

Joint Policy Advisory Committee on Transportation (JPACT)
Meeting Notes
January 10, 2002

MEMBERS PRESENT

AFFILIATION

Rod Monroe, Chair	Metro
Maria Rojo de Steffey	Multnomah County
Fred Hansen	Tri-Met
Charlie Hales	City of Portland
Bill Kennemer	Clackamas County
Kay Van Sickle	Oregon Department of Transportation (ODOT-Region 1)
Stephanie Hallock	Oregon Department of Environmental Quality (DEQ)
Don Wagner	Washington Department of Transportation
Peter Capell, alternate	Clark County
Larry Haverkamp	City of Gresham, representing Cities of Multnomah County
Karl Rohde	City of Lake Oswego, representing Cities of Clackamas County
Bill Wyatt	Port of Portland
Dean Lookingbill, alternate	SW Washington RTC
Roy Rogers	Washington County
Rob Drake	City of Beaverton, representing Cities of Washington County
Rod Park	Metro

GUESTS PRESENT

AFFILIATION.

Kate Deane	Oregon Department of Transportation (ODOT – Region 1)
Andy Back	Washington County
John Gillam	City of Portland
Dave Williams	Oregon Department of Transportation (ODOT – Region 1)
Dave Lohman	Port of Portland
Nancy Kraushaar	Oregon City
Bernie Bottomly	Tri-Met
Neil McFarlane	Tri-Met
Deb Wallace	Washington Department of Transportation
Andy Ginsburg	Oregon Department of Environmental Quality (DEQ)
Thayer Rorabaugh	City of Vancouver
Rudy Kadlub	Costa Pacific Communities
Dale Miller	C-Tran
Danielle Cowan	City of Wilsonville
Charlotte Lehan	City of Wilsonville
Linda Floyd	City of Wilsonville
Kirk Pawlowski	Oregon Health Science University
L.A. Ormelas	Oregon Health Science University
Ross Williams	CST/CLF
Bill Stewart	The Oregonian

STAFF

Mike Hogle
Renée Castilla
Chris Deffebach

Jeff Stone
Michael Morrissey
Gina Whitehill-Baziuk

I. CALL TO ORDER

The meeting was called to order and a quorum declared by Chair Monroe at 7:35am.

II. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS.

There were no citizen communications.

III. MINUTES OF DECEMBER 13, 2001 MEETING

ACTION TAKEN: Karl Rohde moved and Fred Hansen seconded to approve the meeting minutes of December 13, 2001. The motion passed unanimously.

IV. RE-AUTHORIZATION OF TEA-21

Congressman Blumenauer thanked the members of JPACT and introduced two of his colleagues, Tom Markgraf and Bob Stacey. He stated that in terms of reauthorization he would like to fashion a regional transportation vision and not just have a list of projects. He stated that he understands what JPACT is trying to accomplish with land use and transportation. He stated that this is a new era in which Oregon does not have quite the seniority it had in Washington. He stated that as Republican and Democratic administrations shift leadership in both the House and the Senate, one of the reasons Oregon has been able to stay above the others is in no small measure to having vision and cooperation and not a list of projects. It has helped immensely in the last re-authorization that Oregon continues to have individuals who care and he would like to express his appreciation for it.

He stated that it is critical to Oregon to try and extend its coalition. The pressures will be mounting on a number of different levels. He stated that he would like to see members make trips and talk to different organizations such as NAACO, Conference of Mayors, League of Cities. He would also like to see members work with the transportation committees and encourage their colleagues to infiltrate the other committees to extend the reach in areas of public safety, economic development and the environment. The more that Oregon can use transportation and the regional approach to extend the reach and build its coalition, he thinks will be critical in procuring funding. He would like to see new categories added to the next TEA (Green TEA). This would give dimension to what is already being done in Oregon. There are other states that have similar bi-state problems with trade corridor, economics and physical security. He stated that those similarities need to be looked at creatively to figure out a way to repackage it. He stated that he would also like to see new funding categories for commuter and streetcar. He would like to also see a new category for all of the state highways (e.g. Powell, 30, 99) that are functioning as city streets. The state doesn't want them and the municipalities cannot afford them. If there is a new category created then there would be money flowing and

there would be ways to upgrade them and then turn them over to the municipalities according to the standards needed for livability.

