

MEETING REPORT

DATE OF MEETING: February 10, 2000

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Jon Kvistad, Chair, and Rod Monroe and Ed Washington, Metro Council; Jim Kight, Cities of Multnomah County; Dave Lohman, Port of Portland; Kay Van Sichel, Oregon Department of Transportation (ODOT); Annette Liebe, Oregon Department of Environmental Quality (DEQ); Don Wagner, Washington State Department of Transportation (WSDOT); Craig Pridemore, Clark County; Royce Pollard, City of Vancouver; Karl Rohde, Cities of Clackamas County; Charlie Hales, City of Portland; Roy Rogers, Washington County; Sharron Kelley, Multnomah County; Rob Drake, Cities of Washington County; Bill Kennemer, Clackamas County; Bob Stacey, Tri-Met.

Guests: Judy Edwards, Westside Transportation Alliance; Dan Kaempff, Tualatin TMA; Rick Williams, Lloyd District TMA; Scott L. Rice, City of Cornelius; Kate Deane and Dave Williams, ODOT; Ron Bergman, Clark County; Dean Lookingbill, RTC; John Rosenberger, Tom Brian, Gregg Leion and Kathy Lehtola, Washington County; Deb Wallace, C-TRAN; Christel Mantel, Student; Harold Lasley and Beckie Lee, Multnomah County; Jessica Hamilton, Representative Wu's office; Steve Dotterer, Elsa Coleman, Crysttal Atkins, Marc Zolton and Cynthia Thompson, City of Portland; Ron Papsdorf and Chris Lassen, City of Gresham; Don Odermott, City of Hillsboro; Bernie Bottomly and Tony Mendoza, Tri-Met; Paul Silver and Charlotte Lehan, City of Wilsonville; Rob Kappa, City of Milwaukie; Rebecca Thomas, Senator Smith's office;

STAFF: Andy Cotugno, Richard Brandman, Mike Hoglund, Ross Roberts, Bill Barber, and Rooney Barker.

MEDIA: Joe Rose, The Oregonian

SUMMARY:

The meeting was called to order and Vice-Chair Rod Monroe declared a quorum.

MEETING REPORT:

The meeting report of January 13, 2000, was unanimously approved, with one correction on page 3: in the second paragraph, where Councilor Rohde commented on traffic congestion going into the South Corridor, the last four words of that paragraph (“or however it’s decided”) are deleted as he did not say them.

FEDERAL PRIORITIES POSITION PAPER:

Mr. Cotugno explained that the committee received Draft #7 of the position paper and they now had before them the latest version, Draft #11. He pointed out the changes that had been made from the last time the committee reviewed the memo. What the region is trying to accomplish is three transit projects at the same time as the first priority without saying which goes first. This is an aggressive position, he said, but he believes that is a strategy that will work, and that this approach is one that says we’re looking for multi-year funding.

At this point (7:47 a.m.), Chair Kvistad came into the meeting and Councilor Monroe turned the meeting over to him.

Mr. Cotugno pointed out in Draft #11 that the underscored text reflected Clackamas County’s suggested revisions, the large boldface type reflected modifications requested by Washington County, and the normal sized boldface type on the last page were additions requested by C-TRAN.

He briefly reviewed the revisions/modifications. The first paragraph, High-Capacity Transit, is intended to provide the framework to advance the three projects at the same time. He said there has not been agreement yet on the proposed changes. On Page 2, there was no disagreement on the Interstate MAX section, and minor changes in the South Corridor Transit Improvement Program section. On the top of page 3, there was a request regarding Tri-Met providing equipment; Tri-Met already has committed to this so there is no need to include it. The recommendation is that it’s not a federal issue and should not affect the discussion. On the bottom of page 3, Mr. Cotugno continued, under Commuter Rail, is the Clackamas County recommendation to limit the time period. The requested amendment on the top of page 4 had been subsequently requested to be pulled.

