



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

July 14, 2011

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Sam Adams
Rex Burkholder
Jack Burkman
Carlotta Collette, Chair
Shirley Craddick
Nina DeConcini
Craig Dirksen
Donna Jordan
Ann Lininger
Neil McFarlane
Roy Rogers
Jason Tell
Don Wagner
Bill Wyatt

AFFILIATION

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

MEMBERS EXCUSED

Shane Bemis
Deborah Kafoury
Steve Stuart

AFFILIATION.

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

STAFF: Aaron Brown, Andy Cotugno, Tom Kloster, Ted Leybold, Lake McTighe, Kelsey Newell, Deena Platman, Dylan Rivera, John Williams

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.

1. INTRODUCTIONS

Chair Collette noted that Mayor Craig Dirksen will be serving as her alternate as the Portland region's representative to the Oregon Metropolitan Planning Organization Consortium (OMPOC).

Councilor Jack Burkman stated that the Vancouver City Council has voted to support the Columbia River Crossing.

2. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

3. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Mr. Andy Cotugno of Metro briefed the committee on the announcement of the third round of federal Transportation Investment Generating Economic Recovery (TIGER) grants. Mr. Cotugno also discussed the federal rescission of federal-aid apportionment funds.

Mr. Ted Leybold of Metro updated the committee on Metro's ongoing analysis of the feasibility of Transportation Electrification. Metro is convening a working group of public and private sector technical staff to analyze options in advance of the August meeting of the Transportation Policy Alternatives Committee (TPAC).

Chair Collette also noted that TriMet has requested a Land Use Final Order (LUFO) for the Columbia River Crossing (CRC) project. The comment period on the LUFO extends through August 11, at which date the Metro Council will convene a public hearing on the order. The LUFO analyzes the footprint of all components of the project, including the highway, transit and active transportation segments. She directed JPACT members and interested parties to www.oregonmetro.gov/columbiarivercrossing or to contact Mr. Cotugno.

4. CONSIDERATION OF THE JPACT MINUTES FOR JUNE 9, 2011

Mayor Dirksen requested an amendment to the motion, noting that he was not present at last month's meeting.

MOTION: Mr. Neil McFarlane moved, Councilor Donna Jordan seconded, to approve the June 9, 2011 JPACT minutes as amended.

ACTION TAKEN: With 10 in favor and 3 abstentions (Burkman, Collette, Dirksen), the motion passes.

6. INFORMATION ITEMS

6.1 2011 Oregon State Legislative Update

Mr. Randy Tucker of Metro provided an update on the 2011 Oregon legislative session, and noted that the February 2012 legislative session – the first even-year session under the newly-passed annual sessions law – will be short and will limit the number of bills introduced; legislators will be selective on the bills they choose to carry and Mr. Tucker therefore recommended that a succinct regional agenda be adopted to ensure the top priorities are discussed. He concluded by noting that House Bill 2001 requires the Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT) to report on the progress of the Climate Smart Communities Project to the Oregon Legislative Committee on Transportation by February 1, 2012. JPACT members noted the value of a

regional lobbying team in securing state funds for projects of regional importance, and stressed the necessity of the region speaking with a persistent, unified voice in Salem to win legislative victories.

Commissioner Ann Lininger noted that Clackamas County intends to honor the contract with \$25 million contract with TriMet for the Lake Oswego to Portland streetcar line. She expressed Clackamas County officials' confidence for the project, and stated that investment in these High Capacity Transit (HCT) facilities support local businesses and job creation.

6.2 Federal Transportation Funding and Authorization Update

Mr. Cotugno discussed the Federal Transportation Reauthorization Proposal proposed by Representative John Mica's Transportation and Infrastructure Committee the previous week. He explained that the bill proposed a 30% reduction in federal highway funding and that many current leaders in the House of Representatives are ideologically opposed to many of the federal programs that the region has relied on to fund many projects for livability and alternative transportation. The Senate Bill, which has not yet been released, is expected to programmatically support multimodality to a larger extent than the House Bill, with relatively standard levels of support for many of the alternative transportation projects. The current Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) federal bill could also be reauthorized, and Mr. Cotugno noted that this possibility may be the best possibility for the region in that it avoids the drastic programmatic funding cuts discussed in the other two proposals.

Committee discussion included:

- The necessity of clear, concise messaging to help the region explain the importance of these federally-appropriated funds. Some JPACT members noted that many lobbyists at both the federal and state levels are spreading misinformation to elected officials in an attempt to limit the amount of money appropriated for climate change mitigation and alternative transportation, and that it is necessary that the region speaks with one unified voice to counter climate denial claims. The committee expressed interest in regional leaders developing talking points for these multimodal projects using both business- and public health-related arguments.
- The ability of regional leaders to influence federal transportation legislation. JPACT members noted that Oregon representatives tend to fully support Metro's agenda for multimodal transportation projects and many hold key positions in infrastructure-related committees, but that transportation projects need a compact with the public to ensure a reliable mechanism to provide funding well into the future.
- The possibility of creating a subcommittee of JPACT members interested in exploring transportation financing opportunities for the region. Councilor Rex Burkholder noted that this committee, comprised of both elected officials and finance-based staff, could think about long-term solutions to ensuring that budgets include funding for transportation-related capital and maintenance despite existing constraints on raising revenue for projects. Commissioner Lininger, Mr. McFarlane, Mayor Dirksen, Councilor Jordan, Mr. Bill Wyatt, Mayor Sam Adams and Mr. Jason Tell offered to nominate staff

to serve on the proposed finance subcommittee to represent their respective jurisdictions and agencies.

7.0 ACTION ITEMS

7.1 RESOLUTION NO. 11-4265, For the Purpose of Adopting the Regional High Capacity Transit System Expansion Policy Implementation Guidance

Chair Collette introduced Mr. John Williams of Metro to brief the committee on the history and necessity of the HCT System Expansion Policy (SEP) Resolution. This resolution introduces policy intended to clarify and codify the process through which new system expansion is discussed and planned. Mr. Williams noted that both the Metro Policy Advisory Committee (MPAC) and the Metro Technical Advisory Committee (MTAC) expressed concern about the relative ranking of each corridor, and stated that the relative rankings of corridor viability will be reevaluated with the forthcoming update of the Regional Transportation Plan (RTP).

Committee discussion included:

- The relevance of this document to streetcar facilities located entirely within one particular city. Metro staff noted that streetcars are not explicitly considered “High Capacity Transit” as it relates to this document, and that this document is written to help identify and promote regional consensus on regional transportation investments.
- Clarification questions on staff and financial capacity for corridor planning. Committee members expressed concern about the institutional capacity to begin analysis of the Powell/Foster corridor, which some documents suggested could begin in 2014. Metro staff concurred, noting that the level of institutional capacity to study HCT implementation in the Powell/Foster corridor depends on the desired mode of mobility. JPACT members expressed interest in learning about the findings of City of Portland study on traffic demand on the Powell/Foster corridor.
- The importance of interagency communication. JPACT members stated they wanted to make sure that government agencies are working in concert. ODOT and TriMet, for instance, should be aware of the other’s scheduled construction and study on the Powell corridor, and coordinate efforts to avoid redundancy and wasted expenditure.

MOTION: Commissioner Roy Rogers moved, Mr. McFarlane seconded, to adopt Resolution No. 11-4265.

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

8. ADJOURN

Chair Collette adjourned the meeting at 8:47 a.m.

Respectfully submitted,



Aaron Brown
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JULY 14, 2011

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
4.1	Handout	7/14/11	REVISED JPACT Work Program	071411j-01