

MEETING REPORT

DATE OF MEETING: August 10, 2000

GROUP/SUBJECT: **Joint Policy Advisory Committee on Transportation (JPACT)**

MEMBERS PRESENT:

Jon Kvistad, Chair
Grace Crunican
Rob Drake
Andy Ginsburg
Fred Hansen
Sharron Kelley
Bill Kennemer
Jim Kight
Dave Lohman
Rod Monroe
Royce Pollard
Karl Rohde
Roy Rogers
Don Wagner
Ed Washington

AFFILIATION:

Metro
Oregon Department of Transportation (ODOT)
City of Beaverton, representing Cities of Washington County
Oregon Department of Environmental Quality
Tri-Met
Multnomah County
Clackamas County
City of Troutdale, representing Cities of Multnomah County
Port of Portland
Metro
City of Vancouver
City of Lake Oswego, representing Cities of Clackamas County
Washington County
Washington State Department of Transportation (WSDOT)
Metro

GUESTS PRESENT:

Bill Atherton
David Bragdon
Susan McLain
Steve Dotterer
John Rosenberger
Kay Van Sickel
Bernie Bottomly
Lynn Peterson
John Rist
Jim Howell
Dave Williams
Paul Silver
Ross Williams
Rex Burkholder
Betty Atteberry
Frank Angelo
Ted Spence

AFFILIATION:

Metro Council
Presiding Officer, Metro Council
Metro Council
City of Portland
Washington County
Oregon Department of Transportation (ODOT)
Tri-Met
Tri-Met
Clackamas County
Association of Oregon Rail & Transit Advocates (AORTA)
Oregon Department of Transportation (ODOT)
City of Wilsonville
Citizens for Sensible Transportation
Metro Councilor Elect
Westside Economic Alliance
Angelo Eaton & Associates
Citizen

MEDIA:

Bill Stewart

The Oregonian

STAFF:

Andy Cotugno
Bill Barber
Ted Leybold
Jeanna Cernazanu

Mike Hoglund
Kim White
Gina Whitehill-Baziuk
Rooney Barker

Tom Kloster
John Ottomanelli
Chris Deffebach

SUMMARY:

The meeting was called to order at 7:44 a.m., and Chair Jon Kvistad declared a quorum.

MEETING REPORT:

Action taken: Councilor Rohde, with a second by Mayor Drake, moved for approval of the meeting report of July 13, 2000. Mayor Drake requested, later in the meeting, that his title be corrected on p. 3 of this report from Major to Mayor. The motion passed unanimously.

ORDINANCE NO. 00-869A – FOR THE PURPOSE OF ADOPTING THE 2000 REGIONAL TRANSPORTATION PLAN; AMENDING ORDINANCE NO. 96-647C AND ORDINANCE NO 97-715B

and

RESOLUTION NO. 00-2969B – FOR THE PURPOSE OF ADOPTING THE 2000 REGIONAL TRANSPORTATION PLAN AS THE FEDERAL METROPOLITAN TRANSPORTATION PLAN

Mr. Cotugno explained that adoption of both instruments was necessary in that the ordinance meets the State of Oregon Transportation Planning Rule (TPR) requirements, while the resolution meets the federal requirements and focuses on the fiscally constrained part of the system. He reminded the committee that at their July 13th meeting they went through all the comments and amendments, and that they had approved a variety of amendments. The action requested today would be to adopt the two instruments as an amendment. As a result of last month's discussion, Dave Lohman had introduced an amendment to the resolution regarding further consultation with the business community and that amendment is incorporated into the resolution. Regarding the first draft of the findings associated with the resolution, Mr. Cotugno said they would be brought back before the committee in the fall when the air quality conformity is adopted, and then will be forwarded on to the federal government. The ordinance findings which address the Transportation Planning Rule for the state are in Exhibit E and include two attachments referencing the I-5/99W Connector Exception Findings and the Sunrise Corridor Exception Findings. The ordinance findings also will continue to evolve until the process is concluded.

