



**METRO**

**JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION**  
**June 9, 2005**

**MEMBERS PRESENT**

**AFFILIATION**

Rex Burkholder, Chair	Metro Council
Rod Park, Vice Chair	Metro Council
Brian Newman	Metro Council
Bill Kenemer	Clackamas County
Royce Pollard	City of Vancouver
Lynn Peterson	City of Lake Oswego, representing Cities of Clackamas County
Rob Drake	City of Beaverton, representing Cities of Washington County
Matthew Garrett	Oregon Department of Transportation (ODOT - Region 1)
Roy Rogers	Washington County
Maria Rojo de Steffey	Multnomah County
Sam Adams	City of Portland
Steve Stuart	Clark County
Dick Pedersen	Oregon Department of Environmental Quality (DEQ)
Fred Hansen	TriMet
Don Wagner	Washington State Department of Transportation (WSDOT)

**MEMBERS ABSENT AFFILIATION**

Steve Owen	City of Fairview, representing Cities of Multnomah County
Bill Wyatt	Port of Portland
Stephanie Hallock	Oregon Department of Environmental Quality (DEQ)

**ALTERNATES PRESENT**

**AFFILIATION**

Dave Shields	City of Gresham, representing Cities of Multnomah County
Susie Lahsene	Port of Portland
Lou Ogden	City of Tualatin, representing Cities of Washington County
Lainie Smith	Oregon Department of Transportation (ODOT - Region 1)

**GUESTS PRESENT**

**AFFILIATION**

Sonia Axter	CSDC
Edward Barnes	Washington State Department of Transportation (WSDOT)
Jim Bernard	City of Milwaukie
Olivia Clark	TriMet
Scott Bricker	Citizen
Jef Dalin	City of Cornelius
Kate Deane	Oregon Department Of Transportation

GUESTS PRESENT (cont.)

AFFILIATION

Bob Hastings	TriMet
Tom Hughes	Mayor, City of Hillsboro
Jim Leahy	Bectel Infrastructure Corp
Robin McCaffrey	Port of Portland
Sharon Nasset	ETA
Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
Kristopher Strkkler	CRC
Ron Papsdorf	City of Gresham
John Rist	Clackamas County
Karen Schilling	Multnomah County
Steve Wells	TCP
Laurel Wentworth	City of Portland
John Wiebke	City of Hillsboro

STAFF

Scott Adams (Intern)	Jessica Martin	Robin McArthur	Kathryn Schutte
Mark Turpel			

I. CALL TO ORDER, DECLARATION OF A QUORUM, INTRODUCTIONS AND WELCOME OF NEW MEMBERS

Chair Rex Burkholder called the meeting to order and declared a quorum at 7:33 a.m.

II. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

Ms. Sharon Nasset, 4772 N Lombard, Portland, appeared before the committee and distributed a handout (included as part of this meeting record), which illustrates how a proposed arterial would attract traffic off I-5 to a new Bi-State Industrial Corridor. Ms. Nasset directed the committee's attention to a quote (printed in her handout) from Mr. Don Wagner concerning the Interstate Bridge I-5 Columbia River Crossing. (shown below)

*"Both of the bridges are structurally sufficient and meet all of the requirements. There were several elements to recommendations that include moving forward with enhancement projects, capacity addition projects on I-5 both north and south of the bridge. The best that can be done on the I-5 corridor is to remove the bottlenecks. In order to allow for traffic free flow it would require that additional lanes be added. There is physically no room for additional lanes in the corridor."*

Don Wagner, administrator, Southwest Region, WSDOT Presentation 10/20&21/2004, Washington Transportation Commission.

III. UPDATES

**Legislative Update**

Chair Burkholder provided the committee with final versions of two letters (included as part of this meeting record) sent from JPACT to the Legislature on May 18<sup>th</sup>. One letter shows support for and makes recommendations on SB 71 (ConnectOregon). The other letter urges the Legislature to focus on the interim on developing a long-term transportation funding agenda. It also expresses support for HB 3415, which would dedicate any unneeded OTIA III bridge repair money to projects of statewide significance and freight projects.

