

# JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

August 14, 2003

<u>MEMBERS PRESENT</u>	<u>AFFILIATION</u>
Rod Park	Metro Council
Matthew Garrett	Oregon Department of Transportation (ODOT - Region 1)
Fred Hansen	TriMet
Carl Hosticka	Metro Council
Bill Kennemer	Clackamas County
Royce Pollard	City of Vancouver
Craig Pridemore	Clark County
Bill Wyatt	Port of Portland
Larry Haverkamp	City of Gresham, representing Cities of Multnomah County
Rex Burkholder	Metro Council
Roy Rogers	Washington County
Rob Drake	City of Beaverton, representing Cities of Washington County

<u>MEMBERS ABSENT</u>	<u>AFFILIATION</u>
Karl Rohde	City of Lake Oswego, representing Cities of Clackamas County
Stephanie Hallock	Oregon Department of Environmental Quality (DEQ)
Don Wagner	Washington State Department of Transportation (WSDOT)

<u>ALTERNATES PRESENT</u>	<u>AFFILIATION</u>
Paul Slyman	Oregon Department of Environmental Quality (DEQ)
Mary Legry	Washington State Department of Transportation (WSDOT)
James Bernard	City of Milwaukie, representing Cities of Clackamas County

<u>GUESTS PRESENT</u>	<u>AFFILIATION</u>
Robin McArthur	Oregon Department of Transportation (ODOT - Region 1)
Phil Selinger	TriMet
Rod Monroe	Metro Council
Karen Schilling	Multnomah County
John Rist	Clackamas County
Dean Lookingbill	SW Washington RTC
Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
Sam Seskin	Citizen
Sharon Nasset	NPBA
Ron Papsdorf	City of Gresham
Mike Clark	Washington State Department of Transportation (WSDOT)
David Calver	Parsons Brinckerhoff
L.A. Ornelas	OHSU

GUESTS (cont.)

AFFILIATION

Michael Ray	Oregon Department of Transportation
Robin Katz	Port of Portland
Deborah Murdock	Portland State University
Kathryn Webb	Senator G. Smith's Office
Marianne Fitzgerald	Oregon Department of Environmental Quality (DEQ)
Denise Gour	Ways to Work Program

I. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Park called the meeting to order and declared a quorum at 7:18 a.m.

II. REVIEW OF MINUTES

ACTION TAKEN: Commissioner Roy Rogers moved and Commissioner Bill Kennemer seconded the motion to approve the meeting minutes of July 12, 2003. The motion passed unanimously.

III. CITIZEN COMMUNICATIONS TO JPACT ON NON AGENDA ITEMS

There were no citizen communications.

IV. LETTER TO DELEGATION REGARDING TRANSPORTATION ENHANCEMENT FUNDS

Mr. Andy Cotugno presented a letter to the delegation regarding Transportation Enhancement Funds (included as part of this meeting record.)

Mr. Matthew Garrett concurred with the letter to the delegation.

Mr. Fred Hansen advised staff to check actions within the US House to verify timing on the letter.

V. LETTER TO OTC REGARDING OTIA III

Mr. Andy Cotugno presented a letter to the Oregon Transportation Commission regarding OTIA III (included as part of this meeting record.)

Mr. Andy Cotugno presented a draft letter to the Oregon delegation regarding transportation enhancement funding (included as part of this meeting record.)

Mr. Matthew Garrett stated that he concurs with the importance of the letter to the Congressional delegation regarding transportation enhancement funds expressed the importance of those funds and the valuable projects that have been funded. He advised Andy Cotugno to verify the amount of funding available for local maintenance and operations.

Mr. Andy Cotugno suggested removing mention of the local maintenance and operations funds since it is money allocated on a formula basis to cities and counties and would not require JPACT consultation.