Following last month's discussion regarding consultations with the business community, Mr. Cotugno said he and Presiding Officer Bragdon, Executive Officer Burton and Councilor McLain met with members of the Westside Business Coalition on Transportation. A copy of a letter sent to these individuals was shared with the committee as well as their response. The message from the Coalition is quite similar to the discussion of this committee in that the biggest concern is lack of funds and resulting consequences. The Coalition said they are eager to continue to work with us to understand and help improve the situation, and they have demonstrated a fair amount of commitment to their issues.

Commissioner Rogers thanked the committee for the 30-day delay on this resolution, which allowed for constructive discussion to occur. He also thanked the Westside Business Coalition and the Westside Economic Alliance for the role they played in crafting their comments and capturing the essence of the concerns. He said he was appreciative of the amendment to the resolution that seemingly captured some of the issue. On a majority vote of the Washington County Commission, Commissioner Rogers said he was instructed to vote no on this resolution. The no vote would center on three issues:

1. There's a continued interest in having more dialog with the business community to fashion and craft a plan.
2. There's still concern about the funding gap and solutions to it; perhaps some additional time needs to be taken to address that.
3. A concern of the Washington County Commission Chair is that there seems to be a bifurcation in our thinking that we're emphasizing land use issues in Clackamas County and all the industrial issues are in Washington County, creating infrastructure problems for both counties. He's looking at how demand reduction is being done and how this major infrastructure problem that's going to occur as we implement the plan in the region is going to be dealt with.

Commissioner Rogers said he appreciated all the thoughtfulness of this committee and thanked them again for the 30-day delay.

Frank Angelo said he felt the letter was self-explanatory. He appreciated the Metro Councilors, Executive Officer, and Mr. Cotugno coming out to meet with them because he thought it was a sincere expression from the businesses on the west side. He said he's looking forward to working with Metro and their partners in finding solutions.

Mayor Drake agreed that the business community concerns are appreciated and this has been a good wake up call, not just in Washington County. Freight needs to move around the region, he said, not just in Washington County. He invited the Westside Business Coalition to expand their effort to the region. He then said he supports the RTP, recognizing that Metro has reached out and that he appreciates Metro's Executive Officer, Presiding Officer and Councilor McLain attending the initial meeting with the Coalition. He hoped this would be one of many meetings in this direction, and he will take a personal interest in how it goes from here. The business community has a moral obligation in helping to solve these problems.

Commissioner Kennemer said Clackamas County was very supportive of Washington County's concerns regarding bifurcation creating problems in infrastructure. The real issue, he said, is that there are good plans with no funding. The Washington County business community interest excites him, and Clackamas County is looking to working with their businesses as well, as Mayor Drake suggested. He said he supports Dick Reiten's and Tom Brian's efforts in the Transportation Summit 2000.

Fred Hansen asked for clarification that the ordinance be approved for adoption, and that Exhibit E is documentation describing what's been adopted and how we comply.

Grace Crunican said a good deal of work has been done on the RTP and the conclusion of that work will be adopted today, and it is the right conclusion, and yet it's a work in progress. She said she understands the business community's concerns and questions and the contradictions, and why they've been raised. The business community needs to be involved from now on. Her Commission and Department are very concerned that we do work together on how to piece together the priorities while addressing the overall prosperity and the livability issues with the lack of infrastructure funding. She thanked everyone for the five years of work put in on this plan.

Dave Lohman added that, from the Port of Portland's perspective the Westside Business Coalition has raised some very key issues and the Port is very sympathetic with the position they're taking on these. Secondly, the Port believes we should all be encouraged by their active, constructive participation and we should be looking for ways to encourage more constructive and active involvement. Mr. Lohman then questioned whether staff had the resources to carry out the work outlined on p. 3 of the resolution.

