlotte Lehan	City of Wilsonville
Mike Ragsdale	Costa Pacific Communities
John Wiebke	City of Hillsboro
Debbie Murdock	Portland State University
Robert Bertini	Portland State University
Dick Feeney	TriMet
Olivia Clark	TriMet
Susie Lahsene	Port of Portland
Phil Selinger	TriMet
Karen Schilling	Multnomah County
Mike Oswald	Multnomah County
Robert Paine	Multnomah County

GUESTS PRESENT (Cont.) AFFILIATION

John Rist	Clackamas County
Ron Papsdorf	City of Gresham
Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
John Fritt	Port of Vancouver
David Bradgon	Metro Council
James Bernard	City of Milwaukie
Alice Rouyer	City of Milwaukie
Sharon Nasset	NPBA
Laurel Wentworth	City of Portland
Richard Meyer	City of Cornelius
Patty Freeman	Port of Portland
Rod Monroe	Metro Council
Jay Waldron	Schwabe, Williamson & Wyatt
Steve Clark	Community Newspapers
Robin White	Building Owners and Managers Association
Bill Maris	Market Transport, Inc.

STAFF PRESENT

Rooney Barker	Richard Brandman	Renée Castilla	Andy Cotugno
Tom Kloster	Jeff Stone		

I. CALL TO ORDER

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

II. JACKSON SCHOOL RD (moved up on agenda from item 8)

Ms. Kay Van Sickle accorded her thanks to the committee for allowing the move on the agenda. She stated that they are here as a follow up to the Oregon Transportation Commission meeting. She explained that they are taking this resolution through each agency's approval process.

Mr. Mark Greenfield presented the Draft Interchange Area Management Plan (IAMP) (included as part of this meeting record).

He stated that the objectives of this Interchange Area Management Plan are to protect the function of the interchange, to provide for interurban travel and connections to ports and major recreation areas with minimal interruptions, and to provide for long distance intra-urban travel in metropolitan areas as well as regional trips (between Hillsboro and North Plains). He said that objectives also include providing safe and efficient operations between US 26 to Jackson School Road and ensuring that ODOT is involved in future land use decisions to protect the function of the interchange and US 26. This mission is consistent with LCDC's transportation rules. There are two provisions in particular: one, which authorizes the replacement of that intersection with

an interchange, and secondly that rule also requires protection of transportation facilities for their identified function.

Mr. Greenfield stated that the Oregon Transportation Commission raised its own concerns regarding the Interchange Area Management Plan (IAMP). They wanted to protect the function of the facility, protect farmland near the interchange as a resource use and protect against growth-induced development on exception lands. They also raised concerns about the Urban Growth Boundary expansion near the interchange. He stated that existing EFU land use designations surrounding the Jackson School Road interchange, combined with the Oregon Statewide Planning Goals and implementing regulations, are quite effective in protecting resource lands and will provide long-term protection for the agricultural lands and land uses surrounding the interchange. The same measures, with proper coordination through implementation of the IAMP, will effectively prevent growth-induced development on nearby exception lands. This plan relies on Oregon and Washington County land use regulations but also calls for ODOT involvement in reviews of proposed land use actions in the vicinity of the interchange. He also stated that they are recommending that ODOT work with LCDC to consider adopting an administrative rule to protect state highways and interchanges and to discourage induced growth in exception areas near interchanges. He said that the IAMP still must go through an Article 7 process, which includes review of the proposal, a citizen involvement process and then analysis of the entire proceeding. He said that the design of the interchange and the IAMP are different issues.

Ms. Van Sickel reminded the committee that they had all necessary information in their agenda packet.

III. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

Chair Park recognized Councilor Rod Monroe for his three years of service as chair of the Joint Policy Advisory Committee on Transportation (JPACT).

Councilor Rod Monroe accorded his thanks and stated that he would continue to attend as an alternate member to the Metro Councilors. He further stated that it was his opinion that JPACT is the heart of Metro.

Commissioner Roy Rogers introduced Richard Meyer, City of Cornelius. Mr. Meyer presented a request from the City of Cornelius to allow an exception to the MTIP process and allow an exchange of applications (included as part of this meeting record).

ACTION TAKEN: Mayor Rob Drake moved and Commissioner Roy Rogers seconded the motion to approve the exception request by the City of Cornelius, which allows an exception to the MTIP process, and an exchange of applications. The motion passed.

Mr. Andy Cotugno reminded the committee members that this exception allows the substitution of applications for the City of Cornelius, which have not been ranked as yet and there was no guarantee that the project would be chosen for funding.

IV. MINUTES OF JANUARY 16, 2003

ACTION TAKEN: Mayor Drake moved and Commissioner Rogers seconded the motion to approve the meeting minutes of January 16, 2003. The motion passed.