Mr. Matthew Garrett stated that the Oregon Transportation Commission would be reviewing the language of OTIA III at their next work session in October. He further stated that they would then provide policy direction to ODOT staff regarding next steps. He said that the focus in October would be bridges; both state and local because the selection and allocation process would begin immediately. He concluded by stating that although the Freight Advisory Committee would be providing a list of suggested projects for funding, it would be the OTC members involved in the comprehensive discussion on how the local portion \$100 million is allocated.

ACTION TAKEN: Councilor Rex Burkholder moved and Mr. Fred Hansen seconded the motion to approve the letter to the delegation regarding Transportation Enhancement Funds (as amended) and approve the letter to OTC regarding OTIA III (as amended). The Motion passed unanimously.

Councilor Rex Burkholder recommended that each local jurisdiction also sends a letter to their delegation members regarding Transportation Enhancement Funding.

VI. RESOLUTION NO. 03-3360 AMENDING THE UNIFIED WORK PROGRAM TO INCORPORATE THE I-5 TRADE CORRIDOR WORK PROGRAM

Mr. Matthew Garrett presented Resolution No. 03-3360 (included as part of this meeting record).

Councilor Rex Burkholder asked what the timing was for the project.

Mr. Matthew Garrett replied that within the next six to 12 months they would begin negotiations for a flexible service contract which would provide a list of individuals that could provide the needed functions.

ACTION TAKEN: Commissioner Craig Pridemore moved and Commissioner Bill Kennemer seconded the motion to approve Resolution No. 03-3360. The motion passed unanimously.

VII. RESOLUTION NO. 03-3351 AMENDING THE 2002-05 MTIP AND DEMONSTRATING CONFORMITY FOR THE SOUTH CORRIDOR LIGHT RAIL PROJECT

Mark Turpel presented Resolution No. 03-3351 (included as part of this meeting record).

Mr. Paul Slyman stated that DEQ was satisfied with the conformity determination.

Commissioner Bill Kennemer thanked the City of Milwaukie for their support of this project.

ACTION TAKEN: James Bernard moved and Mayor Rob Drake seconded the motion to approve Resolution No. 03-3351.

Mayor James Bernard accorded thanks to JPACT, Clackamas County, TriMet, and the region for their support of the transit center in Milwaukie.

ACTION TAKEN: The motion passed unanimously.

VIII. STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) CRITERIA  
COMMENTS

Tom Kloster presented State Transportation Improvement Program (STIP) Criteria Comments (included as part of this meeting record).

Tom Kloster presented a memo to JPACT from Chair Park regarding STIP Comments (included as part of this meeting record).

Mr. Matthew Garrett stated that the STIP Stakeholders group that is referred to is a group that truly represents the breadth and depth of all the individuals around the state that are willing to engage in the transportation conversation. He further stated that the representatives from Metro have been productive in those conversations. He said that the TDM discussion is an appropriate conversation to have. However, one concern he has is with the preservation piece. He reminded the committee members that by enhancing the preservation program, it reduces the amount of funding available for modernization. He further stated that those enhancements also change the preservation definition, beyond the way that ODOT defines it. He would caution that with HB 2041, the money raised is partly due to using some of the modernization amount of funding, \$25 million, and bonding it. Therefore, the modernization money that would be shared equitably will shrink by half. He finished by stating that beginning the discussion on the issue is good and should continue.

Mr. Fred Hansen conceded that the preservation issue could continue later but stated that it was important to carry forward the message. He said that it was difficult to explain to people why a project is being done at three different processes and is not being in a more comprehensive way. He also wanted to stress the importance of coordinating between agencies on the various projects. He stated that they have had difficulty with coordination on past projects.

Commissioner Roy Rogers asked for explanation of the last sentence of the memo where it states "revitalize business district where substandard public facilities currently discourage private investments". He said that the language seems harmless, however is concerned that placing criteria before knowing how it is applied may cause alarm and confusion with how it may benefit certain areas and/or discourage or redirect monies from other areas.

Mr. Andy Cotugno replied that Canyon Road in downtown Beaverton was a good example for the business district.

