

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION  
MARCH 13, 2003

MEMBERS PRESENT

AFFILIATION

|                       |  |
|-----------------------|--|
| Rod Park              | Metro Council  |
| Fred Hansen           | TriMet   |
| Rob Drake             | City of Beaverton, representing Cities of Washington County  |
| Maria Rojo de Steffey | Multnomah County   |
| Carl Hosticka         | Metro Council  |
| Bill Kennemer         | Clackamas County   |
| Kay Van Sickel        | Oregon Department of Transportation (ODOT – Region 1)        |
| Larry Haverkamp       | City of Gresham, representing Cities of Multnomah County     |
| Royce Pollard         | City of Vancouver  |
| Bill Wyatt            | Port of Portland   |
| Karl Rohde            | City of Lake Oswego, representing Cities of Clackamas County |
| Rex Burkholder        | Metro Council  |
| Roy Rogers            | Washington County  |

MEMBERS ABSENT

AFFILIATION

|                   |   |
|-------------------|---|
| Craig Pridemore   | Clark County  |
| Stephanie Hallock | Oregon Department of Environmental Quality (DEQ)      |
| Don Wagner        | Washington State Department of Transportation (WSDOT) |

ALTERNATES PRESENT

AFFILIATION

|              |   |
|--------------|---|
| Peter Capell | Clark County  |
| Paul Slyman  | Oregon Department of Environmental Quality (DEQ)      |
| Mary Legry   | Washington State Department of Transportation (WSDOT) |

GUESTS PRESENT

AFFILIATION

|                  |   |
|------------------|---|
| Laurel Wentworth | City of Portland                                      |
| Kathy Busse      | Washington County                                     |
| Susie Lahsene    | Port of Portland                                      |
| Danielle Cowan   | City of Wilsonville                                   |
| Alice Rouyer     | City of Milwaukie                                     |
| John Rist        | Clackamas County                                      |
| Ron Papsdorf     | City of Gresham                                       |
| Karen Schilling  | Multnomah County                                      |
| Dean Lookingbill | SW Washington RTC                                     |
| Phil Selinger    | TriMet  |
| Robin McArthur   | Oregon Department of Transportation (ODOT - Region 1) |
| Tom Guiney       | Multnomah County                                      |

GUESTS PRESENT (Cont.) AFFILIATION

|                  |   |
|------------------|---|
| Brian Newman     | Metro Council                                   |
| Bob Duehmig      | OHSU  |
| Mike Clark       | Washington Department of Transportation (WSDOT) |
| Justin Patterson | City of Tualatin                                |
| L.A. Ornelas     | OHSU  |

STAFF

|               |                  |              |                |
|---------------|------------------|--------------|----------------|
| Rooney Barker | Richard Brandman | Andy Cotugno | Renée Castilla |
| Tom Kloster   | Ted Leybold      | Mark Turpel  |                |

I. CALL TO ORDER

Chair Rod Park called the meeting to order and declared a quorum at 7:16 am.

II. SENATOR RICK METSGER, DISTRICT 26, CHAIR OF THE TRANSPORTATION AND ECONOMIC DEVELOPMENT COMMITTEE

Senator Rick Metsger accorded thanks to the JPACT members for inviting him to speak to them. He stated that the Transportation and Economic Development committee is an important committee that would be able to do positive things including job growth and economic development. He said that he recognized that transportation is the essential element and that the committee's membership is comprised of individuals that are visionary with their approach. He further stated that they hope to work with governor's office and his objectives for transportation and economic development. The committee members are trying to develop a conduit to carry and try to bring those agendas forward as they are now starting to work their way through the committee. He said it had been a slow start in terms of having the public review because of dealing with the overall reduction of the budget. He provided an overview of the funding and said that he had been meeting weekly (now daily) with the Chair of the House Transportation Committee, the Governor's Office, and Senator Bruce Starr, Chair of the Senate Committee on Transportation and Economic Development. He said they are working on a funding mechanism that should be able to move through the capitol and he said he thinks they are getting close to having something that they could unveil and start discussions. He said it would address the needs of transportation. The issues that they are facing are not unusual and include bridge maintenance and preservation on all systems throughout the State of Oregon as well as the anticipated growth and need for modernization dollars. He said it was a priority to begin fixing the system so that trucking companies have the ability to move commerce on the roadways and bridges. He acknowledged that there are multiple bridges that need fixing or replacing on I-5 and I-84. He also recognized that there are key preservation and maintenance needs for cities and counties and he hopes to be able to provide up to \$500 million for modernization. He said it was important to address issues throughout Oregon including congestion, safety, future growth and industrial land development. He also emphasized the importance of providing affordable housing in Damascus as well as the critical transportation needs along the Sunrise Corridor. He said that it was critical to recognize that decisions on land use alter the transportation

infrastructures. He said that it was important for areas like Wilsonville to have housing so that citizens do not have to use the infrastructures, so that they can live where they work.

