

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION  
2-14-02  
Meeting Notes

<u>MEMBERS PRESENT</u>	<u>AFFILIATION</u>
Rod Monroe	Metro
Fred Hansen	Tri-Met
Roy Rogers	Washington County
Larry Haverkamp	City of Gresham, representing Cities of Multnomah County
Royce Pollard	City of Vancouver
Craig Pridemore	Clark County
Bill Kennemer	Clackamas County
Don Wagner	Washington Department of Transportation (WSDOT)
Annette Liebe	Oregon Department of Environmental Quality (DEQ)
Charlie Hales	City of Portland
Karl Rohde	City of Lake Oswego, representing Cities of Clackamas County
Kay Van Sickle	Oregon Department of Transportation (ODOT – Region 1)
Rex Burkholder	Metro
Rob Drake	City of Beaverton, representing Cities of Washington County
Dave Lohman	Port of Portland
Fred Hansen	Tri-Met

<u>GUESTS PRESENT</u>	<u>AFFILIATION</u>
Shelli Romero	Multnomah County
Robert Paine	Multnomah County
Karen Schilling	Multnomah County
John Rist	Clackamas County
Louis Ornelas	Oregon Health & Science University
Linda Floyd	City of Wilsonville
Bernie Bottomly	Tri-Met
Deb Wallace	Washington Department of Transportation (WSDOT)
Dean Lookingbill	SW Washington RTC
Ron Papsdorf	City of Gresham
Charlotte Lehan	City of Wilsonville
Debbie Murdock	Portland State University
Robert Bertini	Portland State University
Laura Oppenheimer	The Oregonian
Danielle Cowan	City of Wilsonville
Neil McFarlane	Tri-Met
Jeanne Lipton	City of Vancouver
Dick Feeney	Tri-Met
Josh Alpert	City of Portland
Ross Williams	CST/CLF

GUESTS PRESENT

AFFILIATION

Robert Williams	Tri-Met
Dave Williams	Oregon Department of Transportation (ODOT-Region 1)
Gary Katsion	Citizen

STAFF PRESENT

Andy Cotugno	Mike Hoglund
Richard Brandman	Renée Castilla
Ted Leybold	Gina Whitehill-Baziuk

I. CALL TO ORDER

Chair Monroe called the meeting to order and a quorum was declared at 7:32 a.m.

II. MINUTES OF JANUARY 10, 2002 MEETING

Action Taken: Fred Hansen moved and Kay Van Sichel seconded the motion to approve the minutes of the January 10, 2002 meeting as written. The motion passed unanimously.

III. CITIZEN'S COMMUNICATION/ NON-AGENDA ITEMS

There were no citizen communications.

Chair Monroe stated that in a special session of legislature a measure was passed raising the raising the bonding authority of HB 2142. Due to low interest rates, the \$400 million bonding limit will be raised by \$100 million up to \$500 million.

Kay Van Sichel stated that she would find out when the OTC would meet to determine the additional funding allocations, if any, they would make and bring that information back to JPACT.

Further discussion followed regarding the Sauvie Island bridge and Karen Schilling, staff person from Multnomah County, stated that they are requesting \$3 million from federal appropriations to do the full EIS work needed for bridge replacement. She felt that the design work could be done within 5 years barring no legal challenges.

Karl Rohde questioned the timetable of 3 years and \$3 million for the EIS work. Charlie Hales stated they should push on the timetable by having a collective effort to receive the permits faster.

Karen Schilling stated her appreciation for JPACT's and ODOT's support.

Rob Drake said that he understood the need for the bridge and supports the replacement but would like to see the costs of the repairs shared among the business and homeowners as well.

Discussion concluded and it was decided that staff would draft a letter to the OTC supporting projects for funding from the additional \$100 million available bond funds. The recommendations to include the Sauvie Island Bridge emergency repairs and the Sunnyside/Boeckman Road needs.