An area of concern, he said, is how much latitude does this committee say it’s heading for (bottom of page 3), and there is disagreement in the opening paragraph on page 1. Before turning the discussion over to the Clackamas and Washington County representatives, Mr. Cotugno said this paper had been first discussed in November, and that by using an aggressive approach it was important to present a unified front in D.C. If the region isn’t prepared to communicate consistent and solid support of a unified position to our delegation, a split position should not be submitted.

Councilor Washington requested a short recess to talk to the representatives from Clackamas and Washington counties. After a 15 minutes recess, the committee reconvened and moved on to the next agenda item.

TRANSPORTATION MANAGEMENT ASSOCIATIONS (TMAs):

Mr. Cotugno welcomed the three TMA representatives, saying he had scheduled these TMA briefings because further work needs to be done on what the region is trying to accomplish with TMAs, and that expectations need to be defined in order to judge what's working and what's not working. The presentations were made by Judy Edwards of the Westside Transportation Alliance, Dan Kaempff of the Tualatin TMA, and Rick Williams of the Lloyd District TMA, and each had a handout for the committee.

Mayor Drake told Rick Williams he was doing a great job, and that when Beaverton helped to get the Westside TMA started, they used the Lloyd District TMA as a model. He asked Mr. Williams to explain the PASSPort program to the committee; Mr. Williams explained that it's a partnership program, a Business Improvement District, that raises about \$200,000 to \$300,000 in the Lloyd District each year. Of that, \$75,000 is targeted for the TMA, \$50,000 is for Fareless Square, and the remainder is for a public safety program. It's a three-year fee and is renegotiated after the three years. Bob Stacey added that this is a great program, and a good expenditure of CMAQ dollars. It extends the reach of everything else Tri-Met does. It is such a great success story, he said. The committee agreed that further decisions are needed on what goals to set for TMAs, how to finance them, and whether to change the MTIP policy on funding TMAs.

The committee moved back to the Federal Priorities paper discussion.

Action taken: Councilor Washington moved, with a second by Councilor Monroe, to approve the substitute language in Draft #11.

In discussion, Commissioner Rogers said it was possible that Washington County's intentions had been misunderstood. He felt this body had been very effective and that Washington County's record on it has been good. They've supported projects elsewhere and sometimes have given up projects in order to do so, and have been a good regional partner. Washington County continues to support Clackamas County having the South project. The language in Draft #11 implies that there is a list of projects that would be advanced in the south, and he would like to see what they are. He said we all have regional needs and issues, no less and no more than Clackamas County, and he's still perplexed on what the Clackamas County projects are.

Commissioner Kennemer said Clackamas County agreed that this body has been effective by working together, and asked that the committee understand their perspective, that there were two Clackamas County cities represented at this meeting who were supportive of Commuter Rail and South Corridor transit. When the vote went against light rail in Clackamas County a while back, it caused a series of challenges. Their first priority had been the South Corridor, then Commuter Rail became a sidebar. It was a great idea. In November, JPACT listed the South Corridor as the highest priority; now it was in second place and a potential third project of equal importance

was bumping it down to third place. There had not been a discussion to change priorities; if that's what this committee wants to do, a discussion needs to take place, he said. This is a process issue. He said he didn't mean to be an obstructionist, but even the safeguards that are proposed in the first paragraph are not acceptable. It seemed fairly fundamental to him that the committee needed to keep its priorities or reprioritize. He continued that he wanted to cooperate, he wanted to see good things come out of this effort.

Councilor Rohde, hoping to inject a fresh perspective into the discussion, said that as a representative of the cities of Clackamas County, both Wilsonville and Milwaukie are also concerned about this issue. He said his view is that JPACT has an opportunity to advance a project that has substantial regional significance – Washington County has been able to move rapidly on the Commuter Rail program which puts them in line to jump at those dollars quicker than any of the other projects. Furthermore, he said, this would also be good for Clackamas County cities, if it's successful, moving people from Clackamas to Washington County. Assuming the first leg of the project is successful, he sees this as a very large benefit to Clackamas County. He does not agree that the issue of Clackamas County being pushed aside is valid. He said he was confident that every member at the table was committed to providing solutions to the South Corridor traffic.