V. TRANSPORTATION INVESTMENT TASK FORCE (moved up from agenda item 6)

Mr. Jay Waldron introduced members of the Task Force and presented the Transportation Investment Task Force (included as part of this meeting record).

Mr. Steve Clark, Community Newspapers, said that as Chair of the Project Subcommittee he was responsible for determining project identification. He said it was important that projects selected for funding consideration should maximize certain objectives. These objectives included: Enhancing the regional economy, relieving congestion, enhancing community livability, providing a funding connection with other public and private investment and enhancing the function and operation of the overall system, ensuring construction begins with three years will full implementation within six years, providing for a multi-modal system, ensure geographic balance, and finally leveraging other transportation dollars, whether federal, state, regional, private or local.

Mr. Clark said that the project subcommittee study the Regional Transportation Plan and all projects selected came from there. The recommended highway projects include widening four sections of the regional highway system from a current four-lane configuration to six lanes: Highway 26 to 185th Avenue, I-5 in the Delta Park area of North Portland, Highway 217 from Highway 26 to I-5 in Washington County, and I-205 from West Linn to its interchange with I-5. The Task Force also recommended building two new planning facilities, the Sunrise Corridor in Clackamas County and a connector road between I-5 and Highway 99W near Tualatin. He said the recommended highway package assumes funding from state, federal, and regional sources – some of it new revenue – to match the regional commitment of \$190 million. The new regional funding is expected to leverage \$60 million in federal funding and more than \$400 million in new state funding.

Mr. Clark stated that the project subcommittee studied several community projects and recommended projects that help to ensure that transportation investments are made not just in large, regional facilities, but also “close to home,” building projects which improve safety, relieve congestion “hot spots” and support neighborhood commercial districts. Examples of community projects would include constructing sidewalks on Capitol Highway in Southwest Portland and improving the intersection of Murray Boulevard and Tualatin Valley Highway. He said that the Community Projects portion is expected to leverage almost \$40 million of federal funds and \$40 million in other local contributions.

Mr. Clark then reviewed the recommended transit projects which include building light rail from downtown Portland through Southeast Portland neighborhoods to Milwaukie, a “bus rapid transit” corridor along 99W/Barber Boulevard, and connecting the planned Washington County Commuter Rail project to the Washington Square Mall and assisted in the funding of light rail along I-205 from the Gateway district to the Clackamas Town Center mall. He said that the

Transit projects portion of the recommendation is expected to leverage approximately \$900 million in other federal and local funds. He said that it was important to maintain business participation on an accountability committee to maintain the basis of the Task Force's recommendation in the community, and to improve public acceptance.

Ms. Robin White, Building Owners & Managers Association, as Chair of the Finance subcommittee, said she was responsible for evaluating different funding mechanisms to achieve the goals of the Task Force. She stated that this package addresses only \$521 million of a \$4 billion shortfall. She said discussions were held with state agencies and local governments that have responsibility for portions of the transportation system. They also investigated a broad spectrum of revenue options including tolls and other direct user charges, tax increment financing, system development charges, transportation utility fees, vehicle registration fees, fuel taxes, parking taxes, general obligation bonds supported by property taxes, payroll taxes, vehicle excise taxes, and a general retail sales tax. She said that the subcommittee ultimately recommended that the Task Force test the feasibility of five funding mechanisms, three for highway and community projects and two for transit projects which included raising the vehicle registration fee by \$15.00, increasing the gas tax by \$.03, charging a 1% vehicle excise fee, charging a parking tax fee and looking at General obligation bonds. In order to determine what voters would approve, they contracted with Davis, Hibbitts & McCaig, Inc. to conduct a survey of preferences and priorities for transportation projects and funding proposals among motivated voters in Clackamas, Multnomah, and Washington counties. The support for each package, transit, highway and community transportation, was very strong and comparable. The general public appears to recognize the value of multiple strategies to address the region's transportation demands. The poll suggested that the vehicle registration fee is a promising revenue source for the road-related needs. Ms. White said that because of the state Constitution, road-related funds are not available for transit. Among the sources tested for transit investments, none currently have majority support. However, the Task Force believed that the general obligation bond has the highest likelihood of voter approval. She said that while the survey suggests that there is not a clear majority that supports any given revenue measure; the data suggest that a successful measure can be crafted. She concluded by stating that it was extremely important that TriMet receive their increase in payroll tax in order to continue meeting the growing capitol and operating needs.

Mr. Bill Maris, Market Transport, Inc., stated that most citizens believe that things are in warehouses and if freight quits moving, they can get along for a week, two weeks, or a month. He said that is not the case. They could get along for one day. He reiterated the importance of keeping the freight moving or there would not be a community. The freight community is as disconnected from the public process as the voters are disconnected from the tenuous link of freight and he said he was grateful that this region has JPACT and all of the people who have worked hard to bring those two things together. He stated that Metro's Task Force was a godsend to all and he would hope that it is a process that can keep going. He urged support of the Task Force's recommendation and asked that JPACT keep the process going and meet any challenges there might be.

