

9-22-2005

Meeting Notes 2005-09-22 [Finance Committee]

Joint Policy Advisory Committee on Transportation

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METRO

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MEETING: JPACT Finance Committee
DATE: Thursday, September 22, 2005
TIME: 7:30 A.M. – 9:00 A.M.
PLACE: Conference Room 370 A & B, Metro Regional Center

1. Welcome and Introductions
2. Consideration of Meeting Summary from May 26, 2005 meeting
3. Oregon Legislature Debrief –
What happened; What it means; Initial next steps
4. SAFTEA-LU Update – Work ahead
5. RTP Update Framework
6. Projects of Statewide Significance – Costs vs. Revenue
7. Cost of Congestion Study Update
8. JPACT Finance Committee Fall Workplan
9. Adjourn



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**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

Metro Area State Highway Projects Costs and Funding Strategy

Projects of Statewide Significance	Project Costs	Funding Available	Shortfall
I-5 North			
<i>I-5: Victory Blvd - Lombard</i>			
Environmental/PE	\$6,000,000	\$6,000,000	\$0
ROW	\$1,800,000	\$1,800,000	\$0
Construction	\$55,100,000	\$16,200,000	\$38,900,000
<i>I-5: Columbia River Crossing</i>			
Environmental/PE	\$74,000,000	\$25,600,000	\$48,400,000
ROW			
Construction	\$1,200,000,000		\$1,200,000,000
Sunrise Corridor: Unit 1			
Environmental/PE	\$5,000,000	\$3,869,000	\$1,131,000
ROW			
Construction	\$300,000,000	\$38,000,000	\$262,000,000
99W/I-5 Connector			
Planning	\$2,500,000	\$2,500,000	\$0
Environmental/PE	\$15,000,000	\$12,000,000	\$3,000,000
ROW			
Construction	\$290,000,000	\$10,248,000	\$279,752,000
I-205			
Environmental/PE			
ROW			
Construction	\$260,000,000		\$260,000,000
I-405 Loop			
Environmental/PE	Not identified		
ROW	Not identified		
Construction	Not identified		

DRAFT

Date: September 22, 2005
To: JPACT Finance Committee
From: Randy Tucker, Metro Legislative Affairs
Re: Situation Analysis and Initial Strategy Discussion
Regarding Possible 2007 Funding Package

This memo is based on discussion among the lobbyists for Metro, TriMet, the Port of Portland, the City of Portland, and Washington County.

I. GOAL

- To gain new transportation funding for maintenance, operations, transit and freight mobility in the 2007 legislative session.

II. SITUATION ANALYSIS

A. STRENGTHS

- Track record of success in obtaining federal funding
- Substantiated need
- Region is economic engine of state and generates state revenues that exceed state spending
- Large regional legislative delegation
- Some support from other key legislators
- Headroom for transportation fees
- Legislators lauded (not pilloried) for OTIA and Connect Oregon
- Region supported both SB 71 (Connect Oregon) and HB 3415 (extra bridge funds for PSS)

B. WEAKNESSES

- No specific proposal
- No detailed, prioritized project list
- Supporting case not adequately developed.
- No regional economic strategy or strategic linkages with state economic development goals
- Lack of urgency among business community, public
- Money already in the pipeline from SAFETEA-LU, OTIA, Connect Oregon—further weakens sense of urgency
- No broad-based leadership

DRAFT

- Source of local match unknown
- “No new taxes” sentiment
- Anti-Portland attitude/rural-urban split among legislators
- Anti-transit bias

C. OPPORTUNITIES

- Connect Oregon implementation
- ODOT developing package
- Oregon Innovative Partnerships Program
- Gubernatorial election
- Interim legislative committees

D. THREATS

- ODOT director search
- Oregon Business Plan
- Washington package and referral
- Katrina and federal appropriations
- Election—candidates
- Election—ballot measures

II. SHORT-TERM ACTIONS

As discussed earlier this year, the overall strategy for moving a transportation funding agenda will involve research/education to make the case for action; building a coalition of supporters; working with the media; policy development; and ultimately direct advocacy with decision makers. The lobby recommends that in the short term we concentrate on the first two elements of this strategy, as follows:

- **Making the case:** The cost of congestion study that is currently under development will be the key document underlying our case for action and must be completed before most other activity can take place. The study will provide the substantive economic basis for future conversations with potential supporters, the media, and decision makers. Once it is complete, we can use its findings, as well as previously existing information, to prepare outreach materials.
- **Building support:** The lobby agrees that regional elected officials (e.g., JPACT) will need to be joined by a broader coalition of supporters in order to create critical mass behind an ambitious transportation funding agenda. Outreach should begin later this fall after the completion of the study and preparation of materials as noted above.

