

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
December 12, 2002

<u>MEMBERS PRESENT</u>	<u>AFFILIATION</u>
Rod Monroe	Metro
Rex Burkholder	Metro
Fred Hansen	TriMet
Maria Rojo de Steffey	Multnomah County
Karl Rohde	City of Lake Oswego, representing Cities of Clackamas County
Craig Pridemore	Clark County
Don Wagner	Washington State Department of Transportation (WSDOT)
Larry Haverkamp	City of Gresham, representing Cities of Multnomah County
Rod Park	Metro
Jim Francesconi	City of Portland
Kay Van Sickle	Oregon Department of Transportation (ODOT – Region 1)
Roy Rogers	Washington County

<u>MEMBERS ABSENT</u>	<u>AFFILIATION</u>
Bill Kennemer	Clackamas County
Bill Wyatt	Port of Portland
Stephanie Hallock	Oregon Department of Environmental Quality (DEQ)
Royce Pollard	City of Vancouver

<u>ALTERNATES PRESENT</u>	<u>AFFILIATION</u>
Michael Jordan	Clackamas County
Dave Lohman	Port of Portland
Andy Ginsburg	Oregon Department of Environmental Quality (DEQ)
Dean Lookingbill	SW Washington RTC

<u>GUESTS PRESENT</u>	<u>AFFILIATION</u>
Stuart Foster	Oregon Transportation Commission
Phil Selinger	TriMet
Karen Schilling	Multnomah County
John Rist	Clackamas County
Jerri Bohard	Oregon Department of Transportation
Charlotte Lehan	City of Wilsonville
James Bernard	City of Milwaukie
Alice Rouyer	City of Milwaukie
Kathy Lehtola	Washington County
Kathy Busse	Washington County
Mike Oswald	Multnomah County

Susie Lahsene	Port of Portland
Robin Katz	Port of Portland
Peter F. Fry	Central Eastside Industrial Council
Thomas Briggs Markgraf	Congressmen Earl Blumenauer's Office
Dick Feeney	TriMet
L.A. Ornelas	OHSU
Sharon Nasset	NPBA
Thayer Rorabaugh	City of Vancouver
Dale Miller	C-TRAN

STAFF

Andy Cotugno Michael Hoglund Renee Castilla

I. CALL TO ORDER

Chair Monroe called the meeting to order and declared a quorum at 7:36 am.

II. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

Peter Fry with Central Eastside Industrial Council expressed his concerns with the sixth item listed within the policy priorities paper regarding "consistency." He then stated that the language speaks to the removal of the Eastbank freeway is not consistent with this region's RTP nor is it consistent with the City of Portland's TSP. He said there has not been adequate discussion regarding removing that freeway and he is concerned with the presence of the language in the paper.

Rex Burkholder distributed a calendar to all of the JPACT members that he ordered from the Alliance for a New Transportation Charter on Making Transportation Work for Communities with the TEA-3 Opportunity.

Sharon Nasset expressed her concerns regarding the continuing congestion problems within the Rose Quarter area and the lack of response she feels it is getting. She stated that she had previously met with the Parsons Engineer who liked Sharon's ideas, however, they were not looked at any closer. She expressed her frustration with the process and stated that she hopes that area can be looked at near in the future.

Chair Monroe acknowledged Mayor Lehan's and Mayor Bernard's presence in the audience.

III. MINUTES OF NOVEMBER 14, 2002

ACTION TAKEN: Fred Hansen moved and Michael Jordan seconded the motion to approve the meeting minutes of November 14, 2002. The motion passed.

IV. TRIMET PRODUCTIVITY IMPROVEMENT PROGRAM

Fred Hansen presented the TriMet Productivity Improvement Program (included as part of this meeting record).

Jim Francesconi stated that he would like to meet with Fred Hansen regarding the cost savings program and how he might implement some of those methods at the City of Portland.

V. PROPOSED GUIDELINES ON AREA COMMISSION ON TRANSPORTATION

Chair Monroe welcomed Stuart Foster with the Oregon Transportation Commission.

Stuart Foster, with the Oregon Transportation Commission (OTC) directed the committee to the Proposed Guidelines on Area Commission on Transportation (included as part of this meeting record).

He also stated that two years ago the OTC formed a committee called the STIP Stakeholder Process Committee to look at a number of things including revising the guidelines for formation and operation of ACTs. He said that the ACT template does not fit neatly over a Metropolitan Planning Organization (MPO) and in particular an MPO that operates as a Transportation Management Area (TMA). It is not the intention of the OTC to direct JPACT to start operating as an ACT. However, there are some concepts in the draft guidelines that the OTC hopes JPACT embraces.