Mr. Fred Hansen acknowledged the good work of the Task Force.

Chair Park said that he would be talking to Metro Councilor President as to the next steps of this Task Force recommendation.

Mr. Hansen reassured the Task Force members that the reason the members are not receiving questions or comments is that most JPACT members are generally familiar with and extremely excited and pleased with the work that was done by the Task Force members. He stated that they all recognized that they have to be able to engage a much broader base, particular the business community, and emphasize how important the transportation needs are.

Commissioner Jim Francesconi stated that the conversation about next steps needs to happen soon. He also stated that it was important to keep the business community involved and he has had conversations about the business community becoming participating members of JPACT. He reiterated the importance of business community involvement in a funding campaign. He said that creating or having another group separate from JPACT does not make a lot of sense. He asked when the discussions would begin.

Metro Council President David Bragdon said the Metro Council has asked some members to stay on and the Council would work them into the process as they begin the discussions.

Councilor Monroe said that he would be going to the state legislature on the 26th of February with Metro Council President David Bragdon to meet with Senator Starr and Senator Metzger regarding some important revenue options. He said it was important to work with them in a cooperative mode and for them to understand the Task Force's work and their recommendations. He said that legislative action is critical if they are going to have state money to match regional money. He also said that he would be joining the group in Washington D.C. to meet with the congressional delegation on transportation funding needs. He said all of those things are important in implementing the Task Force's recommendation. He said based upon those decisions, they would need to begin discussions on a public vote. He said that because one part of the funding package would contain a property tax component, state law requires a double majority. Based upon that, they would need to have a measure on that ballot by November 2004 as the optimal time for vote on the property tax segment to fund transit. He said that over the next few months they would be actively working with the legislature and that Council President Bragdon has asked him to take a lead in terms of this effort.

Commissioner Francesconi asked if the Task Force addressed the maintenance of existing infrastructure. He asked if it remains with the local jurisdictions to figure out how to maintain the new and existing roads.

Mr. Waldron stated that the Task Force did not look at maintenance; they reviewed the RTP list and prioritized it.

Councilor Karl Rohde recognized that it was not part of the Task Force's charge to look at maintenance. However, one of the things that is unfortunate is this recommendation he said, continues a practice of adding rooms to the house while the roof is caving in. He said he is concerned about drawing down limited transportation resources in the region when the problem of maintaining the existing infrastructure has not been solved. However, he said he felt the Task

Force did a great job. He said there was one thing that he was disappointed in with the report. He knows that the members of the Task Force meant no disrespect to the members of JPACT and around the region that work so hard to make life better in the region, but the comment about the perspective and credibility of non-governmental leadership bothered him. He read that to mean the governmental leadership lacks perspective and credibility and he knows that the people he works with, JPACT members and those around the region, have a high degree of credibility and a great perspective for the needs of the region.

Mr. Hansen acknowledged that Councilor Rohde's perspective on the maintenance issues but recognized the difficulty of getting a successful public vote on maintenance. Therefore, the issues need to be separated in order to achieve the goals of a yes vote for projects.

Ms. White said that the Task Force acknowledged while maintenance is needed, it was important to prove to the public that their decision to fund projects would be making a difference on the transportation system immediately.

Mayor Drake accorded thanks to the Task Force for their ability to address freight issues, road issues and transit issues. He said that they have set a basic framework and that needs to move forward. His comment to the JPACT group that goes to Salem would be that there also a great deal of pressure starting with the Governor's office and ODOT to deal with bridges outside of the metro area and if a package were to come forward only with bridges then it would push them further back on maintenance. He stated that whatever the legislature decides to do on an initiative, it needs to be balanced with bridges and maintenance.

Commissioner Bill Kennemer agreed that this recommendation was good, however he emphasized the importance of the region working together in deciding when to take a measure to the public because Clackamas County will have several items on the ballot and would not want them to compete with one another.

Mr. Waldron stated that it was important to stop waiting on the legislature and to act as a region to solve this funding issue.

VI. WASHINGTON DC TRIP – ITINERARY AND SPEAKING ROLES

Mr. Cotugno stated that there would be a meeting held at 7:30 a.m. on Wednesday, February 26, 2003 to review the talking points for the trip to Washington D.C.

Commissioner Maria Rojo de Steffey stated that she would be unable to make the trip to Washington D.C. Therefore, Commissioner Lisa Naito would be going in her place.

VII. RESOLUTION NO. 03-3282 FOR THE PURPOSE OF ADOPTING PRIORITIES FOR FY 04 TEA-21 APPROPRIATIONS

Mr. Cotugno presented Resolution No. 03-3282 For the Purpose of Adopting Portland Regional Federal Transportation Priorities for Federal Fiscal Year 2004 Appropriations (included as part of this meeting record).

