

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Thursday, September 18, 2003

MEMBERS PRESENT

AFFILIATION

Rod Park	Metro Council
Matthew Garrett	Oregon Department of Transportation (ODOT - Region 1)
Fred Hansen	TriMet
Rob Drake	City of Beaverton, representing Cities of Washington County
Carl Hosticka	Metro Council
Maria Rojo de Steffey	Multnomah County
Bill Wyatt	Port of Portland
Karl Rohde	City of Lake Oswego, representing Cities of Clackamas County
Rex Burkholder	Metro Council
Roy Rogers	Washington County
Jim Francesconi	City of Portland

MEMBERS ABSENT

AFFILIATION

Stephanie Hallock	Oregon Department of Environmental Quality (DEQ)
Bill Kennemer	Clackamas County
Royce Pollard	City of Vancouver
Craig Pridemore	Clark County
Don Wagner	Washington State Department of Transportation (WSDOT)

ALTERNATES PRESENT

AFFILIATION

Martha Schrader	Clackamas County
Paul Slyman	Oregon Department of Environmental Quality (DEQ)
Dean Lookingbill	SW Washington RTC
Mary Legry	Washington State Department of Transportation (WSDOT)

GUESTS PRESENT

AFFILIATION

Phil Selinger	TriMet
Olivia Clark	TriMet
Dick Feeney	TriMet
John Russell	Oregon Transportation Commission
Robin McArthur	Oregon Department of Transportation (ODOT - Region 1)
John Wiebke	City of Hillsboro
Dick Jones	MCCI
Mark Rohden	TriMet
Steve Clark	Community Newspapers
Rick Metsger	Oregon Senate
Kay Van Sickle	OTAK
Robin McKnight	Parsons Brinckerhoff
Ron Papsdorf	City of Gresham
John Rist	Clackamas County

GUESTS PRESENT

AFFILIATION

Karen Schilling	Multnomah County
Susie Lahsene	Port of Portland
Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
Dale Himes	Washington State Department of Transportation
Chris Smith	Citizen
Paul Mather	Oregon Department of Transportation
Jim Bernard	City of Milwaukie
Deborah Murdock	Portland State University

STAFF

Richard Brandman	Renee Castilla	Tom Kloster	Jodie Kotrlik
Ted Leybold	Mark Turpel		

I. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Park called the meeting to order and declared a quorum at 7:19 a.m.

II. REVIEW OF MINUTES

ACTION TAKEN: Mayor Rob Drake and Commissioner Roy Rogers seconded the motion to approve the meeting minutes of August 12, 2003. The motion passed.

III. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

There were no citizen communications.

IV. RTP UPDATE

Mr. Tom Kloster presented the RTP Update (included as part of this meeting record).

Ms. Kim Ellis presented the RTP Calendar and Timeline (included as part of this meeting record).

Chair Rod Park asked Tom Kloster to comment on the reasons for a singular model run.

Mr. Tom Kloster stated that during the 2000 RTP amendment process there was a total of six models runs (consisting of six-weeks and \$15,000 to \$20,000 in staff time and resources per run) completed by the end of the process. He said that in usual model runs consists of testing new ideas that come from all of the jurisdictions. However, during this RTP Update, the majority of the projects are either located in the present RTP or are coming from plans adopted by local jurisdictions. He further stated that the amount of population employment that is being added onto the new horizon year would be roughly served by the preferred list of projects. Therefore, there is not a dramatic difference between the two. In conclusion he said that during the past couple of years, there has been additional analysis completed on critical corridors and adopted new projects. Those projects will also be included in the model run as well.

Ms. Kim Ellis concurred and further stated that conformity analysis is required when the MTIP is adopted. She also stated that with the requirement to adopt the RTP update, there would need to be an additional conformity analysis completed and finally, federal law requires the MTIP to be reconformed after a RTP final adoption. Therefore, they are proposing to combine the three-conformity analysis's into one, which would result in savings to time and money.

Councilor Rex Burkholder asked if staff was comfortable with the constrained timing of the final federal approval.

Ms. Kim Ellis replied that staff believes they have allowed enough time and are confident that because it consists of a majority of minor changes, it should conform.

Councilor Karl Rohde stated that this update was strictly housekeeping and that jurisdictions should resist the attempt to do substantive changes.

Mr. Tom Kloster concurred and said that they would beginning a major RTP update within the next year which would then incorporate major changes and all remaining issues that would not be addressed with this update.