Mr. Tom Kloster stated that another example in Hillsboro would be the Main Street project where the city would require a half street improvement developed along Main Street by going in and rebuilding the street for the community. He said that where there is an outdated facility that needs to be upgraded, it should be subsidized in the interest of spurring investment from the private sector.

Commissioner Roy Rogers asked how that would affect the more modern areas such as Wilsonville that has a lot of new infrastructure and that have needs because of growth. He asked if the money would be directed away from those communities because they do not fit the criteria. He also asked how the criteria would be applied and weighted so that each jurisdiction has a fair way to look at the money.

Mr. Andy Cotugno stated that the reference comment is included to say that amongst the prioritization factors, the economic development of a project should include Greenfield type industrial locations but should also include redevelopment locations as well.

Commissioner Roy Rogers asked if one project would have more weighting than the other.

Mr. Tom Kloster stated that the comment was not intended to put more weight on one project over another. The goal was to illustrate that some projects would have an obvious transportation benefit but a project that has a less obvious transportation benefit should also be looked at if it has an economic development impact.

Commissioner Roy Rogers stated that if Gresham has a great project that is in a revitalized area, it would not then be penalized based upon the comment. He asked for assurance that projects would not have “compete” with one another.

Councilor Rod Park stated that they were trying to do was have the STIP recognize economic development as one item. He said there are several projects that create construction jobs but have no long-term economic development benefit. However, if a road project opens a potential industrial site then that project would create a long-term benefit for the region and the state.

Commissioner Bill Kennemer asked for explanation of the language on page 6, attachment 2, which discusses JPACT vs. ODOT vs. Congressional priorities and potential shortfalls of funding.

Mr. Matthew Garrett stated that as ODOT and the OTC engaged in conversations last year trying to identify projects about reauthorization. They discussed what their strategy was going to be. He said that their first priority was to increase the formula dollars that flow back into the State of Oregon because that is where everyone wins. He further stated that history dictated that earmarks accounted for 5% for the money in TEA-21, yet it takes a lot of energy and focus because everyone goes for those priority projects. He said that the OTC made a decision to be strategic and focused and they identified nine projects with the sole criteria being how soon they could begin construction. He said their understanding was that the projects they chose could be constructed within the lifespan of the reauthorization bill. Further, he said that the OTC then gave the full financial commitment of the agency to make a project whole if the delegation could

only partly fund a project. The OTC agreed to be disciplined and create a small list that they could take to the delegation and tell them that the OTC would make sure the listed projects could be delivered with no problems.

Mr. Matthew Garrett further stated that the OTC understood that there would be other jurisdictions after the same money and further understood that the delegation members themselves would be after their own projects. Therefore, the OTC agreed that they the conversation of whether or not to fund projects that were not on their priority list would have to happen as those situations arise.

Councilor Rex Burkholder commented that under state law there is a law that requires upgrade facilities must include bicycle and pedestrian improvements when they are reconstructed. He said it has been too easy to call a project a preservation project rather than have to deal with a reconstruction project even though the pavement is being torn up and there is the opportunity to include needed improvements.

Mr. Tom Kloster suggested a more neutral sentence to address Commissioner Rogers concerns. "The criteria should also include the ability of transportation projects that stimulate business districts where inadequate public facilities currently discourage private investment in both vacant and redevelopment areas."

ACTION TAKEN: Commissioner Roy Rogers moved and Mayor Rob Drake seconded the motion to approve the State Transportation Improvement Program (STIP) criteria comments as amended. The motion passed unanimously.

IX. RESOLUTION NO. 03-3364 SEEKING APPOINTMENT OF METRO AND JPACT AS AN AREA COMMISSION ON TRANSPORTATION BY THE OREGON TRANSPORTATION COMMISSION

Councilor Rex Burkholder presented Resolution No. 03-3364 (included as part of this meeting record).

