



METRO

**JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
FINANCE COMMITTEE**

May 26, 2005

I. WELCOME AND INTRODUCTIONS

Chair Rod Park called the meeting to order and welcomed the members present, which included:

JPACT MEMBERS

Chair Rod Park	Metro Council
Chair of JPACT, Rex Burkholder	Metro Council
Rob Drake	Mayor, City of Beaverton
Matt Garrett	Oregon Department of Transportation (ODOT)
Fred Hansen	TriMet
Bill Kennemer	Clackamas County
Bill Wyatt	Port of Portland

ALTERNATES

Susie Lahsene	Port of Portland
Jay Waldron	Port of Portland

GUESTS

Richard Brandman	Metro – Planning Department
Kathy Busse	Washington County
Olivia Clark	TriMet
Andy Cotugno	Metro – Planning Department
Danielle Cowan	City of Wilsonville
Mark Garrity	WSDOT
Marion Haynes	Portland Business Alliance
Dennis Mulvihill	Washington County
Sharon Nasset	ETA
Ron Papsdorf	City of Gresham
John Rist	Clackamas County
Kathryn Schutte	Metro – Council Office
Joyce Storms	City of Beaverton
Jason Tell	ODOT
Randy Tucker	Metro – Public Affairs
Mark Turpel	Metro – Planning Department
Cameron Vaughan-Tyler	Portland Business Alliance
Deb Wallace	Washington State Representative
Laurel Wentworth	City of Portland

I. MEETING SUMMARY APPROVAL

Councilor Park called for changes/additions/corrections to the meeting summary from the May 26, 2005 meeting. Hearing none, the meeting summary was accepted as presented.

II. LEGISLATIVE UPDATE

Randy Tucker presented a draft information piece outlining the Portland metropolitan transportation challenges. Richard Brandman suggested that perhaps another information piece could be created to address the statewide transportation issues.

Randy updated the committee on HB 3415, which would dedicate any unneeded OTIA III bridge repair money to projects of statewide significance and freight projects. HB 3415 passed in the House overwhelmingly and has been referred to the Senate Rules Committee.

Randy provided copies of two letters sent from JPACT to the Legislature on May 18th. One letter showed support for and made recommendations on SB 71 (ConnectOregon). The other letter urged the Legislature to focus on the interim on developing a long-term transportation funding agenda and expressing support for HB 3415.

III. REAUTHORIZATION UPDATE

Olivia Clark provided a reauthorization update. The House passed a 30-day extension of TEA-21 by voice vote May 25th, in attempts to give conferees more time to develop a compromise bill. The Senate must vote to pass the extension before the end of the week. Once the Senate vote occurs, the seventh extension of TEA-21 will begin.

Andy Cotugno presented a draft letter to the Portland Metro-area Congressional Delegation outlining a short-list of key issues for the Portland region. Councilor Rex Burkholder added that the letter would not be reviewed by JPACT due to timing issues. The committee agreed to send the letter to the Oregon Delegation with an additional comment thanking them for their work to date.

IV. PBA STUDY UPDATE

Metro, local governments and the Portland Business Alliance are partners in this study that will assess the cost of congestion to the Portland regional economy, particularly as it affects commuters, freight activities and business competitiveness. Furthermore, the study will provide a better understanding of the relationship between transportation infrastructure investments and economic vitality. Richard commented that interviews are currently being conducted, analysis is underway, and the report is expected to be complete by August.

V. WASHINGTON LEGISLATIVE SUCCESS

Washington State Representative Deb Wallace spoke to the committee on the efforts involved in passing State Bill 6103.

SB 6103 will raise \$8.5 billion over 16 years, with a 9½ cent gas tax increase phased in over 4 years. This landmark measure is the largest transportation funding measure in Washington state's history. In addition to the 9½ cent increase in the gas tax, the measure raises or imposes weight fees on all vehicles for the first time. The funds from this source are not restricted for highways and \$800 million of the projected revenue is provided to public transit over the next seven biennia.

Representative Wallace acknowledged several key elements that lead to successfully passing SB 6103:

- Creation of the "right" project list (with projects on both sides of the state)
- Active support from the business community and AAA
- Support from the public

Committee members applauded Representative Wallace for her efforts and thanked her for attending the meeting.

VI. ADJOURN

There being no further business, Chair Rod Park adjourned the meeting at 9:15am.

Jessica Martin
Recording Secretary