



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
September 2, 2010
Metro Regional Center, Council Chambers

MEMBERS PRESENT

Carlotta Collette, Chair
Sam Adams
Rex Burkholder
Jack Burkman
Nina DeConcini
Craig Dirksen
Donna Jordan
Deborah Kafoury
Neil McFarlane
Rod Park
Lynn Peterson
Roy Rogers
Jason Tell
Don Wagner

AFFILIATION

Metro Council
City of Portland
Metro Council
City of Vancouver
Oregon Department of Environmental Quality
City of Tigard, representing Cities of Washington Co.
City of Lake Oswego, representing Cities of Clackamas Co.
Multnomah County
TriMet
Metro Council
Clackamas County
Washington County
Oregon Department of Transportation, Region 1
Washington State Department of Transportation

MEMBERS EXCUSED

Shane Bemis
Steve Stuart
Bill Wyatt

AFFILIATION

City of Gresham, representing Cities of Multnomah Co.
Clark County
Port of Portland

ALTERNATES PRESENT

Dave Fuller
Susie Lahsene
Troy Rayburn

AFFILIATION

City of Wood Village, representing Cities of Multnomah Co.
Port of Portland
Clark County

STAFF: Alison Kean Campbell, Andy Cotugno, Colin Deverell, Michael Jordan, Ted Leybold, Robin McArthur, Kelsey Newell, Dylan Rivera, Mark Turpel.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:30 a.m.

2. INTRODUCTIONS

Chair Collette introduced JPACT alternate Metro Councilor Rod Park. Mr. Neil McFarlane introduced Dan Blocher, TriMet's new executive director of capital projects.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

Ms. Darla Sturdy came before the committee. Ms. Sturdy testified that her son had been killed by a MAX train in 2003 and stated that, in response to the incident, adequate safety and oversight measures had yet to be undertaken. She advised the committee to deny TriMet any additional funding and ensure the agency's accountability.

4. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Collette and Mayor Craig Dirksen described the recent Oregon Land Conservation and Development Commission (LCDC) hearing regarding Transportation Planning Rule 060.

Mr. Andy Cotugno of Metro updated the committee on the status of the Columbia River Crossing project and described the steps JPACT would need to take in the coming months to move the project along. Members of the committee discussed the many conditions placed on the project by the 2008 Locally Preferred Alternative and suggested that Metro review all of the conditions, not just those requested in the resolution.

Mr. McFarlane briefed the committee on a bond measure to be placed before voters in the fall. The bond measure's revenue would be used to replace aging buses and make bus routes more accessible to seniors and people with disabilities. Some members of the committee were concerned with the impact of capital investments on service and TriMet's expectations of local investments to match these funds for pedestrian accessibility projects. Mr. McFarlane stated that TriMet is dedicated to safe operations and is working to implement additional safety recommendations and will continue its partnership with local governments in pursuit of implementing pedestrian safety improvements.

Mr. Tom Kloster of Metro described to the committee the upcoming Oregon Metropolitan Planning Organization Consortium (OMPOC) meeting in Eugene on November 19, 2010.

Chair Collette updated the committee on the Climate Smart Communities project, which is designed to fulfill the requirements of House Bill 2001. A more detailed update will take place at the October 14 meeting.

5. CONSENT AGENDA

- Consideration of the JPACT Minutes for August 12, 2010
- Resolution 10-4186, “For the Purpose of Approving the 2010-2013 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area”

MOTION: Commissioner Lynn Peterson moved, Mayor Dirksen seconded, to approve the consent agenda items.

ACTION TAKEN: With all in favor, the motion passed.

6. **Update on Funding Options and Strategies for the Portland to Milwaukie Light Rail**

Mr. McFarlane described the history of the Portland to Milwaukie Light Rail (PMLR) project, its significance within the Regional Transportation Plan (RTP), and updated the committee on its funding status. Noting the federal government’s announcement that it would only provide 50 percent matching, reductions to the project in concert with additional funding sources would be required to keep the project on schedule.

7. **Resolution No. 10-4185, “For the Purpose of Approving a Supplemental Multi-year Commitment of Regional Flexible Funding for the Years 2015-2027, Funding for the Portland to Milwaukie Light Rail Transit Project, and Project Development for the Portland-Lake Oswego Transit Project, and the Southwest Corridor and Authorizing Execution of an Amendment to the Existing Intergovernmental Agreement with TriMet Regarding the Multi-year Commitment of Regional Flexible Funds”**

MOTION: Commissioner Peterson moved, Councilor Donna Jordan seconded, to approve Resolution No. 10-4185.

Discussion: Mr. Cotugno described the resolution to the committee. Committee members asked a variety of questions to clarify the components of the resolution, with some members voicing concern for the long-term dedication of Metropolitan Transportation Improvement Program (MTIP) funds toward project development. Some indicated that the Portland to Lake Oswego Transit and Southwest Corridor projects lacked a sense of urgency and suggested the reconsideration of using MTIP dollars to support their immediate progress. Other members expressed concern for the resolution’s potential effects on future Step 2 funding allocations.

AMENDMENT #1: Ms. Susie Lahsene moved to provide direction to staff to include language in the resolution’s staff report to memorialize the intent for future allocations to come from Step 1 funds through the 2014-2027 period of this funding commitment.

Discussion: Committee members voiced concern that modifications could make bond payments higher and potentially reduce its credit rating. Members also noted that, while the financial forecast provided in the staff report indicated that the

increased funding would come from Step 1 funds, it has been JPACT's practice to provide direction for allocation at the beginning of each MTIP cycle.

ACTION TAKEN ON AMENDMENT #1: With no second, the motion failed.

ACTION TAKEN: With **fifteen** in favor, and **one** abstention (DeConcini) the motion passed.

8. Community Investment Strategy: Building a Sustainable, Prosperous, Equitable Region

Due to time constraints, Mr. Michael Jordan of Metro chose to delay his presentation until the October 14 meeting.

9. ADJOURN

Chair Collette adjourned the meeting at 9:07 a.m.

Respectfully submitted,



Colin Deverell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR SEPTEMBER 2, 2010

The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
	Handout	n/a	TriMet Ballot Information	090210j-01
	Memo	9/2/2010	Changes to 2010-2013 MTIP Adoption Draft and Legislation	090210j-02
	Handout	8/30/2010	Portland to Milwaukie Light Rail Recalibration Process	090210j-03
7	Handout	n/a	Comparison of Current to Proposed Flex Fund Commitment/Targets for High Capacity Transit	090210j-04
7	Handout	n/a	Resolution No. 10-4185 Revised Staff Report	090210j-05
	Handout	8/30/2010	Community Investment Strategy: Upcoming Events	090210j-06