Ms. Olivia Tucker stated that SB 71 has been in the joint Ways and Means committee but has moved to the Senate Budget Committee and she expects it to be approved some time next week.

### **JPACT Finance Update**

Chair Burkholder updated the committee on the activities of the JPACT Finance committee. The JPACT Finance committee met two weeks ago and hosted guest speaker Washington State Representative Deb Wallace. Representative Wallace spoke to the committee on the efforts involved in passing State Bill 6103. SB 6103 will raise \$8.5 billion over 16 years, with a 9 ½ cent gas tax increase phased in over 4 years. This landmark measure is the largest transportation funding measure in Washington state's history. Representative Wallace acknowledged several key elements that lead to successfully passing SB 6103, which included the importance of creating the "right" project list (with projects statewide), active support from the business community, the importance of having a legislative champion and media coverage.

Chair Burkholder announced that the June 23<sup>rd</sup> JPACT Finance Committee meeting is canceled.

## **IV. CONSENT AGENDA**

### **Minutes**

ACTION TAKEN: Mayor Rob Drake moved to approve the meeting minutes for April 14<sup>th</sup> and May 12<sup>th</sup> minutes as presented. Hearing no objections, the motion unanimously passed.

## **V. COMMUNICATIONS FROM THE CHAIR**

### **Bi-State Committee Report**

Chair Burkholder updated the committee on the activities of the Bi-State committee. He noted that the Southwest Washington Regional Transportation Council voted against continuing the HOV lane pilot project on Interstate 5 between 99<sup>th</sup> Street and Mill Plain in southwest Washington.

## **VI. DISCUSSION ITEMS**

### **Metro Centers and Corridors Project**

Due to time constraints, Chair Burkholder announced that information on the Metro Centers and Corridors project would be presented at the next JPACT meeting on Thursday July 14, 2005.

### **State Transportation Improvement Program Update**

Ms. Lainie Smith provided a draft 2008-2011 STIP Project Criteria (included as part of this meeting record). She noted that the criteria are not substantially rewritten from the adopted 2006-2009 version, and briefly reviewed the proposed changes.

Mr. Bill Kennemer voiced his concerns that priority will be given to projects that leverage other funds, as most local governments are very short of and or out of funds, with no new funding sources expected. Ms. Smith clarified that projects will be given priority that not only leverage other funds but provide public benefits as well. She directed the committee's attention to page 10 of her handout, which lists some examples of funding leverage and public benefits.

### **Regional Framework Plan Update**

Due to time constraints, Chair Burkholder announced that information on and discussion of the updated Regional Framework Plan would be postponed until the next JPACT meeting on Thursday July 14, 2005.

## VII. RESOLUTIONS / ORDINANCES

### **Resolution No. 05-3589, FOR THE PURPOSE OF AMENDING THE REGIONAL TRANSPORTATION PLAN TO MOVE THE I-205 NORTHBOUND ON-RAMP/AIRPORT WAY INTERCHANGE IMPROVEMENT FROM THE ILLUSTRATIVE LIST TO THE FINANCIALLY CONSTRAINED LIST**

Ms. Robin McCaffrey appeared before the committee to report on Resolution No. 05-3589 which would include the I-205 Northbound On-Ramp/Airport Way improvement in the Regional Transportation Plan Illustrative List in the Financially Constrained System for the 2010-2015 time frame to allow development to begin immediately in Cascade Station, to continue development in Portland International Center, and to improve mobility in the vicinity of Portland International Airport.

ACTION TAKEN: Councilor Brian Newman moved and Ms. Lynn Peterson seconded the motion to approve Resolution No. 05-3589. The motion unanimously passed.