One of those concepts is that the OTC would like to see more stakeholder involvement (business members and/or citizens) with voting privileges added at the JPACT level. They feel that those type of members on committees have been very productive around the state where they have occurred, the OTC gets a better buy-in on their projects, and the OTC feels they get better results. He further stated that the OTC would like to see JPACT take on more of a statewide perspective when evaluating freight and interstate mobility and the affects of the conditions of I-5 and I-205. He further stated that JPACT needs to collaborate with the Oregon Transportation Commission as well as the Business community in order to enhance freight and interstate mobility.

He stated that a good example of where there needs to be a good partnership is the Damascus area of the expanded Urban Growth Boundary (UGB). He said that it is important for a financially constrained plan to be developed that addresses the enhancement and the resolution of the issues on I-205. It is critical that the interstate system be maintained and enhanced. Another issue that needs to be resolved is how the areas located outside the boundaries of Metro are brought into an ACT. He recognizes that some areas may not want to be members of an ACT, however the OTC would like those areas covered and welcomes suggestions regarding those outside areas.

Andy Cotugno presented Mike Hogle's memo to the OTC regarding ACTs and the different options that need to be discussed (included as part of this meeting record).

Fred Hansen asked if MPOs are required by federal law to have certain voting members and further if there are any restrictions to who can or cannot be voting members.

Andy Cotugno replied that there are no limitations on membership at JPACT from the federal level.

Karl Rohde asked how big of an area needs to be brought into an act that is not currently covered and is it possible that those areas attach themselves to neighboring ACTs.

Dave Williams stated that Region 1 covers the following counties: Columbia, Multnomah, Washington, Clackamas, and Hood River. He stated that currently there are some rural parts of Washington and Clackamas Counties that are not covered by an ACT and all of Hood River County is not covered as well. He said that there has been the question raised whether Hood River County should look east towards the lower John Day ACT.

Maria Rojo de Steffey stated that an ACT does not cover the western part of Multnomah County either.

Rod Monroe stated that currently SW Washington RTC extends east all of the way to Kickitat County.

Michael Jordan commented that Clackamas County has struggled with the rural parts of their county not covered by an ACT with the JPACT process. He stated that Clackamas County has made a point, concerning economic development, of regionalizing the distribution of funds and so far has been successful. He also stated that they have an extremely successful relationship with Hood River County regarding Economic Development.

Rod Monroe stated that Sandy is more oriented toward Metro, however Moalla would be different.

Karl Rohde stated that it would be a disservice to many rural areas to have them incorporated into the JPACT process with such a large share of metropolitan areas. He would be interested to see how many of the rural areas are interested in forming an ACT of their own.

Larry Haverkamp expressed his concern with adding new members to the JPACT process.

Michael Jordan gave a different perspective of having citizen members on committees. He further stated that as Chair of the MPAC committee, he would have missed the valuable input by some of the citizen members during the last twelve months as the MPAC committee struggled through the UGB decision.

Dave Lohman stated that there are many members of the business community that do not feel represented at JPACT. He recommended talking to the rural jurisdictions that currently are not part of an ACT to gain their perspective.

Roy Rogers asked if this was the only opportunity JPACT would have to express its input.

Andy Cotugno stated that the first step was commenting on the draft rules and the second step would be implementing those rules. He said that comments would be voted on at the next JPACT meeting for submission to the OTC.

Karl Rohde stated that he feels that he does do a good job representing the needs of the business community and sits on a citizen board related to business.

Jim Francesconi stated that he understands that the OTC has the perception that JPACT does not view the freight issue as an important and critical issue. He also stated that he would like to see more advice from staff on how to proceed with the outlying areas and adding new members to JPACT. He also asked for the history of those efforts.

Michael Jordan stated that the Oregon Department of Transportation's regional boundaries do not match the ACT's boundaries and asked if ODOT is considering moving those boundaries.

Stuart Foster stated that the decisions that JPACT makes do have impacts that ripple throughout the state. Therefore, there is a large community of interest involved when looking at those decisions. He further stated that the OTC has found that the business community brings a good perspective to the process and the OTC would hope that JPACT strongly considers adding business community members to the JPACT process.

Chair Monroe thanked Stuart Foster for his attendance.