Fred Hansen asked if there has been any talk regarding the stimulus package

Congressman Blumenauer stated that there are some individuals that insist on categorizing some transportation and environmental restoration projects as non-stimulus related. He recently had the opportunity to drop a hint that doing things like repairing a Sauvie Island bridge is something that puts some people to work in a matter of hours, doing a job and it saves others from losing theirs. He stated that the organization planning locally has enabled this region to have several projects ready to go that are complementary to the growth plan and the environment. He stated that there would be disaster relief, national security and some economic stimulus. Even if nothing comes of the "Stimulus Package" it is an opportunity for Oregon to do a dry run with regards to the re-authorization.

Fred Hansen stated that last year toward the end, they were all thinking there was going to be a stimulus package but the question was what would go into it and how it the package would be broken out.

Charlie Hales asked if Congressman Blumenauer could elaborate on the orphan highway issue.

Congressman Blumenauer stated that they are aware of the problem and intend to plant the seed and take this opportunity to develop a new provision in the next re-authorization.

Karl Rohde stated that in the 1940's California adopted a gas tax, which eventually spread across the Nation. That gas tax was to address the problem of bonding for all road projects, now there is the need to address the problem of lost revenue from gas taxes. What is being discussed at the national level for replacement of the gas tax as a funding source?

Congressman Blumenauer answered that right now there is nothing being discussed but it is recognized that eventually it will be a large problem

Chair Monroe stated that he has been very involved the last three years in the bi-state movement and the Bi-state committee. He is very proud of what they have done to try and foster cooperation across the Columbia River. He stated that the Washington delegation is in a better position to deliver right now than the Oregon delegation. It seems that it is the best interest of Oregon as well as Washington to develop a cooperative effort between the two delegations and try to achieve support and funding for things like channel deepening, I-5 bridge, I-5 Delta/Lombard, and also of course the Clark County light rail loop that they are planning. Also ask them for support for our efforts to get transit into Clackamas County which is ongoing effort. He asked Congressman Blumenauer for any advice on how to strengthen the cooperative effort between the two delegations.

Congressman Blumenauer stated that one of the keys to past success in many areas and not just transportation is that there has been a unified approach with the Northwest because so much of what Oregon wants to do is linked with Washington. He advised Chair Monroe to continue doing what he has been.

Fred Hansen expressed his concern regarding statements heard from the new Administrator of the FHWA regarding this region and congestion and the only way to address it is more highway capacity. He would encourage Congressman Blumenauer and his colleagues to stress as much as possible on the highway side of the equation and how important it is to allow local jurisdictions to be able to make some of those judgements themselves.

Congressman Blumenauer asked for advice and strategies to recommend relative to FHWA.

Rod Park expressed his thanks to Congressman Blumenauer for his assistance in obtaining funding for planning purposes in the Pleasant Valley area. He stated that any additional assistance for planning grants in the Clackamas County area due to talks of urban growth boundary expansion would be helpful. He stated that it would be more cost effective for the region to plan correctly the first time rather than go back and correct problems later.

Congressman Blumenauer stated that he is looking for funding opportunities wherever he can find them. In fact, even in the Agriculture re-authorization bill that passed the house in September, they were able to shift some money from commodity payments to things like rural planning and environmental improvements. He stated that it is important that everyone looks through reports and come up with ideas for funding.

Karl Rohde stated that it seems that the original ISTEA offered far fewer categories but far more latitude at the local level. It has seemed to be increasingly categorized and a lot more earmarking for specific projects and so forth. Is this a trend that will continue into the next re-authorization or is there perhaps an opportunity to reduce some of that and allow greater decision making at the local level?

Congressman Blumenauer stated that earmarking has always been a real struggle. The message about local control needs to be sent to Congress so they can reduce the earmarking that happens.

Chair Monroe thanked the Congressman and expressed the appreciation of the JPACT Committee for his time.

V. UPDATE ON THE STATUS OF THE SAUVIE ISLAND BRIDGE

Maria Rojo de Steffey stated that Multnomah County found a serious stress crack on the Sauvie Island Bridge. This has forced them to reduce the weight limit on the bridge from 80 tons down to 24 tons, which has caused some serious problems for the inhabitants and the business owners and their ability to haul off of that bridge. She stated that she, county staff and Tom Markgraf recently met with over 250 people and were told of the long-term impact. One of the businesses was forced to close their operation in December and lay off employees. The weight limit is hurting their ability to bring in seed, haul their products. It is also affecting the last dairy in Multnomah County's ability to haul fresh milk in and off the island.

She stated that Multnomah County is currently conducting an engineering analysis, which will determine the next course of action. The analysis is expected back within the next thirty days. In the meantime, they have braced the bridge, which has allowed them to increase the weight limit somewhat. Once they receive the analysis back they will probably be calling various agencies asking for funding assistance. They will be talking with ODOT and other partners.