#### METRO BALLOT MEASURE

Rex Burkholder stated that there was a measure put on the ballot for this May and it is named the Neighborhood Preservation Act or Measure 26-11. Measure 26-11 prohibits Metro from requiring density increases in residential neighborhoods, repeals any existing rules or framework plan provisions that make that happen, directly or indirectly, as well as requires Metro to do notifications for any cities and counties anytime they upzone a piece of property, basically for residential.

Metro Council will be voting to place a measure on the ballot for this May as well, and feel this is Metro's version of a good government initiative. Metro drafted this alternate measure so that if it gets more votes than 26-11, then it would take effect rather than Measure 26-11. Metro's measure reaffirms livability of neighborhoods, prohibits Metro from requiring increases in density in neighborhoods that are defined as inter/outer neighborhoods on the Region 2040 map. It does not affect cities and counties ability to change densities in these areas, it only says that Metro cannot require increases in density in those areas. It also has new information and recording requirements that looks at urban growth boundary expansions of over 100 acres and requires a report on impacts on traffic, parks and open spaces and cost of public services. The report is then sent out to nearby residents and to cities and counties. They feel that what this alternate measure does is reaffirm what Metro is doing already and then adds some positive actions that addresses the neighborhood livability issues.

Charlie Hales stated to Rex Burkholder that although he cannot attend the Council meeting, he would be willing to draft a letter to the Council with his thoughts and he feels that the Metro's alternate measure is what is needed for this region.

Rex Burkholder stated that a letter from Charlie Hales would be helpful. He further stated that he would have some information – a copy of Measure 26-11 and Metro's alternate measure for review before the end of the meeting.

Larry Haverkamp emphasized the importance of seeing both measures so that he could make an informed decision.

#### IV. FEDERAL PRIORITIES

Andy Cotugno stated that Resolution No. 02-3166 is the position that this region is taking for the annual congressional transportation appropriations bill. Therefore it is narrowly defined. Later in the year there will be a position paper on the authorizing bill, which is much more widespread in terms of the restructuring of TEA 21 for any new programs.

- Interstate Max Extension. Request \$83 million in Sec. 5309 transit capital funding for continued construction. (Andy Cotugno stated that Interstate Max is the highest regional priority but it is also one that should receive appropriations because there is a signed full funding contract. This is the third year of that contract, having received two years of appropriations already. The first year's appropriation was low and because they didn't have a full funding contract signed in time for the appropriations, they fell short of that first year. In the second year it was \$6 million low from the \$70 million that was in the contract. The contract calls for \$70 million in this fiscal year so they are asking for that amount. It also identifies \$13 million as "catch-up". He explained the "catch-up" is due to higher than anticipated financing costs.)
- Wilsonville to Beaverton Commuter Rail. Request an appropriation of \$18 million in Sec. 5309 funds for the construction of the 15.5 mile commuter rail project in Washington County, Oregon and report language directing FTA to sign an FFGA at a 60% federal share for a total of \$72 million. (Andy Cotugno stated that this was the critical year for this project. They set down the path 3 years ago to do three major corridors at once, construction on the interstate max, development and then construction on the commuter rail project and then getting ready for the next rail project in the South Corridor by doing development work and EIS related work and then some incremental bus improvements. This is the middle of those three paths and the project is to the point now where it has completed all of the environmental work steps, those approvals are in place, preliminary engineering is complete, and is now ready to be authorized to go into final engineering. It is also ready to have a full funding contract signed. They are shifting from the expectation of trying to do a very small project, (\$25 million) to seeking a full funding contract at 60% because there is an opportunity to receive a 60% allocation for this category. If they are successful in receiving a 60% budget then that brings \$72 million to the state rather than \$25 million. Like the interstate max project, they are trying to get a full funding contract signed at the same time they are trying to get the first year of appropriations. Clearly the more critical of the two things is trying to get the full funding contract signed because that assures the flow of money years after. However, with earmarking, it is easier to get a dollar amount from the Appropriations Committee then it is to get a contract signed.)

Larry Haverkamp asked if the entire commuter rail system would cost \$72 million.

