

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION  
Retreat  
February 2, 2004

**MEETING SUMMARY**

Chair Rod Park began the retreat at 7:36 a.m. and welcomed all attendees. He provided a brief historical account of JPACT and indicated that he would like to see the JPACT Retreat end with agreement on priorities for future JPACT meetings. He closed by introducing Michael Jordan, Chief Operating Officer, with Metro and indicated that Michael would be the acting Facilitator.

Michael Jordan accorded thanks to all for attending and then presented the JPACT Retreat agenda (included as part of the meeting record). He also said that he would like the retreat discussion to determine some "Bedrock Principles" for JPACT.

Andy Cotugno presented the 2004 Report to JPACT PowerPoint presentation (included as part of this meeting record). His presentation described the funding challenges to addressing regional transportation needs including:

- 1) Impact of growth will lead to increased population, vehicle use and freight movement which will equal congestion;
- 2) System performance without modifications will lead to a reduction of 24% in the average vehicle speed, an increase of 27% in the average travel time, an increase of 146% in miles of congested freeway and an increase of 310% in miles of congested arterials;
- 3) Vehicle hours of delay would increase 734% by 2020;
- 4) Impact on business in 2020 without modifications would result in increased costs for employees and freight, typical truck trips would take 11 minutes longer in 2020 and would make 3 fewer deliveries per day and would result in a decrease in reliability of travel times;
- 5) A view to the future: protecting reliability for commercial traffic is possible by maintaining off-peak mobility, addressing key choke points, tolerating some congestion during peak hours and providing "real-time" traffic information;
- 6) Priority projects by cost and category include transit capital projects - \$3.14 billion, bike and pedestrian - \$237 million, boulevard - \$166 million, highway/freight and road capacity - \$3.93 billion and other projects - \$111 million;
- 7) Funding challenges include increasing maintenance costs, facility expansion not keeping pace with growth, inflation decreases purchasing power and funding sources are static;
- 8) Effect of fuel efficiency and inflation on gas tax revenue shows a decrease of 1.3¢;
- 9) Oregon auto taxes are among lowest in nation;
- 10) 20-year funding need of \$7.6 billion and shortfall of \$4.40 billion; and
- 11) 2040 Growth Concept.

Michael Jordan asked for comments regarding the 2040 Growth Concept. Committee members noted the following planning issues:

- Define the fundamental principles that JPACT can agree upon to provide the basis for further work on the RTP, MTIP, lobbying priorities, etc.
- Provide analysis of Urban Growth Boundary decisions and processes.
- Determine what is working and not working with the Regional vision
- Determine the definition of "regional" projects and how best to address regional vs. local projects
- Address the lack of government structure to deal with multi-regional needs
- Link transportation and development strategies to unique partners, i.e. education community
- Determine effects of growth on other entities such as water districts, etc.
- Metro needs to be more responsible for UGB analysis resulting in expansions
- Importance of keeping air quality in attainment even as transportation and land use decisions grow
- 2040 plan relation to economy and freight and important to tie plans and priorities to the economy and jobs in order to address issue of increase freight movement
- Important to prioritize infrastructure and road maintenance
- Determine how to identify freight projects with the greatest economic significance to the region vs. those that are principally expanded capacity for auto travel that will simply lead to more auto congestion. Better understand freight generally
- Consider maximizing the use of Flex-funds on alternative modes; develop alternate highway funding sources to allow this commitment.

Tom Kloster presented a map detailing traffic counts around the Portland Metro region and further detailing Metro's sphere of influence.

The committee began to discuss the ACT question and listed items of importance to review including:

- Much about JPACT has worked well. Don't make organizational changes that lose these assets.
- Continue to evaluate the relationship between the Metro region and surrounding communities in terms of travel and economic interrelationships
- Continue to evaluate the relationship to surrounding communities and the affect of land use and transportation policies including Metro's sphere of influence and its effects on jurisdictions located outside of the UGB including expansion to the north
- Determine how best to address issue of satellite cities
- Important to have better conversations with the state
- Under the lead of ODOT and the OTC, initiate a dialogue with surrounding communities to evaluate how to coordinate mutual issues of interest
- Continue to consider the merits of adding business and/or interest group representation on JPACT. Incorporate business and the environmental community in the dialogue. DEQ is willing to have their membership be ex-officio to allow adding a business representative
- Consider a model with parallel responsibilities – JPACT business to be voted on by JPACT members, ACT business to be voted on by ACT members.

- Don't allow an organizational structure to develop that results in dueling priorities – one by the MPO and one by the ACT.
- Important to unify MPO and ACT priorities
- Bring specific proposals back to JPACT to vote up or down.
- ACTs are an effective communication tool between local community and legislature
- Form committee to study ACT option made up of JPACT, OTC, and Stakeholders remembering that diversity is important

Andy Cotugno presented Exhibits A and C of Resolution No. 04-3409 for federal reauthorization (included as part of the meeting record).

The committee reviewed and identified the following items:

- Determine role of elected officials, staff, business and citizens
- Determine priorities for infrastructure, whether located within the cities or in the outlying counties
- Discuss the JPACT and OTC disconnect
- Proceed with federal resolutions; add language indicating Mega-projects category is supported with the understanding there are increased revenues to accommodate the program without undue impact on formula programs; that the Mega-projects category is developed into a merit-based program with the same rigor as New Starts; that the Metropolitan Congestion Relief program is based upon increased revenue and not at the expense of formula programs.
- Develop a script for the federal visit prior to the dry-run JPACT meeting on February 23, listing speakers and topics. Limit the speakers to 3-5. Try to get appointments in a larger conference room.
- Schedule the requested meeting with Congressman Blumenauer.
- Important to have community backing for prioritized projects in addition to determining how to prioritize whether it is based upon the importance to the region or the likelihood of funding
- Important to include Clark County and Washington Delegates in the conversation
- Select examples of proposed projects that will resonate with the target audience

The committee paused for lunch and heard guest speaker Adam Davis summarize his findings regarding survey results and Focus Groups relating to the potential for a ballot measure.