Commissioner Roy Rogers asked for clarification of coordination of regional funding initiatives specifically concerning the layout of projects in each of the Financially Constrained RTP, the Priority System RTP or the Preferred System of the RTP.

Mr. Tom Kloster replied that the Financially Constrained RTP was large enough to encompass around \$1.2 billion worth of projects. He further stated that if a jurisdiction has a project they would like to bring forward that is not included in the Financially Constrained RTP, then an RTP amendment could be completed.

Commissioner Roy Rogers commented that the Financially Constrained RTP seems very large.

Mr. Tom Kloster replied that the Preferred RTP contains approximately \$4.7 billion of projects.

Mr. Fred Hansen asked how certain was the flow of money in the revenue forecasts.

Mr. Tom Kloster replied that the state revenue forecasts include past assumes continuation of past successes for the last ten to fifteen years.

Mr. Richard Brandman further stated that the revenue forecasts also include an additional five years of federal funds.

Councilor Karl Rohde asked if the additional revenue from the increase of the payroll tax was included in the revenue forecast.

Mr. Ted Leybold stated that the increase of the payroll tax is for current and expanding operations and not new capital facilities.

## VI. OTIA III – LOCAL BRIDGE SOLICITATION

Mr. Paul Mather presented OTIA III solicitation process (included as part of this meeting record).

Mr. Fred Hansen asked if the projects were for replacement and/or reinforcement of bridges.

Mr. Paul Mather replied that the projects are replacement of bridges to include safety and seismic features. He stated that for example, Douglas County had 80 bridges on the interest list and 31 of those bridges will be replaced.

Mr. Paul Mather also stated that the average age of Oregon bridges is 50 to 100 years. However, the particular design used for the bridges built between 1947 and 1961 contained a design flaw regarding shear force in the beams and therefore the bridges are only lasting 50 to 60 years.

## VII. APPROPRIATIONS LETTER

Mr. Richard Brandman presented the Appropriations Letter (included as part of this meeting record).

Mr. Bill Wyatt referred to an article that was printed in the Oregonian and stated that it says that the Channel Deepening Project is not a part of the President's budget. He concurred and further stated that it has not been in the President's budget for the last 11 years, which is the case for approximately 1/3 of the water projects that occur in the county every year. However, the Oregon/Washington/Idaho congressional delegation members have consistently found the money to support water projects. He said that there is no water project in the President's budget that does not have a record of decision. He said that the Channel Deepening Project does not yet have a decision but one should be coming within the next two weeks. He said that it is challenging to speculate 7 to 8 years in the future as to what appropriations may be. However, the level of congressional interest in funding tends to go up as the project clears additional hurdles. He concluded that in the past, they have never received a mark on the House Energy and Water Committee, however they did this year right after the States of Oregon and Washington issued their certifications and other local permits.

Commissioner Martha Schrader stated that they are asking for \$1 million on Sunrise Corridor.

Commissioner Maria Rojo de Steffey stated that their request was for \$1 million and not \$500 million.

Mr. Bill Wyatt stated that the Port of Portland would appreciate a sentence concerning the level of appropriations.

## V. TRANSPORTATION FINANCE DISCUSSION

### A. LEGISLATIVE RECAP

Senator Metsger accord thanks for the support he has received from the JPACT members and their lobbying efforts in successfully moving House Bill 2041 to the

Governor's desk for signature. He said that when he and Senator Starr were discussing the year's goals that they had wanted to see accomplished, they realized that they were able to accomplish each one of their goals. He said that there were two additional transportation bills he wanted to discuss with the JPACT members and one of those was House Bill 2661. He said that the bill included many aspects. One minor aspect was the increase of speed limits from 65 mph to 70 mph on certain parts of the interstate. A more major of the bill was the change to the statutes or state of authority that Oregon Department of Transportation has been trying to see addressed for the last three sessions. He explained that there are literally thousands of tickets that are dismissed because the statutes do not adequately address the designated speed limits.