Andy Cotugno replied that the entire cost would be above that. The \$72 million is the 60% share. He stated that the total project cost is \$120 million from Wilsonville to Beaverton including track, signalizations, stations, park and rides, vehicles, lighting, etc.

Bill Kennemer asked if there was a discussion regarding the shift from \$25 million to \$72 million or was this the first time it was brought before the committee. It was answered that, yes, this was the first discussion. He further stated that it was his understanding that they were going to ask for only \$25 million because that would help them move forward with the region's next priority, which was South Corridor. He was curious about the bumping effect of a \$50 million increase and what they are asking for in the region.

Andy Cotugno stated that the critical path for doing a South Corridor Project first is doing all of the work and agreeing upon what the project is and having a funding strategy for that project. It is not a project until that is ready to go. They are on an intended path that has a project that is ready to go and ready to sign a full funding contract when Interstate Max is done. He stated that the cash couldn't begin flowing for the next big project in the South Corridor until final allocations are received on the Interstate project. The commuter rail project is intended to go at the same time as the Interstate project. There is a small amount each year for commuter rail and large amount each year for Interstate Max. We want to be prepared to insert a South Corridor project, when allocations for Interstate Max are completed.

Bill Kennemer asked where is the \$50 million difference coming from.

Roy Rogers stated that they are experiencing some interesting negotiations with the railroad companies. Originally they thought they could lease the right-of-ways, but now have to purchase them. As you know, they have an authorization agreement. They also need to do some capital improvements necessary for Tri-Met to effectively run the system and that has obviously been the preference the entire time. Added improvements, not only in stationary areas but some signalization, plus the significant increase in purchase price for the rail right-of-ways are other factors. He further stated that the county is contributing \$32 million and the State of Oregon has committed \$35 million. Very few projects he has seen at TPAC have this kind of local/state commitment. The bump came unnecessarily at the wrong time but it is something that cannot be avoided. He is very confident in the congressional delegation that they will push hard for the funding. He stated that they are trying to stay out of the way of Clackamas County and Tri-Met. They are sandwiching in between because he feels that there are enough discretionary dollars to do that.

Rex Burkholder questioned the calculation \$32 million, \$35 million and \$70 million add up to \$137 million. Why the difference from \$120 million.

Roy Rogers stated that the difference is spread out and includes \$7 million for financing costs alone. They are looking at some ability to do operational costs, which allows the federal dollars to do the capital infrastructure. How this gets moved effectively is a question they all try to answer and they know that they can use local funds easier because they are more discretionary and use federal dollars for things such as capital improvements. That is calculated in the equation as well.

Bill Kennemer said that he is still thinking of the 3% he received from the \$400 million HB 2142 money and the chiding that he received about cost overruns on his projects. It is fair to hand it back a bit, when there are cost overruns, whether it is a bridge that falls apart or a rail road company that "rail roads" you around. However, he does appreciate the communication about it and understands the lack of ability to negotiate and just feels its fair to hand it back and say that he is not grateful.

Fred Hansen stated that the one issue he sees as the most important is the question of what does this funding request do to the South Corridor project. He wanted to re-stress from his perspective that certainly Interstate Max is the regional priority. Tri-Met is obviously in the lead

on that. He does not see the commuter rail in competition with South Corridor. If there is a place that there is competition, it is between Commuter Rail and Interstate Max. He believes that as a region these projects can be managed in a way that does not diminish whatsoever the commitment that we are making here, as the first priority to Interstate Max. But it needs to be managed and managed well. Because of the timing, that is where he sees an issue and if there is any competition it is not with the South Corridor project

Larry Haverkamp stated that it is very important for this committee and this region to stay as honest as possible. If a project comes to be more expensive than first thought then it needs to be brought as quickly forward as possible.

Rod Monroe stated that because they were not aware of the higher costs until recently, this was their first opportunity to present the new figures and he doesn't feel anyone is trying to hide anything. He absolutely concurs that all the information is needed in order to make the best decision but it is important for this region to have a unified voice and send a unified message in order to be successful again this year with appropriations.