Councilor Monroe said the normal way of thinking is to get one project funded, and then that reduces the likelihood of getting the next one funded because another region will have a leg up on us. That, however, is not how it works. We are viewed, he said, as the leading region in the nation as far as cooperation, and if we're going to continue to be that leading region, we must speak with one voice. The problem is not that we have too many projects, he said. The problem is that they're not all at the same level of readiness. IMAX is ready, it's first in line. Commuter Rail comes from a different pot of money, it will be ready soon. The South Corridor is a high priority, and it has been a high priority. There was a setback when the voters of Clackamas County and the City of Milwaukie decided they didn't want light rail, so other alternatives need to be devised to meet the very real transit needs there. It is a high priority but it's down the line in terms of readiness. This committee needs to go forward with a unified voice, he said, and they will have a very good chance of getting funding for all of the projects because D.C. wants to hold us up as the way to do things right. We cannot let nuances get in the way of getting these project done and getting the federal dollars to do them.

Commissioner Hales agreed with Councilor Monroe, adding that there are three reasons this body has continued to succeed in Washington, D.C. The first is that we have a record of being cohesive as a region; second is we have a transit agency with a record of building on time and on budget, and third is that the federal government loves us because we have the land use leverage on where we're going. He indicated that it's unfortunate that we wrangle over this language.

Dave Lohman, who previously worked on the staff of an appropriations committee, said each year when a bill came up, he would sit down with a small sheet of paper to go over the issues of that bill. He wasn't interested in regional politics and it frustrated him when he had to hear about

that. He said he would not have read a paper as long as the committee's Federal Priorities paper, nor would he have paid any attention to it. He urged the committee to be more succinct in its requests.

Mr. Stacey agreed with Mr. Lohman, and said there's a scenario in which all three of these great programs can move forward simultaneously and coherently. Tri-Met is ready to work on transit centers and park-and-rides in Milwaukie and at the Clackamas Town Center, is ready to work as part of the regional partnership on Commuter Rail, and Mr. Feeney is now working for Interstate MAX at the Appropriations Subcommittee in D.C. When this body starts to describe how they think one possible scenario will break or work out over the next three years in this paper, they've gone to too many pages, too many contingencies, too many scary what-ifs for two very key partners. He suggested that this paper focus on FY 2001 requests for the Interstate MAX appropriation, a statewide bus earmark so we have resources for these starter projects in the Clackamas Corridor, and the \$1 million for PE on Commuter Rail, and get rid of the future year information.

Kay Van Sickle concurred with and wanted to emphasize Mr. Lohman's and Mr. Stacey's very sound statements. This committee needs to go in with a focused approach, she said, with something that's clearly defined and states our priorities, or they won't listen. It's better for us as a region and it gives us the ability, as a group, to work out the other issues.

Commissioner Rogers said Washington County would be pleased to support Councilor Washington's motion, subject to amendment. Councilor Rohde said he, too, would support the motion, and he agreed with Mr. Lohman regarding verbally lobbying for the region's priorities. He said he concurred that the Congressional delegation won't read this letter.

Commissioner Kennemer said he that he felt uncertain about the request because there had been a progression of events that led to that. He agreed with Councilor Monroe's comment about wrangling over language, although he thought it was more significant than that. He had questions about this body's process. Mr. Stacey's concept of what are the things we do agree on was a good one. This body's success is based on what it agrees on. This has been JPACT's historic ability to function successfully as a regional example nationwide. At this point he said he was not prepared to move forward with the proposed language, that he felt it was not in his best interest, and he would be doing a disservice to his constituency if he supported it. He also felt it would do a disservice to the region if he did. He said a one-year solution, referred to by Mr. Stacey, would be agreeable to him. He could agree with, and felt the committee could agree with, the first year's appropriation of \$66 million going to IMAX. That was his first issue. His second issue was a concession – he could support framing FY 2001 transit appropriation and seek \$2 to \$5 million for the South Corridor through Section 5309 bus funding. He said he could live with that, although he wasn't thrilled about it. And finally, he would like to support the \$1 million in New Starts in PE for Commuter Rail. He reiterated that one of his main concerns was about this committee's process, but said he could support all three of those things, that would be his level of comfort.