Mr. Cotugno presented Exhibit A to Resolution No. 03-3282 (included as part of this meeting record).

Commissioner Rojo de Steffey stated that they should know what has been appropriated to Sauvie Island Bridge. She said that if they do receive the full \$3 million then she would like to request added language that asks for continuing support of full funding of the Sauvie Island Bridge and that Multnomah County would be making another request next year.

Commissioner Francesconi asked that under item number 11, page 3 of Exhibit A, Central City Streetcar, that the language be changed to read Central City to Portland Streetcar Extension instead of Central City's streetcar to Portland's eastside.

Mr. Cotugno presented Exhibit B to Resolution No. 03-3282 (included as part of this meeting record) and highlighted changes recommended by Metro Council.

Councilor Karl Rohde stated that he does not necessarily agree with the new language. He said that he thinks that until a more thorough examination is completed, it would be difficult to conclude whether environmental standards should remain the same or be relaxed. He said that some environmental standards might have become too stringent in their protection as well as addressing a concern that may not exist anymore.

Councilor Rex Burkholder stated that Metro Council's addition does not say change the environmental protections but they are not actually addressing them. It does however say, address the main issue of streamlining the timing piece.

Mr. Cotugno stated that the relevant sentence says: consider amendments to federal laws to streamline review and permitting, there should be careful attention to ensure that environmental standards are not relaxed.

Councilor Carl Hosticka said the issue of whether environmental standards are excessive or should be relaxed is a separable issue. Therefore, they need to find a way to phrase to say that the streamlining process not be used as a smokescreen or guise for relaxing standards, and that if those standards need to be addressed, that they be addressed up front and in a different form.

Mr. Hansen stated that he does not feel the environmental standards are as protective as they need to be in some places. Therefore, he said he is comfortable with Metro Council's amendments.

Mr. Paul Slyman stated that environmental standards are a separate issue from trying to speed up development permitting.

Councilor Rohde stated that he was supportive of Councilor Hosticka's suggested language.

Commissioner Kennemer suggested wording change from "standards are not relaxed" to "standards are met."

Mayor Drake stated that he would support the notion that environmental standards are met but some phraseology rather than environmental streamlining, the process is done efficiently and effectively as possible.

Commissioner Kennemer stated that there has also been a problem with the decision-making authority, who is in charge and who can make the decisions.

Councilor Rod Park said it was important to make sure that while there are high standards, the projects are not caught in excessive review.

ACTION TAKEN: Councilor Rohde moved and Councilor Haverkamp seconded the motion to amend Exhibit B, last paragraph to read: In addition, as Congress and the Administration consider amendments to federal laws and regulations to streamline environmental review and permitting, this should not be used as a method to relax environmental standards. If there is a need to reevaluate environmental standards, this should be done directly.

Those in favor:

Commissioner Roy Rogers
Councilor Karl Rohde
Mr. Bill Wyatt
Commissioner Bill Kennemer
Mr. Dean Lookingbill
Commissioner Jim Francesconi
Councilor Larry Haverkamp
Ms. Kay Van Sichel

Those opposed:

Councilor Carl Hosticka
Commissioner Maria Rojo de Steffey
Mr. Fred Hansen
Commissioner Craig Pridemore
Mayor Rob Drake
Mr. Paul Slyman
Councilor Rex Burkholder
Mr. Don Wagner

ACTION TAKEN: Chair Park made the final vote in favor of changing the language. Therefore, the motion passed.

Councilor Hosticka and Mayor Charlotte Lehan presented the City of Wilsonville's request for additional submittal to the appropriations (included as part of this meeting record).

ACTION TAKEN: Councilor Hosticka moved and Commissioner Rogers seconded the motion to allow the addition to the appropriations paper by the City of Wilsonville. The motion passed.

ACTION TAKEN: Mr. Hansen moved and Councilor Rex Burkholder seconded the motion to approve Resolution No. 03-3282 For the Purpose of Adopting Portland Regional Federal Transportation Priorities for Federal Fiscal Year 2004 Appropriations. The motion passed.

VII. MTIP UPDATE

Mr. Cotugno presented a memo to JPACT regarding the MTIP update (included as part of this meeting record.)

Mr. Bill Wyatt reminded the committee that it was important that freight mobility play a larger role in this region.

VIII. JPACT ORGANIZATION/MEMBERSHIP/CALENDAR/GOALS SURVEY RESULTS

Chair Park reminded those members who would be participating in the JPACT review that they would have several meetings coming up.

Mayor Drake stated that he would only be able to attend one of those meetings due to conflicts on his calendar.

X. ADJOURN

There being no further business, Chair Park adjourned the meeting at 9:10 a.m.

Respectfully submitted,

Renée Castilla