Chair Rod Park stated that this resolution is scheduled to be presented to the full Metro Council on September 18, 2003.

Commissioner Roy Rogers thanked Councilor Rex Burkholder for his leadership through this process. He further expressed concern for the communities located outside of the Metro boundaries and the amount of funding that is allocated to them and stated that the resolution should recognize that the Counties would coordinate with their cities.

Mr. Matthew Garrett stated that the current 80/20 split of funding for communities outside of the Metro boundary would continue. He further stated that JPACT and the Metro Council would make recommendations for the Metro region and that ODOT Region 1 would be responsible for those areas outside of the Metro Boundary. He also stated that it would be a good idea to formalize the process in a resolution.

Mr. Andy Cotugno stated that the same issue was raised in the subcommittee as it was recommended that the County commissions be used as advisors to ODOT. He further stated that the resolution and the staff report could be revised to reflect that.

ACTION TAKEN: Mayor Rob Drake and Commissioner Bill Kennemer seconded the motion to approve Resolution No. 03-3364 Seeking Appointment of Metro and JPACT as an Area Commission on Transportation by the Oregon Transportation Commission. The motion passed as amended with Matthew Garret abstaining.

Mr. Matthew Garrett stated that the Oregon Transportation Commission would be meeting in Portland on September 17, 2003. He further stated that he would be happy to arrange time on the agenda for JPACT members to address the OTC on this item.

X. RESOLUTION NO. 03-3353 AMENDING THE 2002-05 MTIP TO INCORPORATE WAYS TO WORK PROGRAM

Ted Leybold and Denise Gour presented Resolution No. 03-3353 (included as part of this meeting record).

Ms. Mary Legry asked how many loans were provided to applicants per year.

Ms. Denise Gour replied that they provide on average sixty to seventy loans per year.

Mr. Fred Hansen stated that he was supportive of the resolution and asked if other transportation alternatives had been looked at considering the high cost of automobile ownership.

Mrs. Denise Gour replied that they try when possible to provide bus passes and transit passes to those that needed assistance. However, she further stated that most of the people they see requesting help are single mothers working odd shifts that need to transport children and there is not usually adequate public transportation to help them.

Larry Haverkamp match for this; three foundation grants, volunteer loan committee; their times is in kind;

ACTION TAKEN: Mr. Fred Hansen moved and Commissioner Roy Rogers seconded the motion to approve Resolution No. 03-3353 Amending The 2002-05 MTIP to Incorporate Ways To Work Program. The motion passed.

Mayor Rob Drake expressed his thanks to Denise Gour for her work with the non-profit program and stated that it is difficult to run a non-profit on so little money.

XI. COMMENTS ON EPA PROPOSED 8-HOUR OZONE STANDARD AND IMPLICATIONS FOR FEDERAL FUNDING

Mr. Andy Cotugno presented the Comments on EPA Proposed 8-Hour Ozone Standard and Implications for Federal Funding (included as part of this meeting record).

Mayor Rob Drake stated that when he was in Washington, D.C. discussing homeland security he had several conversations with senior staff of the Oregon delegation members. They advised him that they were not aware of the proposed changes, but would investigate the implications.

Mr. Andy Cotugno stated that although he disagrees that the obligation to conformity be discontinued he does agree that complications have arisen due to the odd aspects of conformity. He further stated that additional changes needed to happen to improve the conformity process and make it more sensible.

Mr. Fred Hansen expressed his concerns with the implications of the changes. He further complimented DEQ and Metro staff for the outline and complimented the contents of the letter.

Chair Rod Park agreed that staff did a great job capturing the significance of the implications. He also expressed his concerns regarding the backsliding provision and the affect the changes would have of the economy.

Chair Park informed the JPACT committee that his assistant and former JPACT Coordinator, Rooney Barker resigned.

#### XI. ADJOURN

There being no further business, Chair Park adjourned the meeting at 9:00 a.m.

Respectfully submitted,  
Renée Castilla