



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
February 14, 2013
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Carlotta Collette, Chair
Shirley Craddick
Nina DeConcini
Denny Doyle
Charlie Hales
Donna Jordan
Kathryn Harrington
Neil McFarlane
Diane McKeel
Roy Rogers
Paul Savas
Jason Tell
Don Wagner
Bill Wyatt

AFFILIATION

City of Vancouver
Metro Council
Metro Council
Oregon Department of Environmental Quality
City of Beaverton, representing Cities of Washington Co.
City of Portland
City of Lake Oswego, representing Cities of Clackamas Co.
Metro Council
TriMet
Multnomah County
Washington County
Clackamas County
Oregon Department of Transportation, Region 1
Washington State Department of Transportation
Port of Portland

MEMBERS EXCUSED

Shane Bemis
Steve Stuart

AFFILIATION

City of Gresham, representing Cities of Multnomah Co.
Clark County

ALTERNATES PRESENT

AFFILIATION

STAFF: Evan Landman, Kelsey Newell, Ted Leybold, Andy Cotugno, Ramona Perrault, Robin McArthur

1. CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS

Chair Carlotta Collette called the meeting to order at 7:33 A.M. and declared a quorum.

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS

Chair Collette updated the committee on the 2013 legislative session, the MTIP process and the RTP amendment process:

- There has been a special joint legislative committee appointed to address the I-5 replacement bridge project. HB 2800 addresses funding for the bridge, committing Oregon

to a \$450 million contribution. The plan is to find the funds to service the debt on these bonds in ODOT's existing \$2 billion budget; in the 2015 session, the legislature may make an effort to look for new revenues to cover these bonds and other projects. The joint committee held a long hearing on Monday, February 11; comments were divided. Another hearing is expected Monday, February 18. Legislators are considering a number of amendments, but it is not year clear how it will be amended.

- Several bills relating to ConnectOregon are being discussed. Rep. Tobias Read has a bill, HB 2310, which would provide \$100 million in funding to ConnectOregon; last year, that program was funded at the \$40 million level. SB 260 is also related to ConnectOregon, but has no sponsor or dollar figure attached to it yet. ConnectOregon PLUS has a bill, SB 247, which dedicates 9% of lottery proceeds to a multimodal transportation fund, and 9% to a new alternative transportation mode fund.
- SB 258 makes JTA funding from under-budget transportation projects available to for reallocation to other projects.
- HB 2453 establishes a VMT tax on high mileage vehicles. No hearing is scheduled yet. Mayor Charlie Hales noted that there is a preemption of local authority that is about to expire, and the danger of the legislature taking that authority should be kept in mind.
- The MTIP applications are all due March 15th, including all the various Regional Flexible Fund projects. Public comment will begin mid-May, and final recommendations will be back to JPACT and the Metro Council in September.
- Metro will open a 45-day public comment period on February 22nd on proposed amendments to the RTP. Amendments will be presented to JPACT April 4th, return for adoption May 9th, and then proceed to the Metro Council for final adoption. Next week likes will be sent to JPACT members for the list and online comment tool.

Mr. Jason Tell of ODOT provided an update on the Region 1 STIP, ODOT's 2016-18 capital budget process. So far, over 90 projects have been received, and the STIP selection committee is preparing for a meeting later in February which will select the 150% list. Participants have been asked to develop their lists in coordination with other local jurisdictions. The deadline for the 150% list is March 15th. Chair Collette has so far been very impressed with the coordination and level of respect in this process, and is confident that they will end up with a list that has regional cohesion and gets everyone a share.

Mr. Neil McFarlane presented on TriMet's long-term financial challenges and 2014 budget process. With no changes to the current labor contract, TriMet faces a \$19 million deficit in FY 2017, forecast to grow to \$200 million by 2030. The agency predicts a 70% reduction in service by 2025 if these conditions persist. Mr. McFarlane emphasized that medical coverage is the key determining factor of this problem, not debt related to light rail. The committee discussed whether it would be possible to raise new revenue for TriMet, but that is unlikely to happen until TriMet can demonstrate that every new taxpayer dollar will go to increase new service. Councilor Collette emphasized that growing transit is critical to making the region's transportation work in the future.

Metro Councilor Kathryn Harrington shared information on the TV Highway Corridor Plan. This plan identifies existing and future multimodal transportation needs in the TV Highway Corridor Area between the Hillsboro regional center and the Beaverton regional center. A policy group was convened comprised of representatives from six partner agencies and jurisdictions: Mayors Jerry Willey and Denny Doyle of Hillsboro and Beaverton, Rian Windsheimer of ODOT, Councilor Harrington, and Alan Lehto of TriMet. They met three times over the last year. On February 4th, the group reviewed the final draft proposal, focusing on a list of projects set for a 15 year timeframe. As the next step, the local jurisdictions will adopt the plan through their TSPs; simultaneously, JPACT and the Metro Council will entertain a resolution of acceptance, with RTP project changes to be completed with an RTP update in the fall.

Mayor Doyle updated the group on the 5 packages of possible projects adopted by the SW Corridor Steering Committee last week. These packages focus on transit, bicycle and pedestrian infrastructure tied to economic development in the corridor's cities. An extensive outreach plan is being developed, and they have received quite a lot of public input at the meetings so far.

Commissioner Diane McKeel shared updates on the East Metro Connections Plan. The partners in the plan applied for a grant to move 238th Avenue project to project development, and are optimistic about beginning construction this year.

4. CONSIDERATION OF THE MINUTE S FOR JAN. 10, 2012

Motion: Commissioner Paul Savas moved and Mayor Doyle seconded to adopt the minutes as corrected.

Result: With all in favor, motion passed.