They will also be looking at Highway 30 to try and determine if there is any place, which could become an unloading area for the trucks. She is very concerned because if they cannot get the bridge repaired, it will be devastating for the people who live and work on the island. She will let everyone know when the analysis is received and how Multnomah County will proceed.

Charlie Hales asked who was developing the options for funding the repair. He also stated that it is important that they analyze the financial problem as a region.

Kay Van Sickel stated that she has been talking to people as well and that the business owners on the island are looking at barging some of their products off the island and an unloading transition place on Highway 30.

Chair Monroe stated that they obviously need to look at long-term solutions and wish they would have known about the problem earlier so that they could've tried for funding from HB 2142. He then asked Kay if it was too late to put this problem in front of the OTC.

Kay Van Sickel stated that she felt it was too late to address the problem to the OTC because they are making their final decision next week. She invited Maria Rojo de Steffey to go with her to talk with ODOT's bridge people to obtain their perspective on the problem and the possible solutions.

Maria Rojo de Steffey reiterated to the Committee that the only access on or off Sauvie Island is the Sauvie Island Bridge. She thanked the committee, stated that she would be coming back to the group with more information, and will be asking for help at that time.

Rod Park asked if the OTC, when they make their final decision, would be looking at the low interest rates and the possibility of stretching the bond money for perhaps a second funding allocation.

Kay Van Sickel stated that if the OTC can go out early and sell bonds then they might have additional money. Whether or not any additional money will be available for additional projects is yet to be determined. She stated however that it would be a good idea to present the Sauvie Island problem to the OTC and obtain their attention.

Rod Monroe advised Maria Rojo de Steffey that he would be happy to send a letter or make a phone call on the behalf of JPACT if she need him too. He also thanked Kay Van Sickel for her willingness to volunteer and assist Multnomah County with this problem

V. RESOLUTION 02-3151 – FOR THE PURPOSE OF APPROVING FUNDS FOR THE SUNNYSIDE ROAD AND BOECKMAN ROAD PROJECTS

Mike Hoglund provided the JPACT Committee and guests with a brief history of how Resolution 02-3151 came to be. He then explained that after the last JPACT meeting when it was directed by the JPACT members for the Metro staff to take the lead and coordinate with Clackamas County and Wilsonville, with the help of Karl Rohde they set up a meeting to discuss possible solutions. Those in attendance at that meeting were Karl Rohde, Charlotte Lehan, Bill Kennemer, Kay Van Sickel, Dave Williams, Andy Cotugno and Mike Hoglund. The group thought about a number of options: commitment against future MTIP allocations, local funding

sources and federal earmarking. The recommendation of the group that met is explained in Resolution 02-3151, the staff report and the exhibit.

1. *A funding and implementation strategy for Boeckman Road and Sunnyside Road (122nd to 142nd) should be pursued as shown in Exhibit A to this resolution.*
2. *The strategy shown in Exhibit A represents a Metro Council and JPACT commitment of \$1,956,625 from the FY 04-07 MTIP to the Boeckman project.*
3. *The Metro Council and JPACT will request an additional \$1,956,625 from ODOT as a Region 1 priority for the 2004-2007 STIP.*
4. *That the MTIP commitment is conditioned on commitments of \$1,956,625 each from ODOT, the City of Wilsonville and Clackamas County to the Sunnyside a Boeckman Road projects.*
5. *Efforts will be made to avoid or minimize the above funding commitments by seeking other sources such as federal discretionary funds.*
6. *This strategy, together with previously recommended projects identified in the letter from JPACT to the OTC dated November 2, 2001, results in a \$70 million Region 1 Metro area recommendation for OTIA Lane Capacity and Interchange projects and is consistent with the OTC Region 1 target.*
7. *The strategy be forwarded to the OTC for their consideration at their January 16, 2001 meeting.*

Karl Rohde first thanked the JPACT committee for agreeing to delay their decision and changing the meeting dates from January 17, 2002 to January 10, 2002. He also thanked the Metro staff for their assistance. He stated that this compromise represents the hallmark of this organization. He acknowledges that all jurisdictions share in the pain of constricted budgets. Because both projects are so vital to this region all parties involved agreed to find the additional funds necessary to move both projects forward.

ACTION TAKEN: Karl Rohde moved and Bill Kennemer seconded the motion to approve Resolution 02-3151.

Kay Van Sickel stated that she thought it was a good meeting overall and in order to use the OTIA money and keep it in Region 1, ODOT agreed to commit future STIP funds.

Charlotte Lehan stated she was relieved to see a proposal that all parties could agree to and thank all members involved for finding a common ground to see both projects succeed.