Chair Kvistad agreed that a big problem is funding, but that we won't be able to accomplish our regional goals unless we look at the way transportation works, as urban form follows infrastructure. This will move us along that track, so he said he will support it but is also very aware of where we've been for a long time on the west side and in Clack County.

At that point, Chair Kvistad brought forward Metro Councilor Bill Atherton's proposed amendment regarding Noise Standards, which was distributed. Councilor Atherton gave a brief summary of the proposed amendment. Chair Kvistad said that the RTP is an ongoing document and didn't know if this amendment would be made at this point. He then asked for a motion on the proposed amendment. Commissioner Kennemer suggested the Transportation Planning Committee look at it, that it's an immensely complicated issue, and that might be the more appropriate place for it. Ms. Crunican said she agreed it should go through staff first, and that it was a little late to bring forward although it's a legitimate issue. She suggested that there be some technical expertise involved in examining it before it comes to this committee.

Councilor Monroe said it had been before the Transportation Planning Committee August 8th, and they did not take action because they felt the RTP was too far along in the process to amend before adoption. The Transportation Planning Committee told Councilor Atherton that he would

have an opportunity to present this amendment at JPACT, and that it would be appropriate to review it after the RTP was adopted because the RTP can be amended in the future.

Mayor Drake appreciated the proposed amendment being brought forward since, coming from a local government, he understood noise issues. His concern was, while agreeing it's a livability issue, what would be the trade-offs.

Sharron Kelley thanked Councilor Atherton for bringing this up because it is a quality of life issue and will continue to be a significant challenge for all transportation providers and will need complex technical understanding. She agreed that there was a need for sensitivity but that it needed to be talked about at both the local and regional levels.

Andy Ginsburg agreed that this is an important livability issue that needs to be addressed. The DEQ doesn't have a noise program. At this point, he said, that falls to the locals. He also agreed that if an absolute standard is set it could be pretty heavy, that we more design options need to be looked at, and taking noise into consideration in various ways as we develop plans. It does make sense that it be looked at carefully before action is taken here.

Fred Hansen observed that this was being spoken of as a nuisance issue, and agreed that increased noise levels do contribute to stress, but cautioned that we need to be aware that there are broader issues than just nuisance and livability. Issues such as noise barriers may be appropriate in some places, but may disturb the urban landscape in others. He said he assumes this will be taken into consideration.

It was agreed that this proposed amendment would go to technical staff for preliminary work to begin.

Action taken: Commissioner Kennemer moved, with a second by Councilor Rohde, to approve Ordinance No. 00-869A. Voting for approval: Fred Hansen, Rod Monroe, Sharron Kelley, Karl Rohde, Grace Crunican, Royce Pollard, Dave Lohman, Jim Kight, Don Wagner, Andy Ginsburg, Ed Washington, Bill Kennemer, Rob Drake. Voting against approval: Roy Rogers. The motion passed.

Action taken: Councilor Washington moved, with a second by Mayor Drake, to approve Resolution No. 00-2969B. Voting for approval: Fred Hansen, Rod Monroe, Sharron Kelley, Karl Rohde, Grace Crunican, Royce Pollard, Dave Lohman, Jim Kight, Don Wagner, Andy Ginsburg, Ed Washington, Bill Kennemer, Rob Drake. Commissioner Rogers abstained. The motion passed.

Councilor Rohde took a moment to thank and compliment Metro for their five years of work at all levels on the RTP. Chair Kvistad added his thanks to the staff as well.

LETTER OF ENDORSEMENT FOR ODOT'S I-5/DELTA PARK PRELIMINARY ENGINEERING GRANT APPLICATION FOR FHWA BORDERS AND CORRIDORS FUNDING

Dave Williams explained the distributed draft letter ODOT had written in the hope that JPACT and the Southwest Washington Regional Transportation Council (SW RTC) would send it to the congressional delegation. Ms. Crunican said the letter should be sent, but needs to be beefed up to make it clear in both the beginning and closing line that we're asking for the money. Mr. Williams said this letter is only for the Preliminary Engineering part of the project.

