



**METRO**

**JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION**

**July 14, 2005**

**MEMBERS PRESENT**

Rex Burkholder, Chair  
Rod Park, Vice Chair  
Brian Newman  
Lynn Peterson  
Rob Drake  
Matthew Garrett  
Roy Rogers  
Paul Thalhofer  
Dick Pedersen  
Fred Hansen

**AFFILIATION**

Metro Council  
Metro Council  
Metro Council  
City of Lake Oswego, representing Cities of Clackamas County  
City of Beaverton, representing Cities of Washington County  
Oregon Department of Transportation (ODOT - Region 1)  
Washington County  
City of Troutdale, representing Cities of Multnomah County  
Oregon Department of Environmental Quality (DEQ)  
TriMet

**MEMBERS ABSENT**

Sam Adams  
Bill Wyatt  
Stephanie Hallock  
Bill Kennemer  
Royce Pollard  
Maria Rojo de Steffey  
Don Wagner

**AFFILIATION**

City of Portland  
Port of Portland  
Oregon Department of Environmental Quality (DEQ)  
Clackamas County  
City of Vancouver  
Multnomah County  
Washington State Department of Transportation (WSDOT)

**ALTERNATES PRESENT**

Susie Lahsene  
Martha Schrader

**AFFILIATION**

Port of Portland  
Clackamas County

**GUESTS PRESENT**

Jim Bernard  
Scott Bricker  
Roland Chlapowski  
Olivia Clark  
Danielle Cowan  
Jef Dalin  
Rob DeGraff

**AFFILIATION**

City of Milwaukie  
Bicycle Transportation Alliance  
City of Portland  
TriMet  
City of Wilsonville  
City of Cornelius  
CRC

<u>GUESTS PRESENT</u> (cont)	<u>AFFILIATION</u>
Mark Garrity	Parsons Brinckerhoff Quade & Douglas Inc.
Nancy Krushaar	City of Oregon City
Jay Lyman	David Evans and Associates
Tom Markgraf	CRC
Sharon Nasset	ETA
Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
Ron Papsdorf	City of Gresham
Karen Schilling	Multnomah County
John Rist	Clackamas County
Phil Selinger	TriMet
Kris Strickler	CRC
Ron Swaren	Sellwood-Moreland Improvement League
Laurel Wentworth	City of Portland
John Wiebke	City of Hillsboro

STAFF

Scott Adams (Intern)	Richard Brandman	Andy Cotugno	Karen Kane
Tom Kloster	Ted Leybold	Jessica Martin	Robin McArthur
Amelia Porterfield	Kathryn Schutte	Mark Turpel	Randy Tucker
Bridget Wieghart			

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 7:38 a.m.

Chair Burkholder welcomed and introduced new JPACT member representing the Cities of Multnomah County, Mayor Paul Thalhoffer and noted that Mayor Charles Becker would serve as his alternate.

II. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

Mayor Jim Bernard, 10722 SE Main Street, Milwaukie, appeared before the committee to ask for support in activating the South Corridor committee and his desire to hear support from the Portland City Council for a light rail station on the corner of Tacoma and McLoughlin, currently the site of a proposed Wal-Mart. Chair Burkholder requested that this topic of discussion be added to the next JPACT agenda.

Ms. Sharon Nasset, 4772 N Lombard, Portland, appeared before the committee to speak in favor of the North Willamette Crossing Corridor study, mentioned specifically in the Corridor Initiatives Update handout (included as part of this meeting record) provided by Ms. Bridget Wieghart.

Mr. Ron Swaren, 1543 SE Umatilla, Portland, appeared before the committee to speak in favor of having lightrail or streetcar located at the corner of Tacoma and McLoughlin, currently the site of a proposed Wal-Mart.

### III. UPDATES

#### **End of Session Report**

Mr. Randy Tucker appeared before the committee and reported on SB 71 ("Connect Oregon"), which was worked on Friday by the House State and Federal Affairs Committee. The committee made several changes to the version passed by the Senate, all of which are bad. The amendments have three main effects: (a) public transit is eliminated as an eligible recipient of funding; (b) the basis for regional allocation of funds is changed from congressional districts to regions closely approximating the ODOT regions; and (c) a pre-emption against the Port of Portland's construction of an intermodal transportation facility in Troutdale until 2014. The bill has been sent to the House Budget Committee, where it awaits action.

Mr. Tucker also stated that the Governor had signed HB 3415, which reallocates any leftover OTIA bridge money.

#### **TEA-21 Reauthorization Update**

Ms Olivia Clark appeared before the committee and provided an update on the TEA-21 Reauthorization. US House and Senate conferees are expected to begin working on the TEA-21 when they return to Washington July 12<sup>th</sup> after their week-long recess. Before leaving for their July 4<sup>th</sup> break, conferees reached tentative agreement on an overall framework and funding level for the reauthorization bill, HR 3 - \$286.4 billion over six years, with \$52.6 billion for transit. Conferees are facing a July 19<sup>th</sup> deadline to complete their work before the eighth temporary extension of TEA-21 expires. In the days leading up to the recess, conferees struggled over a number of highway-related issues, including the portion of highway funding included in the "minimum allocation" (the percentage of gas taxes returned to the state that they are collected); the amount for highway earmarks in the bill versus the amount for earmarks in the appropriations process; and the split between House and Senate highway earmarks. The federal surface transportation program has been operating under a series of short-term extensions since the original law expired September 30, 2003.