Chair Kvistad recommended dropping all amendments on the three points, leaving only the original language under 1. High Capacity Transit. Commissioner Kennemer said to eliminate the first page. This was acceptable to Councilor Washington.

Mr. Cotugno rephrased the amendment under consideration for the record as being to adopt all of A. Interstate MAX, including all its bulleted points, and then adopt the first bullet under B. South Corridor Transit Improvement Program and the second bullet under C. Commuter Rail.

Commissioner Rogers said he could not agree, that he needed clarity on Commuter Rail.

Action taken: Commissioner Hales moved an amendment to Councilor Washington's original motion, with a second by Mr. Stacey, to eliminate all of page 1 from the Federal Priorities paper, with the understanding that the first two introductory sentences on page one be included. The motion passed, with one no vote from Commissioner Kennemer.

Action taken: Commissioner Kennemer moved, with a second by Council Washington, to approve item A. Interstate MAX (on page 2 of the Federal Priorities paper). The motion passed unanimously.

Action taken: Commissioner Kenner moved, with a second by Commissioner Pridemore, to approve the introduction for Item B. and the first bullet only (on page 2 of the Federal Priorities paper). The motion passed unanimously.

Action taken: Commissioner Rogers moved, with a second by Commissioner Kelley, to approve item C. Commuter Rail with the submitted substitute language for the fourth bullet.

In discussion, Commissioner Kennemer was concerned with the mention of the "under \$25 million" commitment in the introductory paragraph to this item. Mr. Stacey said if the focus is on a time period, it's limiting, and that the third and fourth bullets don't need to be said for this paper. For the sake of unity, he asked that these two bullets be dropped. Commissioner Rogers said the \$25 million is a clarifier and Washington County needs this. Ms. Van Sickle pointed out that that is identified in the lead sentence. The motion on this item was temporarily tabled while the committee moved on to the next item.

Action taken: Commissioner Kennemer moved, with a second by Mayor Drake, to approve Item 2. I-5 Trade Corridor, as submitted. The motion passed unanimously.

Action taken: Dave Lohman moved, with a second by Councilor Monroe, to adopt the original language in item 3. Columbia River Channel Deepening. In discussion, Mr. Lohman said this paper is not the appropriate place to be inserting regional political issues, and he thought it bad policy to recognize one advocacy group's concerns. The motion passed unanimously.

Moving back to item C. Commuter Rail, Commission Rogers amended his motion, with a second by Commissioner Kennemer, to amend the introductory paragraph to read: "The region is committed to pursuing the Washington County Commuter Rail project after planning and

environmental studies are complete under the streamlined provisions of the FTA New Starts Program for projects under \$25 million, as follows:” and then keep bullets one and two, and drop bullets 3 and 4. The motion passed unanimously.

Action taken: Commissioner Hales moved, with a second by Commissioner Kelley, to approve the remaining items 4. Through 12., as submitted, of the Federal Priorities paper. The motion passed unanimously.

Action taken: Councilor Monroe moved, with a second by Commissioner Hales, to approve items 13., 14., and 15. as submitted by C-TRAN. The motion passed unanimously.

Action taken: Mr. Stacey reminded Commissioner Kennemer that he had voted no on the amendment to the original motion on the Federal Priorities paper which was to eliminate all of page 1 from the Federal Priorities paper, with the understanding that the first two introductory sentences on page one be included. Commissioner Kennemer then amended his vote on that issue to yes.

FY 02-05 MTIP UPDATE and RTP UPDATE

The MTIP and RTP Updates were postponed to the March 2nd meeting. Chair Kvistad and Mr. Cotugno notified the committee that the March 10th JPACT meeting had been rescheduled to March 2nd due to a Washington, D.C., visit by some of its members.

There being no further business, the meeting was adjourned.

Respectfully submitted,

Rooney Barker
Recording Secretary