Mayor Pollard, in support, said this would put a stamp of reality on the bi-state relationship. He said his only comment might be if in the third paragraph something was added about the intended HOV operation, that it may strengthen the letter. No one objected to that suggestion.

Councilor Monroe, regarding Mayor Pollard's comment, thought it would be well to send this letter to the Washington delegation as well as Oregon. Ms. Crunican agreed that it was wise to show some progress in that area, and that we wouldn't want that to go unnoticed.

Action taken: Ms. Crunican moved, with a second by Commissioner Kennemer, to approve the letter of endorsement, with revisions, be sent to the Washington and Oregon delegations.

Chair Kvistad announced the August 29th scheduled public hearing on the Wilsonville to Beaverton Commuter Rail project, per the distributed notice.

Chair Kvistad brought up an earlier conversation with Mr. Cotugno and Mr. Hansen regarding the Canadian-manufactured Talgo train cars. JPACT may send a letter of endorsement and support for continued use of these vehicles. Ms. Crunican said she thought there may be a competition issue what with Bombardier having been the major provider of most of the rail cars used in this country. Perhaps they thought Talgo wasn't going to provide much competition and so Talgo was allowed to get started on a procedure the Federal Railway Administration used that allowed them to have some experimental time. Now that Talgo has had the time, she continued, Bombardier wants to assert certain crash standards to those vehicles. The difference in approach is being dealt with by the Federal Railway Administration now. Ms. Crunican said she thought it would not be inappropriate for JPACT to send a letter. ODOT is working very hard to maintain their Talgo investment. Talgo was the choice from Washington State, and Oregon has gone along with it. It's an institutional battle on safety standards back in Washington, D.C.

Don Wagner said he's happy to see Oregon buying the second Talgo set. He agreed with Ms. Crunican that this is a national issue, not just a local one. WSDOT supports Talgo, but they don't know how effective that will be. A second set of Talgo cars is being built in the State of Washington now. He hasn't talked with his Commission about this to know their stance, but he will prepare briefing for this body and the RTC as well as the Bi-State Committee as to what position the State of Washington will take on this.

Chair Kvistad said it might be helpful to send a letter and he asked for a motion to do that. Fred Hansen said there were probably a fair number of players involved in this and he would be happy to support a letter, but asked if staff would coordinate with WSDOT, ODOT and the Governors' offices. Secondly, he suggested a few sentences to use in said letter that he felt would be appropriate: Safe, efficient and effective multi-modal transportation is key to the economic lifeblood and quality of life considerations of our region. The Talgo trains have provided a key component of this multi-modal approach to transportation. It is our understanding that the waiver granted to Talgo duly considered the safe operation of this train, including its track worthiness. Unless there is new information calling into question its safety, we request that the waiver and use of this train continue. Mr. Hansen suggested that it be made clear that obviously we're concerned about safety, but unless there's new information, we request the operation of this equipment be approved under the rules that existed at the time the trains were manufactured.

Mayor Pollard said the RTC will deal with it in a similar way, but wondered what the value would be of another partnership letter. Chair Kvistad says it's topical, and having a statement from JPACT in writing – assuming there is approval of that today – will show that continuous support.

Action taken: Councilor Rohde moved, with a second by Mayor Drake, to send a letter of support, which will be crafted based in the discussion here and with ODOT and WSDOT concurrence. Ms. Crunican said the Railway Administration is where it should be sent, and to the congressional delegations as well. She suggested separate letters to the delegations. The motion passed unanimously.

Chair Kvistad reminded the committee that the way the regular JPACT meeting room is set up, it's difficult for some people to hear the discussions and votes, and that the members need to be aware of this and speak loud enough to be heard.

There being no further business, the meeting adjourned at 8:40 a.m.

Respectfully submitted,

Rooney Barker
Recording Secretary