Clark County voters save transit budget

Election | C-Tran service would have been cut Sunday if a sales tax increase had not passed

By **BILL STEWART**
THE OREGONIAN

VANCOUVER — C-Tran's bus fleet will stay on the road, thanks to strong support from voters for an increase in the sales tax.

In unofficial final results, the transit district garnered more than two-thirds of the 56,300 ballots counted Tuesday. The vote averts deep service cuts scheduled to start Sunday.

The only votes uncounted in Clark County's first all-mail election are those still in the postal pipeline. Ballots postmarked by Tuesday will be counted as they arrive.

The 0.2 percentage-point increase — bringing the transit share of the sales tax to 0.5 percent — will raise \$9.4 million annually. C-Tran had expected about \$12 million from a 0.3 percentage-point increase in the sales tax that was voted down last year.

With the C-Tran victory and a recent Vancouver tax increase, the sales tax in much of the county will be 8.1 percent.

The bus system has been using its cash reserves to stay afloat since 2000, when the price of vehicle licenses dropped to \$30 annually. Previously there was an excise fee based on the value of cars and trucks, often in the hundreds of dollars for cars and even thousands for motor homes.

One of C-Tran's answers to its budget crunch has been to remove rural areas from its service district.

C-Tran spokesman Scott Peterson said removing the rural areas — where the bus system received the least support in the previous election — eliminated an estimated \$1 million annually in income. The district lost the sales tax from areas such as Amboy and Hockinson, as well as taxes on construction supplies delivered to the rural areas and some Internet purchases.

Even with the passage of the tax, it will take an estimated six months before state sales tax dollars start to flow back to Vancouver. C-Tran has budgeted a cushion to keep services at current levels until then.

Bill Stewart:
360-896-5722 or 503-294-5900;
billstewart@news.oregonian.com

JPACT Finance Committee
Draft Fall Workplan

October 27

- Cost of Congestion Study—Entire Meeting with Consultants

November 17 (The 24th is Thanksgiving)

- General Tolling Issues and Opportunities
- Transit Objectives—Costs vs. Revenue
- Ballot measure issues

December

- Organizing for next session and ballot measure



METRO

**JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
FINANCE COMMITTEE
SIGN - IN SHEET**

September 22, 2005

NAME	JURISDICTION	INITIALS
Councilor Rex Burkholder	Metro Council	
Councilor Rod Park	Metro Council	
Councilor Brian Newman	Metro Council	
Commissioner Sam Adams	City of Portland	<i>SA</i>
<i>Mayor Tom Potter</i>	<i>City of Portland</i>	
Mayor Rob Drake	City of Beaverton, representing Cities of Washington Co.	<i>Rob Drake</i>
<i>Mayor Lou Ogden</i>	<i>City of Tualatin, representing Cities of Washington Co.</i>	
Mr. Matthew Garrett	ODOT - Region 1	
<i>Mr. Jason Tell</i>	<i>ODOT - Region 1</i>	<i>LT</i>
Mr. Dick Pedersen	Oregon Dept. of Environmental Quality (DEQ)	
<i>Ms. Annette Liebe</i>	<i>Oregon Dept. of Environmental Quality (DEQ)</i>	
<i>Mr. Andy Ginsburg</i>	<i>Oregon Dept. of Environmental Quality (DEQ)</i>	
Mr. Fred Hansen	TriMet	
<i>Mr. Neil McFarlane</i>	<i>TriMet</i>	
Commissioner Bill Kennemer	Clackamas County	
<i>Commissioner Martha Schrader</i>	<i>Clackamas County</i>	
Mayor Paul Thalhoffer	City of Troutdale, representing Cities of Multnomah Co.	
<i>Mayor Charles Becker</i>	<i>City of Gresham, representing Cities of Multnomah Co.</i>	
Councilor Lynn Peterson	City of Lake Oswego, representing Cities of Clackamas Co.	<i>LJP</i>
<i>Mayor James Bernard</i>	<i>City of Milwaukie, representing Cities of Clackamas Co.</i>	
Mayor Royce Pollard	City of Vancouver	
<i>Mr. Dean Lookingbill</i>	<i>SW Washington RTC</i>	
Commissioner Roy Rogers	Washington County	
<i>Commissioner Tom Brian</i>	<i>Washington County</i>	
Commissioner Maria Rojo de Steffey	Multnomah County	
<i>Commissioner Lonnie Roberts</i>	<i>Multnomah County</i>	
Commissioner Steve Stuart	Clark County	
<i>Mr. Peter Capell</i>	<i>Clark County</i>	
Mr. Don Wagner	Washington State Dept. of Transportation (WSDOT)	
<i>Mr. Doug Ficco</i>	<i>Washington State Dept. of Transportation (WSDOT)</i>	
Mr. Bill Wyatt	Port of Portland	
<i>Ms. Susie Lahsene</i>	<i>Port of Portland</i>	<i>SL</i>
<i>Commissioner Jay Waldron</i>	<i>Port of Portland</i>	