Councilor Rex Burkholder stated that a major concern for this region is the need to raise money for general transportation infrastructure and improvements that are on the state system as well as off. He asked how money could be raised for maintenance needs off the state system.

Senator Metsger acknowledged that the need for additional money to fund preservation and modernization projects is greater than they can do. However, a small investment to the system could produce a big impact. He said that they began the process with OTIA with an understanding that they would try to create a transportation-funding program every two years. He stated that the transportation program that they would like includes \$1.3 billion for bridges, of which, \$300 million for county bridges and one city bridge. He said that they have the opportunity to do major improvements to the system and address some modernization. He further stated that this would be the first of several phases to correct the states transportation issues. He explained that they would not be seeking a gas tax because that had been referred to the voters and beaten. There has been talk of increasing title fees as well as registration fees. They are also looking at ways for their regional and local partners to have a more options and expedited way to raise local funding then currently allowed.

Councilor Karl Rohde asked if the bill being discussed would in any way preempt the local authority to raise revenues, in particular the street maintenance fund.

Senator Metsger stated that the Senate acknowledges that local governments need their ability to raise revenue and there is not an active dialogue-taking place to change that.

Mr. Fred Hansen stated that economic development in this region has been assisted by the transit investments; over the last decade about a \$1 billion of discretionary money has come to the region that would have gone to other regions. He asked if that message was getting through to the Senate or is that an important message that JPACT needs to make sure does get through.

Senator Metsger stated that if Mr. Hansen was referring to the leverage factor, all members of the House and Senate think differently on that issue. Therefore, he said it would be more persuasive for Senators and Representatives to be able to identify what certain investments would mean to their communities.

Commissioner Bill Kennemer stated that some of the JPACT members had just returned from Washington D.C. and he stated that things seem to be looking good locally and for South Corridor Light Rail. He accorded thanks to Senator Metsger for his continuing support and appreciates his understanding of the Sunrise Corridor and the need to have urban growth work with the infrastructure.

Senator Metsger echoed the importance of planning communities so that people can live with they work. He further emphasized the importance of improving the infrastructure in those areas to meet the needs of the communities so that all aspects, agriculture, industrial lands and communities work together.

Commissioner Roy Rogers asked what revenue raising options might be available for local jurisdictions.

Senator Metsger responded that they are hoping to make it easier for all jurisdictions to be able to raise registration fees in their locality; as well making other ways easier and more manageable.

Councilor Rohde asked if there would be project earmarking from these funds or if they would be based on the priorities of each region.

Senator Metsger stated that earmarking of projects is always a possibility. He stated that there several ways to allocate funds by either the State Improvement Plan; groups such as JPACT and their priorities of regional needs as well as the needs of the legislature.

Mr. Richard Brandman stated that the Task Force acknowledged that there are transportation needs totaling \$7 billion. However, it was recognized that they would only be able to fund \$600 million at first; \$250 million for transit; \$250 million for road; and \$190 million for safety improvements. In order to accomplish those objectives, the region would need a match of \$400 million from the state.

Senator Metsger recognized that local and regional jurisdictions willing to step up and contribute to funding these transportation needs would enable the state to partnership and help with finding resources.

### III. CITIZEN COMMUNICATIONS

There were no citizen communications.

### IV. MEETING MINUTES OF FEBRUARY 13, 2003

ACTION TAKEN: Mayor Rob Drake moved and Commissioner Rogers seconded the motion to approve the meeting minutes of February 13, 2003. The motion passed.

### V. RESOLUTION NO. 03-3288 UNIFIED WORK PROGRAM

Mr. Andy Cotugno presented the Resolution No. 03-3288 with the amendments and the United Work Program (UWP) (included as part of the meeting record).

Mr. Cotugno presented Resolution No. 03-3289 Self-Certification (included as part of this meeting record).

ACTION TAKEN: Mr. Hansen moved and Mayor Drake seconded the motion to approve Resolution No. 03-3288 as amended.

Councilor Rohde expressed his concern on approving this item because he was not able to adequately review the material.

Mr. Cotugno stated that approval of Metro's work plan was routine and happened every year. He further explained that it describes each program Metro is working on and how the funds are allocated.

ACTION TAKEN: The motion passed.