The second bill Senator Metsger addressed concerned ODOT infrastructure and making it more efficient for taxpayers as well as the growing desire to have a partnership between the private sector and the public sector. He said that the House made a decision to combine this bill with House Bill 2661. He further stated that it would allow private companies to go under contract with ODOT to develop new products that could be done more efficiently and more cost effectively. Further, to begin a partnership with ODOT to produce some of the components for ODOT's work in the State of Oregon. He further stated that it is a good incentive for small businesses where they come up with a better idea to some of the things ODOT does, on a partner level in case the products become marketable outside of the State of Oregon. Senator Metsger acknowledged the passage of House Bill 3183, which was amended to include the payroll tax for TriMet. He concluded by stating that he looks forward to the next session.

Councilor Karl Rohde stated that since the recent funding of OTIA has been the first in a 10-year period and is still not enough. He further stated that there needs to be more discussion of what can be accomplished next.

Senator Metsger replied that in the past there had been a different view of transportation needs. OTIA I, II, III, and what may come in the next session, are funds that have to fix ten years of past problems. He said that he and other members of legislature in both the House and the Senate are committed to continuing the flow of funds for transportation needs.

Mr. Matthew Garrett accorded thanks to Senator Metsger for his success in achieving OTIA III. He then acknowledged that the maintenance funds included in OTIA III had been the first money in several years that will glow to local governments to assist them with basic maintenance.

Councilor Karl Rohde accorded thanks to the League of Oregon Cities for their assistance in the passage of the House Bill 2041.

Senator Metsger stated that House Bill 2041 will mean many more contracts will be written and he said that ODOT will be looking to hire at least 18 more contract writers for OTIA III so that the projects are not slowed down on the basis of contract delay. He also said that this year the House acknowledged that there were transportation needs that needed to be addressed which made the passage of

the bill easier. In addition, the confidence that the public has in Bruce Warner as well as his strong leadership qualities contributed to the success as well.

Chair Rod Park stated that the OTIA packages fund a ten-year program. However, reminded the committee that there is still an additional need for funding.

Senator Metsger stated that the first priority for the legislature was the bridge problem, which totals more than \$4.8 billion of need and it was important that it be addressed. He also said that they would be evaluating modernization, preservation, and maintenance needs next.

Chair Rod Park accorded thanks to Senator Metsger for his leadership and further thanked the members of JPACT for their assistance as well. He also commented that it is important to acknowledge that the Portland Metro region important for economic development and the regional formula for allocation does not address that.

Senator Metsger said that there is an understanding in the legislature that industrial lands are directly linked to transportation and further that it would be appropriate for a large share of the economic development funds to end up in the Metro area.

#### B. TRIMET PAYROLL TAX – NEXT STEPS

Mr. Fred Hansen accorded thanks Senator Metsger for his direction concerning the payroll task. He also accorded thanks to Councilor Rod Park, Mayor Rob Drake and Commissioner Bill Kennemer for their support as well as Ms. Olivia Clark. He stated that the final step is for the TriMet Board to make their findings and adopt a process for implementing.

#### C. RECAP FLORIDA TRIP

Councilor Rod Park stated that the trip to Florida was constructive.

Mr. Richard Brandman said that it was instructive to learn how Miami was able to take a 2/1 defeat and turn it into 2/1 victory while understanding that Miami is different from Portland. For example, 50% of the population in Miami is foreign born and 80 to 90% of that foreign born are Cuban born. He said that their first approach was a 1-% sales tax, which would fund a large number of transportation projects as well as education, arts and health. That failed in July of 1999 because they did not have enough turn out. In January 2002 the Mayor of Miami/Dade County decided to try again and held forty workshops and summits to discuss what was needed. They decided to do 80 miles of rail extension; \$15 million for bus; \$200 million for sidewalks and arterials; and \$500 million for major highways. They further decided that they would try for ½ cent sales tax with a single ballot issue; transportation. Because it was the 2002 general election there was major interest and they made sure, it was the first measure on the ballot.

Richard Brandman said that it was important to note that people who did not vote in the 1999 election, voted in the 2002 election.

Ms. Olivia Clark said that Miami was able to achieve success but reminded the committee that it was a different demographic with different politics and they spent \$750,000 on the campaign. She further stated that the Mayor was able to compel agency staff to volunteer to run and work on the campaign. She also said that it was a very grassworks campaign and were able to demonstrate to the public why the transportation plan was needed and what dollar amounts would be spent.

Councilor Carl Hosticka asked how they counted votes.

Chair Rod Park stated that the voters were not required to mark a voter card, they worked with machines that reminded them when they had not voted. He further stated that the legalities of using agency staff did not arise there but might arise in this region.