Andy Cotugno continued:

- Sauvie Island Bridge. \$3 million request from Bridge Discretionary Funds to start the required environmental work prior to replacing the entire bridge.
- Tri-Met Bus Category. \$8.5 million for regional buses and bus facilities. Wilsonville requesting \$1.5 million of Section 5309 funding for construction of a 250 space park and ride facility and transit center. (Andy Cotugno noted that the footnote would be removed from the final paper.)
- I-5 Trade Corridor. \$3 million request from National Corridor Planning and Development Program to conduct a Tier 1 EIS for vehicle and transit crossings of the Columbia River and associated interchange improvements between SR 500 in Vancouver and Columbia Blvd. in Portland. In addition, the Coast Guard is currently completing an evaluation of the railroad swing-span across the Columbia River to determine if it is eligible for funding under the Truman-Hobbs Act. Pending the outcome of that study, there may be a request for an appropriation to build the recommended project. Also, ODOT anticipates seeking funding from the reauthorization of TEA 21 for construction of the widening of I-5 between the Delta Park to Lombard Interchanges.
- Columbia River Channel Deepening. If the opinion of the US Army Corps of Engineers, regarding the Biological Assessment of the Columbia River, is favorable, \$11.5 million in ecosystem restoration, research, and monitoring funds will be sought in the FY 2003 Energy and Water Appropriations Bill. (Fred Hansen asked if this request would be a future request because the "will be sought" language is confusing. He stated that it should be changed to "are requested".)
- Regional Highway Projects:
  - Request \$2 million for Sunnyside Road 122<sup>nd</sup>-142<sup>nd</sup> construction for Clackamas County.

- Request \$6 million for Boeckman Rd. extension.
  - Request \$10 million for Sunrise Corridor Unit 1 PE/DEIS/FEIS for Clackamas County.
  - \$2 million regional request for Columbia Boulevard Interchange PE/DEIS/FEIS from the Borders and Corridors Program.
  - Request \$5.25 million for Powell Boulevard 174<sup>th</sup> to Burnside reconstruction for Gresham. (Larry Haverkamp asked if this request could be raised to \$5.95 million to complete a study and construction for the overpass. The change was so noted.)
- Additional Requests:
    - Request \$3.5 million for Lake Road Street Improvements Oatfield to Hwy. 224 for Milwaukie.
    - Request \$1.5 million for Gibbs St. Pedestrian overcrossing PE for City of Portland.
    - Request \$0.300 million for Highway 99E at Fremont intersection improvements for City of Portland.
    - Request \$1 million for Highway 43 at Bancroft St. intersection improvements for City of Portland.
- Amtrak South Station. \$1 million in federal capital construction matching funds for a new Amtrak station at Oregon City from the National Rail Development and Rehabilitation Program.
  - High Speed Rail. Support High Speed Rail Investment Act (S.250) or similar legislation to fund necessary improvements to high-speed rail corridors.
  - Transportation and Community and Systems Preservation
    - Request \$1 million for Metro's Kenton Station Seed & Feed Transit Oriented Development Project.
    - Request \$3.5 million for Gresham Civic Neighborhood LRT Station project.
    - Request \$.900 million for Damascus Area Concept and Implementation Plan.
    - Request \$3.5 million for Railroad Avenue Multi-Modal Reconstruction for Milwaukie.
  - ITS. Request \$4.25 million appropriation for the State of Oregon ITS initiatives.
  - Central City Streetcar. Request \$1 million in HUD funds for PE to extend the streetcar through the North Macadam's 130-acre undeveloped area.
  - Jobs Access. Request \$2.8 million for Jobs Access programs.
  - The region supports Portland State University's participation in the Great Cities Universities coalition and the efforts to secure \$3 million in federal funding in FY 03 from the Federal Transit Administration, University Transportation Research account for transportation research at urban universities.

Andy Cotugno introduced Debbie Murdock with Portland State University.

Debbie Murdock stated that they are looking for \$3 million in federal funding to do research and would link different faculty from various departments including urban studies and engineering.

