

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

November 14, 2002

REVISED

MEMBERS PRESENT

AFFILIATION

Rex Burkholder	Metro
Fred Hansen	TriMet
Bill Wyatt	Port of Portland
Karl Rohde	City of Lake Oswego, representing Cities of Clackamas County
Rob Drake	City of Beaverton, representing Cities of Washington County
Stephanie Hallock	Oregon Department of Environmental Quality (DEQ)
Bill Kennemer	Clackamas County
Don Wagner	Washington Department of Transportation (WSDOT)
Larry Haverkamp	City of Gresham, representing Cities of Multnomah County
Roy Rogers	Washington County
Rod Park	Metro
Jim Francesconi	City of Portland

MEMBERS ABSENT

AFFILIATION

Rod Monroe	Metro
Maria Rojo de Steffey	Multnomah County
Craig Pridemore	Clark County
Royce Pollard	City of Vancouver
Kay Van Sickel	Oregon Department of Transportation (ODOT – Region 1)

ALTERNATES PRESENT

AFFILIATION

Peter Capell	Clark County
Dave Williams	Oregon Department of Transportation (ODOT – Region 1)
Dean Lookingbill	SW Washington RTC

GUESTS PRESENT

AFFILIATION

Ann Gardner	NW Industrial Neighborhood Association
Marion Haynes	Schnitzer Investment Corporation
Walter Valenta	Citizen
John Rist	Clackamas County
James Barnard	City of Milwaukie
Brian Newman	City of Milwaukie
Alice Rouyer	City of Milwaukie
Robin Katz	Port of Portland
Rob De Graff	Portland Business Alliance
Phil Selinger	TriMet
Stephen Iwata	City of Portland

Sorin Garber	HDR – Portland
Susie Lahsene	Port of Portland
Dave Lohman	Port of Portland
Mike Clark	Washington Department of Transportation (WSDOT)
Tom Markgraf	Congressmen Blumenauer's Office
Dick Feeney	TriMet
Sharon Nasset	Community Activist/RPBA
Deborah Murdock	Portland State University
Olivia Clark	TriMet
Kathy Lehtola	Washington County
Louis Ornelas	OHSU
Lenny Anderson	Swan Island TMA
Kate Deane	Oregon Department of Transportation (ODOT)
Fred Eberle	Oregon Department of Transportation (ODOT)

STAFF

Ted Leybold	Andy Cotugno	Tom Kloster
Mike Hoglund	Richard Brandman	Renee Castilla
John Cullerton		

I. CALL TO ORDER

Vice-Chair Burkholder declared a quorum and called the meeting to order at 7:35 am.

Vice-Chair Burkholder introduced Councilor Brian Newman of Cities of Clackamas County and stated that January 1, 2003, he would be a Metro Councilor and advised that a new alternate for the Cities of Clackamas County should be in place by December.

II. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

There were no citizen communications. •

III. MINUTES OF OCTOBER 10, 2002 MEETING

ACTION TAKEN: Karl Rohde moved and Rob Drake seconded the motion to approve the minutes of the October 10, 2002 JPACT meeting. The motion passed.

IV. RESOLUTION NO. 02-3237 FOR THE PURPOSE OF ENDORSING THE I-5 TRANSPORTATION AND TRADE STUDY RECOMMENDATIONS

Andy Cotugno introduced Kate Deane and gave a brief description of this agenda item.

Kate Deane presented the I-5 Transportation and Trade Study Recommendations (included as part of this meeting record).

Stephanie Hallock asked why there was a need to separate Union Pacific and Burlington Northern lines.

Fred Eberle replied that in N. Portland south of the river, when the Union Pacific comes in it blocks both tracks therefore no other trains can move north or south.

Karl Rohde asked how much this project would cost.

Kate Deane stated that the highway elements are \$1 billion and the rail elements are \$1 billion for a total of \$2 billion. She further stated that ODOT is looking at a variety of financing tools.

Karl Rohde asked what the impact on the RTP would be by adopting this resolution and supporting the changes that are recommended by the group.

Andy Cotugno stated that some changes in this recommendation will need to be added into the RTP, some of the projects are already listed. He further stated that it would be premature to amend the financially constrained RTP because there needs to be a funding source listed in order to do so. However, federal law allows for projects that do not have identified funding sources to be listed as illustrative so that air quality conformity can be determined.

Bill Kennemer asked when the RTP is next to be revised.

Tom Kloster replied that the RTP will be updated next year for adoption in early 2004.

Anne Gardner, NW Industrial Neighborhood Association, stated the I-5 Trade Corridor is becoming more and more congested which hurts the global market place's ability to move people, product and ideas. She feels the proposal and recommendation of the I-5 Task Force's is very well thought through. She further stated that expansion is needed to increase the capacity of the freeway and eliminate the bottlenecks. She expressed support for the process and stated it was important for JPACT to put forward a positive recommendation.

Rob De Graff, Portland Business Alliance addressed the committee and stated he agrees completely with this resolution and would ask for JPACT's support.

Lenny Anderson, Swan Island TMA, expressed the importance of providing a community enhancement fund and agreed with the Task Force that it should be evaluated. He then expressed his concern regarding page 26, items G and H. He stated that the Task Force voted 10/10 not to recommend the inclusion of arterial bridges in their recommendation however listed it separately as item H to allow the possibility of further study in the EIS process. He stated that he would like items G and H combined to simply recommend further study of all lane and bridge options in the EIS process.