Mr. Richard Brandman said that there was no resistance to the campaign and further stated that it never became an issue, even for the newspapers.

#### D. TRANSPORTATION FINANCE TASK FORCE – NEXT STEPS

Mr. Richard Brandman stated the agenda for the next Transportation Finance Task Force included a discussion determining if the region is right to go to election in November 04 or postpone to a future date as well as what is the right mix of projects.

#### E. ACT UPDATE/DISCUSSION WITH OTC

Councilor Rex Burkholder stated that different JPACT members have been meeting to discuss the request by the OTC that there be an ACT created for the Metro region which would involve more people. He said that the discussion included how JPACT saw their relationship with the OTC and how JPACT fit within ACT guidelines. He said that he recently spoke with the OTC and that they expressed strong concerns with current boundaries and current members. He said that they are concern with areas outside the metro district boundary that are currently not represented. Further, he said that the OTC expressed concern regarding non-profit advocacy groups and the business community not having a voice at JPACT. He concluded by stating that there is obviously more discussion that needs to take place to address the concerns of the OTC regarding membership and geographic coverage.

Commissioner John Russell said that one specific examples of a project they had not represented by JPACT or an ACT was the Jackson School Road interchange. He said that clearly that area is within Metro's sphere of influence. He further stated that the OTC would like those areas outside of the Metro boundary such as Candy, Estacada and North Plains to be included in discussions because they are areas highly influenced by decisions made within Metro's boundary. He said that

it is important that geographic boundaries include the metro sphere of influence. He further stated that for the purpose of allocation of funds it is important to include non-profit organizations and business organizations a voice as well.

Mr. Steve Clark said congratulated JPACT for its agreement in wanting to become an ACT but said that the stakeholder involvement remains unfulfilled. He said that an ACT's activity includes all aspects of governmental, economic and public leadership. He said that he would like to see a Task Force created that could make a recommendation and advise whether or not JPACT should be the act; whether the ACT should include JPACT; and how to incorporate those areas that fall outside of the Metro boundary. He said that with the current poor economy there is a sense of urgency to create an ACT and to incorporate the right stakeholders. He said that Chair Foster and Commissioner Russell would not like the request for a Task Force come from the OTC, but that JPACT and other stakeholders made a reasonable effort to engage in an urgent discussion. He said that as Chair of the Portland Business Alliance, he would hope that JPACT takes that consideration seriously.

Mr. Fred Hansen expressed his concerns regarding the sphere of influence of the Portland Metro Region specific to those areas in Region 1 that do not relate to the region. He further asked where the sphere of influence boundaries would be drawn.

Commissioner John Russell stated that the NW ACT includes western Washington County so there would need to be further discussion on changing regional boundaries.

Commissioner Roy Rogers stated that a Washington County ACT for example would be the larger than any other in the state. He said that population wise there are over half a million people in Washington County alone and they have very different views of what is important. When does an Act become too large of a forum? He said that JPACT is forum that most readily fits the need for parts of Washington County but it may not be the forum that North plains or Cornelius would chose to participate in. He expressed his concern with the doughnut problem but admitted that he does not know how it could be resolved with the diverse interests of the parties involved.

Commissioner John Russell stated that there is not a perfect solution however the OTC believes that the current system is less perfect than they would like. He further stated that those cities that are in the Metro sphere of influence should be included in discussions.

Commissioner Roy Rogers stated that JPACT acted in good faith and took a step forward to act as an ACT. He furthered stated that it may be difficult to address the doughnut approach and based upon discussions; there may not be an alternative or a solution for a Metropolitan ACT.



Councilor Karl Rohde expressed concern as to how additional members would be selected and wondered how one determines whether the Business Alliance for 1000 Friends would be able to represent the rest of the stakeholder groups.

Mr. Fred Hansen stated that continued dialogue is important and suggested continuing the ACT discussion meetings.

Councilor Larry Haverkamp expressed his concern that members of the business communities are not "responsible" for the public because they are not elected and are not required to answer to the community.

Chair Rod Park stated that the metro region is unique and that it's elected officials work as partners with their jurisdictions.

IX. TRANSIT SERVICE DEVELOPMENT – PAST, PRESENT, FUTURE

The Presentation on transit service development was delayed until the October 9, 2003 meeting.

X. ADJOURN

There being no further business, Chair Park adjourned the meeting at 9:14 a.m.

Respectfully submitted.

Renee Castilla