Maria Rojo de Steffey stated that she appreciated the work done by Metro, ODOT, Clackamas County and the City of Wilsonville but was concerned about earmarking future dollars without a discussion. She is aware that JPACT has committed future dollars in the past but she is concerned about continuing to that precedent and she was under the understanding that the OTC wanted JPACT to prioritize these two projects.

Chair Monroe emphasized to the committee that they sent a list to the OTC about what projects must be funded and the OTC came back and said they could not fund both projects and asked JPACT to prioritize which project it wanted to see funded with OTIA bond funds. He reminded that Committee that had they chosen to vote at the last meeting, then one project would've lost and one project would've won. It would've been a split vote and what JPACT has tried to foster

would've been lost. Instead, the JPACT Committee asked Metro staff to work with Clackamas County and ODOT and form a delegation to come up with a solution. Resolution 02-3151 is the solution. He stated that although JPACT hates to designate future money and tie their hands for the next MTIP process, in reality the way things worked out, it has probably saved MTIP money (through increases to the local matches on the two projects) and actually increased the amount of flexibility that will be there for the next MTIP process. He thanked all of the staff involved for coming up with the best solution given the constrained situation.

Fred Hansen stated that he was very complimentary of this group and the idea that a \$8 million gap was filled by half by additional local commitment is the piece that really is important.

Larry Haverkamp stated that he feels that the projects are worthwhile but he asked if the JPACT Committee took a vote earlier not to "bring money forward, not to use future MTIP money". Will that earlier vote need to be rescinded?

Mike Hogle stated that when this group approved the original bond list in November, there was a list of other candidate projects, which included Powell Boulevard. An issue came up and it was asked if JPACT wanted to identify any priorities for future MTIP funding. It was discussed but was never voted on.

Larry Haverkamp stated that he thought it had come to a vote.

Fred Hansen stated that it was his addition to the amendment of the resolution and what it dealt with was only as they were going through the debate of those projects that were going to be within the \$78 million. His discussion was only situated around the \$78 million and not as broad as the whole processes.

Rod Monroe stated that this motion would overturn or modify that earlier vote.

Maria Rojo de Steffey asked if additional funding sources are located then who would get reimbursed first.

Dave Williams stated that the agreement on the table is that if additional funding sources are located then all four parties will have their share equally reduced. In other words, it will be split four ways.

Rod Park wanted to clarify that JPACT is voting for a specific amount of money and not for the projects themselves. If they go over budget then the projects will have to compete for future MTIP allocations.

Roy Rogers stated he has the same issue and is equally concerned with these projects going over budget and coming back for more allocations. What will the process be if they do indeed go over budget and how confident are they with their numbers.

Mike Hogle stated that previously when an estimate of cost was given for the MTIP process, if a project went above that then it had to be filled either by the sponsor of the project or they had to compete again for MTIP dollars

Roy Rogers stated that the answer provided by Mike was comforting but is still wondering how confident the project sponsors are with their estimates. He asked if JPACT was likely to see these projects back with additional funding requests.

Bill Kennemer stated that he feels they have firm numbers. He recognizes that construction is a long ways down the road but has confidence with the contract and the numbers.

Charlotte Lehan also stated that she was confident with their numbers and is comfortable with going forward

Bill Kennemer stated that it a question has been brought up whether or not these are regional projects. One of the processes that is occurring and he has already complained about it is that they are creating a process to manage growth. He stated that these are growth-related projects. He stated that he feels it is regional and if JPACT could promise him growth would go somewhere else then he would withdraw his projects. The other discussion occurring is earmarking and that makes him uncomfortable. A point that needs to be added when talking about earmarking and compromises is in challenging the rest of the region to match their 53% match on both projects. He stated that if more local jurisdictions could match more then there would be more MTIP/STIP money available for additional projects.

Charlotte Lehan took the opportunity to thank Andy Cotugno and Mike Hoglund for their hard work.

ACTION TAKEN: The vote on Motion #2 to approve Resolution 02-3151 was passed unanimously.

VI. I-5 TRANSPORTATION

Kate Deane stated that the JPACT Committee has received copies of the Working Draft Recommendations and the I-5 Task Force were anxious to receive any input or comments. She stated that the Task Force is expected to revise and adopt the working draft recommendations in February and the final recommendations would be ready June 2002.

Chair Monroe stated that there is a Bi-state meeting on January 24, 2002. Any comments on the "Working Draft Recommendations" could be provided there.

Chair Monroe stated that on the next agenda, JPACT will be looking at the ALF/CIO gas tax proposal.

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

Respectfully submitted,

Renée Castilla,
Recorder