Karl Rohde stated that he has joined the delegation twice before and is concerned with the length of the appropriations request this year. He expressed his concern regarding the process by which this request arrived and said that PSU did not give the committee enough time

Larry Haverkamp also expressed his concern and stated that he is supportive of what Portland State University is trying to do. But that the time they have with their Congressional Delegates Washington D.C. is limited and they can not spend a lot of time lobbying for specific grants when Portland State University should be involved.

Andy Cotugno stated that the principal lobbying role would be handled by PSU with JPACT only providing a supporting role.

Debbie Murdock stated that the lobbying effort is a large coalition of Universities led by the University of Alabama. This year, Mr. Shelby of U Of A, come to PSU and asked them if they could be more involved. They wanted to showcase Portland, Oregon. Because of the PSU President's respect for the entire process of JPACT, he stated that he would be more involved if they could gain the support of JPACT and the local jurisdictions.

Rob Drake stated that he understood Larry's and Karl's concerns, however, he felt that this was a good opportunity for JPACT to lend their support to PSU. He felt confident that they would not need to lobby on the behalf of PSU, but would only lend support and show the delegation in Washington D.C. that there was a collaborative effort in this region to improve transportation, either by easing congestion with commuter rail, interstate max, improving highways, etc.

Karl Rohde again stated that he did not have a problem with supporting PSU, however he is concerned with the process in which it arrived. He felt that a presentation should have been made to JPACT by PSU, a resolution then be drafted and approved. He would then feel more confident giving support in Washington D.C.

Charlie Hales asked if they felt they had enough information about the request to support it. He answered that yes, he felt that there was and he could support it.

Debbie Murdock stated that work they will be doing is in conjunction with the region and the project involves the City of Portland, Tri-Met, and ODOT.

Rex Burkholder stated that JPACT needs to start integrating higher education facilities into this process. He feels this kind of initiative is positive and allows JPACT to participate in discussions with PSU in the future.

Fred Hansen stated that he is concerned with some of the work that has been done previously at PSU that has not been high quality academic work. He would like assurance from PSU that if JPACT lends their support then the quality of the academic work would improve.

Larry Haverkamp stated that he could lend his support but would like to begin seeing a report on the different transportation studies that PSU is undertaking.

Professor Bertini stated that he has only been with PSU for a little more than a year and came to this region specifically because of what Metro has been able to do. He assured the committee that he wants future graduates to improve on their work. He stated that the work they do will be under scrutiny by the FTA because they received funding from them. It will also be published in various peer review journals and reviewed by his peers so the work must be able to stand up to a national level of quality

Rod Monroe reiterated that JPACT is only lending support and they are not committing themselves to do any lobbying.

Karl Rohde moved and Roy Rogers seconded the motion to approve Resolution No. 02-3166 For the Approval of For the Purpose of Approving Portland Regional Federal Transportation Priorities for FFY 2003 Appropriations with the following amendments. 1) change \$5.25 request from City of Gresham to \$5.95 million; 2) change wording in Channel Deeping request from "will be sought" to "are requesting"; 3) add #14 to include PSU's request. The motion passed unanimously. NOTE: Bill Kennemer left early and therefore was absent for the vote.

V. FY 04-07 MTIP REFINEMENT – WORK PROGRAM

Andy Cotugno asked the committee to come back with comments on the MTIP Refinement Work Plan at the next JPACT. He explained that the purpose of this work was to reach a decision on the policy direction of the MTIP program; the decision process by which projects are selected; the technical and administrative measures used to rank projects and to ensure the decision is administered in the 2004-2007 MTIP allocation process. He stated that the work program would also address greater public understanding of the MTIP program and transportation funding in the region.

VI. ADJOURN

Karl Rohde asked if the draft UWP would be up for adoption at the next JPACT meeting. Andy Cotugno answered it that yes; it would be on the agenda.

Chair Monroe stated that the JPACT meeting would be held on March 14, 2002.

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

Respectfully submitted.

Renée Castilla