VI. I-5 SOUTHBOUND VANCOUVER HOV LANE PILOT PROJECT PERFORMANCE

Dean Lookingbill presented the I-5 Southbound Vancouver HOV Lane Pilot Project Performance (included as part of this meeting record).

Craig Pridemore stated that the decision on whether the HOV lane continues is a WSDOT decision. The Port of Vancouver and C-TRAN both voted to continue the HOV lane. The Bi-State committee did not vote on this issue because not enough Washington members were present. That vote will be brought up again in the future. He also stated that there are still questions whether to continue the HOV on the southside of the River (Oregon).

Don Wagner stated that there has been 132% increase of the amount of cars using the HOV lane.

Rod Monroe asked if C-TRAN would be adding more Park and Ride locations?

Craig Pridemore answered as the Chair of C-TRAN and stated that yes they are addressing the needs of additional Park-N-Rides.

Fred Hansen asked what metric would be the best one to use.

Don Wagner stated that the goal is to move more people through that HOV lane. However, manage the lanes at the peak period rather than how many cars or people.

Fred Hansen noted other HOV benefits such as travel times, choice of the driver, ability to do work, and others rather than just the number of people in the lanes.

Rod Monroe stated that it encourages people to carpool and use transit because the HOV lane is moving faster.

Larry Haverkamp asked about the last graph.

Dean Lookingbill stated that it was different surveys that were done and the responses given.

Rod Monroe stated HOV is consistent with the policies north of the River, however there is a couple of legislatures that dislike the HOV lane and are advocating against it.

VII. TEA-21 REAUTHORIZATION PROGRAM & POLICY PRIORITIES

Andy Cotugno presented the TEA-21 Reauthorization Program & Policy Priorities (included as part of this meeting record).

Andy Ginsburg, Oregon DEQ, stated that this area which is meeting its air quality receive a lower CMAQ mark and those areas that do not meet air quality get rated higher therefore those areas receive more money. He would like to see a comment regarding how the funding is allocated and to eliminate the preference for those areas that fail air quality. Consider a comment, he stated that costs do not go down just because Oregon is meeting its air quality.

Andy Cotugno said that with the consensus of the group he would include a comment concerning the funding allocations with regards to air quality and pass/fail grades.

Michael Jordan stated that Clackamas County used tax increment money to obtain right-of-way for Sunnyside while they wait for that project to be defined and authorized. He stated that the rules state those expenses can not be reimbursed with the federal funds before its is authorized. He would like to see that rule changed.

Andy Cotugno stated that the project list needs to some discussion and attention to shorten it. He further explained the new Attachment C (included as part of this meeting record).

Michael Jordan stated that he thought it was unrealistic to go to the congressional delegation with a list that includes transit priorities and the lengthy list when local jurisdictions are having trouble finding a local match.

Fred Hansen stated that he considers I-5/Delta Park to Lombard and Columbia Blvd. Projects of regional significance because these projects move freight throughout the entire region rather than just through a specific congressional district. He would ask for a broader sense of regionalism on these two items.

Dave Lohman agreed with Fred Hansen's statement and further stated that some of these projects moved from congressional districts with the re-districting resulting from the 2000 census.

Karl Rohde said that it was of tremendous value for the local livability projects to have JPACT's support attached to them when taking them to the congressional delegates. However there is a practical issue of how long of a list to take and what is considered too long. He agrees that there should be some sort of narrowing of the list that will allow some of the local projects to go forward with JPACT's support.

Rod Monroe asked if it would be easier to orally speak with the delegates regarding the large projects and have a written list of the smaller local projects indicated that they are endorsed and supported by JPACT.

Kay Van Sickel stated that the highway projects are the projects that ODOT is asking for authorization and funding for through TEA-21 because those projects are a priority of ODOT.

Fred Hansen emphasized the importance of continuing to speak with one voice when they go to Washington. He said that going with fewer projects may have the tendency to fray that process. He would recommend more projects so that everyone at the JPACT table has a priority.

Mayor Bernard stated that it was obvious that Representative Hooley notices the continued importance of community projects that were in her hold district. He also said it was important to the citizens to see the importance of their community projects.

Maria Rojo de Steffey stated that impressed that region comes in as a group and support the region. She liked to include some of the larger projects as well as the local.

Jim Francesconi stated that it was important to reduce the overall list.

Roy Rogers said that it is important to bring back this list and really discuss the "JPACT" trip to Washington DC.

VIII. ADJOURN

There being no further business, Chair Monroe adjourned the meeting at 9:10 am.