Sharon Nassett expressed her concern with this recommendation and emphasized the importance of arterials that help to move freight, including the Western Arterial.

Karl Rohde asked Kate Deane to briefly address the issue of arterial bridges.

Kate Deane stated that the Task Force did talk about what should happen on I-5, including a variety of concepts, from making improvements solely to the freeway to a combination of freeway and arterial lanes as well as light rail. However, they agreed that there was not enough information and/or data to look at arterial bridges themselves but acknowledged that there might be some merit to them. Therefore, they listed the item separately as (H) to allow for further study of arterial bridges in the EIS process.

Fred Hansen stated that he was on the losing side along with Lenny Anderson and agreed with the importance of arterial bridges, however stated that the Task Force did not discount the idea entirely and stated in bullet (H) that it should be looked in at the EIS process to determine if arterial bridges are feasible.

Karl Rohde asked when the Task Force decided to shorten the southern study terminus from I-84 to the Fremont Bridge and not look at that huge bottleneck there.

Kate Deane stated that the Task Force recognized that the entire I-405/I-205 freeway loop needed to be studied and determined that fixing one portion of the loop might negatively impact others so they decided to look at the entire freeway loop separately in an upcoming analysis.

Roy Rogers expressed concerns regarding the rail capacity improvements and asked if the railroad was asking the region to do their improvements.

Kate Deane stated that it is clear that the rail road is a private system however if the region wants to use the tracks for intercity passenger rail, it is important to have future discussion on how those improvements can be made.

Dave Williams stated that it is important to reach a consensus with all of the parties, including the railroad partners on the capacity problems and to identify those problems and look for the money to make the improvements.

Bill Wyatt stated that the regional rail capacity problem is too important to leave just to railroads. He stated that Bi-State, JPACT, and others have identified that rail improvements have to be made in order to improve capacity. He said it is important to generate regional consensus and negotiate with the railroads in order to see improvements accomplished.

Rob Drake expressed his concerns with the region sharing the costs of improving the rail system. He stated that the freight users should share in the majority of the costs.

Kate Deane stated that the 5-10 year improvements that are needed are in the range of \$130 million. She further stated that ODOT is discussing the financing options for improvements.

Andy Cotugno wanted to remind the committee that not all of the costs would be going into Metro's RTP, that RTC's RTP would be sharing the costs.

ACTION TAKEN: Fred Hansen moved and Stephanie Hallock seconded the motion to approve Resolution No. 02-3237A For the Purpose of Endorsing the I-5 Transportation and Trade Study Recommendations. The motion passed.

V. TEA-21 REAUTHORIZATION PROGRAM & POLICY PRIORITIES

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

Andy Cotugno presented a memo written to JPACT regarding TEA-21 Reauthorization Policy Priorities (included as part of this meeting record).

Fred Hansen stated that it was important to remember the importance of the New Starts program as well as to look at the possibility of Small Starts, which could fund projects such as Street Cars. He noted that center city development and re-development has been the result and the success of the Portland Streetcar project. He said that the region should enter the national debate on the "Small Starts" proposal by insisting that development be a criteria for small starts, not simply streamlined and easier to meet mobility requirements. JPACT agreed to instruct staff to make these suggestions relative to development with the region's delegation and D.C. consultants. He cautioned the committee that a Small Starts program that only simplifies mobility requirements could potentially hurt the New Starts program if additional funding was not located.

Bill Wyatt stated that the rail freight discussion is increasing in urgency on the national level. He stated that if freight speed could be increased between Portland and Tacoma then more haulers would use the rail freight system, which would mean greater capacity on the highway system.

Jim Francesconi asked if the region was assuming a 50% match locally for New Starts.

Fred Hansen stated that right now the discussion is heading more toward a 60/40 match. Neither party is willing to go lower than that match, although the Administration would rather have a 50/50 match.

VI. TRANSPORTATION INVESTMENT TASK FORCE STATUS REPORT

Richard Brandman gave a brief description of the charge of the Transportation Investment Task Force. He stated that the mission of the Task Force was to look the different resources for possible funding and compare those to the need in the region for specific projects with specific benefits. The types of projects that would be included are those that enhance the economy decrease congestion, enhance livability and those projects that can be under construction within three years and completed within six. He said that the Task Force staff and consultants are currently doing a web-based survey as well as a random sample telephone survey asking the region's voters what types of projects they are interested in and what types of revenue sources they would vote for. He further stated that they have spoken with Bruce Starr numerous times

regarding his plans and how they relate to the Task Force's plans. He said some of the responses they have received from the survey include: multi-modal projects that make the region work, transit, freeway, community transportation projects (off the highway system), widening arterials, adding bike/trails, highway projects including I-5 North, 217/Sunrise, I-205 etc., and transit projects including S. Corridor, which is the number one priority of the region. He further stated that all of the projects listed were taken from the RTP. He also gave examples of the types of funding sources they surveyed including gas taxes, etc.

Mike Hoglund stated that the Task Force would be reporting to JPACT in January of 2003.

VI. TRI-MET PRODUCTIVITY IMPROVEMENT PROGRAM

Held over until next month.

VII. ADJOURN

There being no further business, Vice-Chair Burkholder adjourned the meeting at 9:02 am.

Respectfully submitted,

Renee Castilla

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