### **Resolution No. 05-3588, FOR THE PURPOSE OF MAKING RECOMMENDATIONS TO THE OREGON TRANSPORTATION COMMISSION AND TO THE WASHINGTON STATE TRANSPORTATION COMMISSION CONCERNING HIGH OCCUPANCY VEHICLE LANES ON INTERSTATE 5 IN THE VICINITY OF THE COLUMBIA RIVER**

Mr. Mark Turpel appeared before the committee to report on Resolution No. 05-3588, which would recommend to the Oregon Department of Transportation and the Oregon Transportation Commission that the I-5 Delta Park to Lombard Project include an HOV lane and that ODOT work collaboratively with the Washington State Department of Transportation on examining whether a managed lane might be superior to even an HOV lane.

Mr. Wagner requested that the title omit the word commission. After discussion, the committee agreed to change the language in Resolve #2, to request that WSDOT continue to work collaboratively with the State of Oregon on the functioning of the I-5 corridor from 134<sup>th</sup> Street, rather than from 99<sup>th</sup> Street as previously noted.

ACTION TAKEN: Mr. Royce Pollard moved and Mayor Drake seconded the motion to approve Resolution No. 05-3588 as amended. The motion passed, with Mr. Wagner abstaining from the vote.

## VIII. SPECIAL PRESENTATION

### **Mr. Jaime Lerner, Former Mayor of Curitiba, Brazil**

The Joint Policy Advisory Committee on Transportation was pleased to host guest speaker, Mr. Jaime Lerner, the former mayor of Curitiba, Brazil (1971-75, 1979-83 and 1989-92), and former governor of the state of Parana. He turned the city into a paradigm of city planning, and not only for developing countries. He created an infrastructure in Curitiba that kept the city from bursting out of its seams despite its rapid growth. His bus tickets, which were also lottery tickets, have become internationally renowned.

In 1964, the French government granted Mr. Lerner a fellowship to study at the Centre Scientifique et Technique du Bâtiment, in Paris. After his studies, he worked at the Department of Urbanism, in Toulouse, and at George Candilis' studio for a short period of time. Back to Curitiba, Lerner designed some buildings such as the Condominio Mateus Leme (1964) and the Loureiro Fernandes School (1966).

In 1965, he was responsible for setting up and defining the structure of the Research and Urban Planning Institute of Curitiba (IPPUC). At the same time, he was involved with Curitiba's Master Plan to guide the City's physical, economic and cultural transformation.

As Mayor of Curitiba for three terms, Mr. Lerner consolidated the City's basic urban transformations and implemented an Integrated Mass Transport System during his first term. Afterwards, in addition to the leading-edge urban planning initiatives, he intensified an encompassing program that resulted in social and environmental advances.

He was elected Governor of Paraná State, in 1994, and re-elected in 1998. Mr. Lerner has promoted the greatest economic and social transformation of all of Parana's history. The State of Parana has been able to consolidate its position as the country's new industrial hub thanks to a series of policies geared toward attracting productive investments, with the support of Curitiba's successful experience.

As a UN urban planning consultant, he has been involved with planning designs, mass transportation programs and urban projects in several cities of Brazil, Latin America and Asia. Mr. Lerner has been awarded very important national and international prizes including the United Nations Environmental Award, granted by the United Nations Environmental Program (UNEP), New York, (1990); the Child and Peace Award from UNICEF, related to the following programs: "From the Streets to School", "Protecting Life", and "the Teacher's University" (1996); the "Thomas Jefferson Medal" from the University of Virginia, USA (1997) and the "Prince Claus Fund Award", Netherlands (2000).

#### IX. ADJOURN

There being no further business, Chair Rex Burkholder adjourned the meeting at 9:05 a.m. and invited committee members and guests to join in a more detailed discussion with Mr. Lerner regarding high capacity transit, specifically as it relates to issues, problems and opportunities in the Portland metropolitan region.

Respectfully submitted,

Jessica Martin  
Recording Secretary