5. Resolution No. 13-4412: Endorsing a Regional Position on Federal Transportation Policy - APPROVAL REQUESTED

Mr. Andy Cotugno of Metro presented on the region's federal transportation legislative priorities. There is no opportunity for earmarking or specific recommendations, so this is high level messaging. At JPACT on January 10th, members clarified that the main message is the land use-transportation connection, and the main message being taken to DC is that transportation is important that the federal government should view it as an investment that helps the federal deficit, not as deficit spending. It also urges the reaffirmation of the traditional 50/50 federal-state funding partnership on transportation investment, and asks for the federal government to pursue a VMT fee.

Members discussed the wording of the section of the resolution calling for a more robust source of transportation revenue. They suggested that the bullet points dealing with a carbon tax be edited to reflect the connection between the costs of the carbon tax and the benefits to society of using it to fund alternatives to carbon-intensive transportation.

Motion: Mayor Doyle moved and Councilor Harrington seconded to adopt the Regional Position on Federal Transportation Policy.

Result: With all in favor and two abstained (Savas, DeConcini), motion passed.

6. JPACT's Annual Washington, DC Trip – How to Present the Region – INFORMATION/DISCUSSION

Ms. Olivia Clark of TriMet provided information on the upcoming JPACT trip to Washington, DC. A detailed briefing will be held at Metro at 5 P.M. on February 25. On March 6th, trip participants will meet with members of Congress in the Capitol visitors' center, to be followed by a reception at the Capitol. On March 7th, meetings are scheduled with staff from the different divisions of USDOT.

7. Resolution No. 13-4413: Designation of Region's Special Needs Transit Funding Administrators – APPROVAL REQUESTED

Mr. Ted Leybold of Metro presented on Resolution 13-4413, recommending that the Governor designate TriMet as the administrative agency for Region 1 to distribute 5310 special needs transportation funds, and to contract directly with FTA to utilize them. TriMet has already come to an agreement with SMART to split those funds. ODOT's public transit division also funds special needs transportation through flexing surface transportation program funding and through a state cigarette tax. Historically, ODOT has worked with TriMet to dispense these funds in this region, and TriMet has a demonstrated institutional capacity to act as the designated recipient of special needs transportation funding

Members discussed how rural areas outside the UGB, such as Sandy or Canby, access these funds. The state runs a program through which transit agencies in rural jurisdictions can apply for funds, competing with other rural agencies.

Motion: Mr. Neil McFarlane moved and Councilor Harrington seconded to recommend that the governor designate TriMet as the recipient of 5310 federal special needs transportation funds.

Result: With all in favor and one abstained (DeConcini), motion passed.

8. Columbia River Crossing (CRC) Project Update – INFORMATION

Ms. Patricia McCaig and Ms. Heather Wills of the Columbia River Crossing (CRC) updated JPACT on the project and its prospects in the current legislative session. The CRC project includes the replacement of the Interstate 5 Bridge over the Columbia River as well as expansion and improvement to 7 interchanges. The existing bridges were built in 1917 and 1958, and are seismically vulnerable. Additionally, the current bridge carries \$40 billion of freight annually, and truck traffic is forecast to double in the next 25 years.

Right now, the project is in the permitting phase. The CRC has submitted an application to the Coast Guard stipulating a bridge height of 116 ft, which they expect to be approved. This proposed height reduces the number of river users impacted by the span to 4, from 54 at the previous lower height. Project sponsors have adopted a work plan to develop a community enhancement fund, and are evaluating models from across the US, with a proposal expected to be completed by June 2014.

A bill, HB 2800, is moving through the legislature to commit to the \$450 million Oregon share of the project budget, conditional on Washington's approval of funds and a number of other triggers to be met by September 30, 2013.

Members discussed the prospects for new revenue in the 2015 legislative session. Prior to the 2009 Jobs and Transportation Act, a conscious effort went in to developing a package that resulted in new funding. This session, that didn't happen. Ms. McCaig said that if the legislature does not find new money in 2015, transportation projects statewide will be impacted by this commitment; it has yet to be seen whether this is idle chatter or a real commitment to find funding in 2015. Mr. Bill Wyatt expressed his hope that this would be a meaningful effort. The CRC has the potential to be an organizing principal for a transportation funding package, because without new revenue state funding for other projects could be jeopardized.

JPACT members considered the recent changes to the Clark Co. Commission, as well as the resolution to spend no Clark Co. money on the CRC project. Clark Co. is not required to fund the project in any way. Mr. Jack Burkman of the City of Vancouver affirmed that the Vancouver council is behind the process and acknowledges that light rail is required in the project.

The bill moving through the legislature does not specify the source of Oregon's \$450 million commitment. Members noted the importance of carrying the message of the CRC as a statewide project, so that ODOT region 1 does not have to absorb most of the burden of funding.

Mr. Don Wagner described the 17-year timeline of the project from its conception to today. Momentum for the project has ebbed and flowed, but Mr. Wagner mentioned that he had confidence from other megaprojects that this can be built.

9. ADJOURN

Chair Collette adjourned the meeting at 9:04 A.M.

Respectfully submitted,



Evan Landman
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY 10, 2012

The following have been included as part of the official public record:

ITEM	Document type	Doc Date	Document Description	Document No.
3.0	Handout	N/A	The State of TriMet: Contract Reform Needed to Fund Service	021413j-01
3.0	Handout	N/A	TriMet Annual Report 2012-2013	021413j-02
5.0	Resolution	2/14/13	Resolution No. 13-4412	021413j-03
7.0	Resolution	2/14/13	Resolution No. 13-4413	021413j-04
8.0	Powerpoint	2/14/13	I-5 Bridge Replacement Project	021413j-05