### IV. CONSENT AGENDA

#### **Minutes**

ACTION TAKEN: Councilor Rod Park moved and Mayor Rob Drake seconded the motion to approve the meeting minutes for June 9<sup>th</sup> meeting. Hearing no objections, the motion unanimously passed.

### V. DISCUSSION ITEMS

#### **2040 Modal Targets Project – Final Recommendations INFORMATION**

Mr. Matt Hastie, with Cogan Owens Cogan, appeared before the committee and presented the final Metro 2040 Modal Targets Project report (included as part of this meeting record). Mr. Hastie distributed handouts on and briefly summarized the following:

- Project Objectives & Tasks
- Summary Observations and Conclusions of Research
- Recommended Minimum RTP Requirements
- Additional Optional Strategies
- Processes for Measuring Success
- Recommended Procedures to Monitor Compliance
- Recommended Amendments for Consideration in the Upcoming RTP Update Process
- Next Steps

### **Proposed Revisions to Oregon Transportation Planning Rule**

Mr. Tom Kloster appeared before the committee to report on recent transportation planning rule amendments. On March 15<sup>th</sup>, the Oregon Land Conservation and Development Commission (LCDC) adopted broad version to the state Transportation Planning Rule (TPR). This round of amendments focused on critical issues raised by the recent Jaqua vs. City of Springfield case that threatened current planning practices for balancing transportation and land use plans. While the LCDC response to the Jaqua case began as “fine tuning” amendments to the TPR, sweeping new provisions were introduced shortly before the draft rule was released for public view on January 3, 2005.

The amended TPR reaffirms the existing practice of evaluating land use and transportation plan amendments for the effects in the horizon year of adopted 20-year plans in response to the Jaqua decision. However, the amended rule also applies a special test for transportation system adequacy along certain interstate highway corridors. Known as the “1/2 mile rule”, this provision represents a major shift in policy that Metro believes unacceptable because of the effects on the region’s ability to implement the 2040 Growth Concept in these corridors. The ½ mile rule requires plan amendments within a half-mile radius of interchanges on I-5, I-205, I-405 and I-84 to be evaluated according to the Regional Transportation Plan (RTP) “financially constrained” system, a set of improvements that represents just over one-third of the needed projects in the region.

Due to the complexity and timing of the issue, TPAC held a special workshop on July 11<sup>th</sup> to further discuss the issue in depth.

Mr. Kloster presented a draft letter addressed to Mr. John VanLandingham, Chair of the Land Conservation and Development Commission (LCDC) outlining Metro’s position on the ½ mile rule along with a handout highlighting proposed amendments to the TPR (both included as part of this meeting record).

The committee agreed that the letter should be amended to reflect their view that some of the new provisions are a substantial change to the TPR, going beyond the needed remedy to the Jaqua case, and shifts the purpose of the rule away from the intent of Goal 12 Transportation. The committee also agreed the letter should also ask for more opportunities for stakeholders to participate, and that the Commission reopen the discussion of the ½ mile rule. Chair Burkholder noted a consensus of the issue on the approach of the letter.

### **STIP Update Comments**

Mr. Ted Leybold presented a draft comment letter on the project eligibility criteria and prioritization factors for the 2008-11 State Transportation Improvement Program (STIP) (included as part of this meeting record).

### **ODOT's Workforce Diversity Plan – Information**

Kate Deane appeared before the committee and provided an overview ODOT's Workforce Development Plan (included as part of this meeting record).

**Next Priority Discussion – Information**

Mr. Richard Brandman and Ms. Bridget Wiegart appeared before the committee to report on the progress of a subgroup of TPAC. The subgroup has been reviewing the status of the corridor refinement planning work program that was adopted as an amendment to the 2000 RTP. The subgroup has been discussing potential updates to the work program to reflect work that has been completed in the first planning period and identify priorities in the second planning period. Mr. Brandman distributed a corridor initiatives update handout illustrating the work program for corridor refinement planning through 2020 and a summary of the findings of the corridor initiative evaluation that was prepared in 2001 (both included as part of this meeting record). Ms. Wiegart noted that after obtaining feedback from JPACT and the Metro Council on the overall approach, a more detailed work program would be developed and presented for approval at the September JPACT meeting.

**VI. OTHER COMMITTEE BUSINESS**

Chair Burkholder announced that the JPACT Finance committee meetings in July and August are cancelled. The next JPACT Finance committee meeting will be on September 22<sup>nd</sup>. While JPACT typically meets on the second Thursday of each month, he reminded the committee that the meeting in September would occur on the third Thursday, September 15<sup>th</sup>.

Chair Burkholder noted that at the Thursday, August 11<sup>th</sup> JPACT meeting, the 2006-2009 final MTIP and air quality conformity determination would be up for adoption and as such their attendance at the meeting would be essential.

**VII. ADJOURN**

There being no further business, Chair Rex Burkholder adjourned the meeting at 9:15 a.m.

Respectfully submitted,

Jessica Martin  
Recording Secretary

An additional resolve suggested by Mayor Becker and supported by MPAC:

7. That Corridor Planning has important land use and transportation implications. Therefore, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee and their respective staff shall work together to coordinate the development of the studies to ensure achievement of regional and local land use and transportation objectives.