Michael Jordan turned the agenda to the relationship between Metro, its regional partners and the State Legislature.

The committee members reviewed and identified the following items:

- Work with ODOT to determine how to fund the adopted regional highway priorities through a combination of federal earmarks, regular federal formula programs (through the STIP) and through the various OTIA categories.

- Work with ODOT to define how ODOT funds are suballocated throughout the state, the share that comes to Region 1 and whether the Region 1 share is fair.
- Open a dialogue with the OTC about funding suballocations.
- Plan a JPACT trip to Salem similar to the annual Washington D.C. trip
- Get clear support of all regional Representatives and Senators
- Important to coordinate with other groups (AOC, LOC, OTA, AAA, etc.)
- Give a clear message to the Governor and state legislature
- Determine a multi-session strategy
- Perhaps create a small task force to create an agenda; Metro to coordinate meetings to discuss strategy
- Important to provide outreach/education to legislative candidates and newly-electeds

Andy Cotugno presented the Transportation Investment Task Force information (included as part of the meeting record).

The committee reviewed and discussed a regional ballot measure and identified the following items:

- Return to JPACT with a work program that identifies time and resources required to develop a ballot measure in '06 or '08, which would include necessary outreach to select a program of projects (important to mobilize 18-34 year-old voters; it should include accountability, oversight and provide a stair-step approach as wells as clearly specifying benefits
- Continue to work in partnership with the private-sector members of the Transportation Investment Task Force.

Michael Jordan stated that the issues discussed and brought forward would need to continue to be aired. He suggested that additional retreats be planned.

Chair Rod Park accorded thanks to Metro staff and all JPACT members and guests present for their contributions. He further indicated that additional discussion would need to occur at each subsequent JPACT meeting in order to continue analyzing issues raised. He suggested the possibility of subcommittees in order to alleviate the number of issues left for the majority of the committee. He concluded that JPACT would continue to circle back on the issues until they were all adequately addressed.

## **CONCLUSIONS AND FOLLOW-UP ACTIONS**

### *Federal*

- A. Proceed with federal resolutions; add language indicating Mega-projects category is supported with the understanding there is increased revenues to accommodate the program without undue impact on formula programs; that the mega-projects category is developed into a merit-based program with the same rigor as New Starts; that the Metropolitan Congestion Relief program is based upon increased revenue and not at the expense of formula programs.

- B. Develop a script for the federal visit prior to the dry-run JPACT meeting on February 23, listing speakers and topics. Limit the speakers to 3-5. Try to get appointments in a larger conference room.
- C. Schedule the requested meeting with Congressman Blumenauer.

#### *State Legislature*

- A. Seek the assistance of the various government lobbyists to develop an approach to pursuing a state legislative program.
- B. Join in on-going efforts to put together a gas-tax package in support of operations & maintenance needs. Determine how to help advance the agenda. Work with ODOT, the Governor's office, Legislative leadership, AOC and LOC.
- C. Consider participating with an updated statewide Roads Finance Study.
- D. Determine the key JPACT priority to include in a state-funding package.
- E. Include in the strategy appropriate interface with Portland area legislative candidates before and after elections.
- F. Don't pursue changes to the formula that suballocates state funds to regions through the Legislature.

#### *ODOT*

- A. Work with ODOT to determine how to fund the adopted regional highway priorities through a combination of federal earmarks, regular federal formula programs (through the STIP) and through the various OTIA categories.
- B. Work with ODOT to define how ODOT funds are suballocated throughout the state, the share that comes to Region 1 and whether the Region 1 share is fair.
- C. Open a dialogue with the OTC about funding suballocations.

#### *Transportation Ballot Measure*

- A. Return to JPACT with a work program to develop a ballot measure in '06 or '08 that includes necessary outreach to select a program of projects.
- B. Continue to work in partnership with the private-sector members of the Transportation Investment Task Force.

### *JPACT organization and membership*

- A. Much about JPACT has worked well. Don't make organizational changes that lose these assets.
- B. Continue to evaluate the relationship between the Metro region and surrounding communities in terms of travel and economic interrelationships.
- C. Under the lead of ODOT and the OTC, initiate a dialogue with surrounding communities to evaluate how to coordinate mutual issues of interest.
- D. Continue to consider the merits of adding business and/or interest group representation on JPACT. Incorporate business and the environmental community in the dialogue. DEQ is willing to have their membership be ex-officio to allow adding a business representative.
- E. Consider a model with parallel responsibilities – JPACT business to be voted on by JPACT members, ACT business to be voted on by ACT members.
- F. Don't allow an organizational structure to develop that results in dueling priorities – one by the MPO and one by the ACT.
- G. ???Bring specific proposals back to JPACT to vote up or down.

### *Planning Issues*

- A. Define the fundamental principles that JPACT can agree upon to provide the basis for further work on the RTP, MTIP, lobbying priorities, etc.
- B. Tie our plans and priorities to the economy and jobs.
- C. Continue to evaluate the relationship to surrounding communities and the affect of land use and transportation policies.
- C. Determine how to identify freight projects with the greatest economic significance to the region vs. those that are principally expanded capacity for auto travel that will simply lead to more auto congestion. Better understand freight generally.
- D. Consider setting a higher standard for air quality than the minimum federal standard.
- E. Consider maximizing the use of Flex-funds on alternative modes; develop alternate highway funding sources to allow this commitment.