ACTION TAKEN: Mr. Hansen moved and Commissioner Rogers seconded the motion to approve Resolution No. 03-3289. The motion passed.

VI. RESOLUTION NO. 03-3262 AND ORDINANCE NO. 03-991B – 2040 PERFORMANCE MEASURES

Mr. Cotugno presented Resolution No. 03-3262 and Ordinance No. 03-991B. He also gave a brief presentation regarding the 2040 Performance Measures (included as part of this meeting record).

Mayor Drake recognized the need to maintain attainment of clean air and the potential for being penalized. He stated that losing federal dollars is one penalty. He asked how significant this issue was in other regions and how much they are losing in terms of federal funds.

Mr. Cotugno stated that the penalties have been around for the last 5-7 years and they include higher requirements for clean air, more programs needed, mandated actions and employer participation from voluntary to mandatory. He further stated that financial penalties include loss of federal funds for road expansion, safety and bridge and other alternatives.

Mr. Hansen also stated that the flow of federal dollars is significantly slowed down; economic development is hurt because industrial companies must use tighter controls in order to produce cleaner air, which is very expensive and time consuming. Mr. Hansen accorded thanks and expressed his complements to staff for their work.

Mayor Drake emphasized the importance of linking land use and transportation.

ACTION TAKEN: Mayor Drake moved and Mr. Hansen seconded the motion to approve Resolution No. 03-3262 and Ordinance No. 03-991B. The motion passed.

VII. RESOLUTION NO. 03-3290 – MTIP ALLOCATION FOR REGIONAL FUNDING STRATEGY

Mr. Cotugno presented Resolution No. 03-3290 (included as part of this meeting record).

Councilor Carl Hosticka asked for explanation of the net of debt service; he understands it to mean that the dollars are committed out to 2015 but it is likely that the projects would be completed ahead of time.

Mr. Cotugno stated that it is likely that the project might be completed ahead of schedule by two or three years. Andy Cotugno explained that in essence they would bond for this money. He further stated that amount of MTIP dollars they would have to allocate would continue to grow every year.

Mr. Cotugno reminded that the MTIP is programmed every two years, therefore there would be additional opportunities for a check and balance. Mr. Cotugno further stated that for FY 2006-07, there would be \$20 million remaining per year to allocate to other purposes; after FY 06-07 there would be \$40 million to allocate to other purposes.

Councilor Hosticka asked for explanation of the anticipated growth and the assumption that the MTIP would have the money available for the obligations.

Mr. Cotugno explained that the anticipated increased is predicated upon a 6% growth per year. He said that the last two bills have seen a 12% growth per year.

Mr. Hansen stated that this Resolution contains a carefully crafted balance. He referred the members to page 2B of Exhibit A, regarding Commuter Rail and other sources of funding. He wanted to clarify that Commuter Rail may go after other federal money, which JPACT agrees, would count toward their 50% share, not MTIP.

Ms. Laurel Wentworth stated that the City recognizes that they would not come back and seek other MTIP funding for North Macadam as a result of gaining this \$10 million commitment. However, everyone should understand that it does not limit the City of Portland from seeking other federal funding sources for improvements in North Macadam including other federal sources; i.e. OHSU may find money for some transportation improvements from a non-transportation federal funding source.

Mayor Drake stated that both him and Roy Rogers with Washington County were in support of this resolution with the amended language.

Commissioner Bill Kenemer stated that the agreement for additional funds was not easily achieved and accorded thanks to all involved for their participation in moving Commuter Rail closer to a reality.

Councilor Burkholder reminded the committee members that JPACT has the option to reexamine the agreement every two years and that a future JPACT committee might choose not to guarantee the funds.

ACTION TAKEN: Commissioner Kenemer moved and Councilor Burkholder seconded the motion to approve Resolution No. 03-3290. The motion passed.

#### VIII. 2004-07 MTIP UPDATE

Mr. Leybold presented the MTIP Update (included as part of the meeting record).

Mr. Larry Haverkamp expressed his concern that the Listening Posts all occur West of the river and he would like to see one in East Multnomah County. He stated that it would be beneficial to citizens not to have to travel as far.

IX. POWELL/FOSTER CORRIDOR STUDY UPDATE

Ms. Bridget Wiegart presented the Powell Foster Corridor Study (included as part of this meeting record).

X. TRANSPORTATION ENHANCEMENTS

Mr. Cotugno presented the overview of the Metro region applications for Transportation Enhancement funding (included as part of this meeting record).

XI. Adjourn

There being no further business, Chair Park adjourned the meeting at 9:05 a.m.

Respectfully submitted,

Renée Castilla