

MEETING REPORT

DATE OF MEETING: September 10, 1998

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

PERSONS ATTENDING: Members: Chair Ed Washington and Susan McLain, Metro Council; Linda Peters (alt.), Washington County; Sharron Kelley, Multnomah County; Karl Rohde, Cities of Clackamas County; Bob Stacey (alt.), Tri-Met; Greg Green (alt.), DEQ; Rob Drake, Cities of Washington County; Dave Williams (alt.), ODOT; and Don Wagner, WSDOT

Guests: Lou Ogden (JPACT alt.), Mayor of Tualatin; Brian Finneran, DEQ; John Rosenberger, Washington County; Rod Sandoz, Clackamas County; Steve Dotterer, City of Portland; G.B. Arrington, Tri-Met; Gary Katsion, Kittelson & Associates, Inc.; Susan Lee, Multnomah County; and Rod Park, Metro Council-Elect

Staff: Andy Cotugno, Mike Hoglund, Rich Ledbetter, Chris Deffebach and Lois Kaplan, Recording Secretary

SUMMARY:

The meeting was called to order and a quorum declared by Chair Ed Washington.

ANNOUNCEMENTS

Andy Cotugno announced that Washington County was presenting an overview of TEA-21 via satellite broadcast on Wednesday, September 23, between 10:00 a.m. and 12:00 noon at the Washington County Public Services Building in Hillsboro. The event is sponsored by the National Association of Counties and is being broadcast from Washington, D.C. A flyer was distributed relating to the event.

Another TEA-21 outreach meeting is scheduled on Monday, September 14, at the Ramada Plaza Hotel, 1441 NE Second Avenue in Portland. The U.S. Department of Transportation is sponsoring these listening sessions across the country to provide information on how to implement transit portions of the program. Registration packets were distributed at the JPACT meeting. Andy encouraged JPACT members to take advantage of this opportunity for involvement.

Andy announced that the JPACT freight tour will take place on Thursday, September 24, between the hours of 7:30 a.m. and 1:00 p.m. The tour will incorporate movement of raw materials (Reser's Food Processing), a tour of warehousing/distribution facilities, a retail outlet (supermarket), including loading docks, and lunch at Terminal 6.

Councilor McLain asked whether the itinerary had been developed so that JPACT members could join the group at different points of the tour. Andy indicated that it would be possible as the travel times become more certain.

Andy cited the need to schedule a JPACT Finance Committee meeting. He felt that a two-hour session was needed to discuss upcoming legislation, the STIP process, and to better understand what ODOT is doing to finance the RTP. Councilor McLain noted that there's an MPAC subcommittee, chaired by Commissioner Hammerstad, that would like to connect with JPACT on the transportation elements and suggested that it might be appropriate for a few members from that subcommittee to be included at the JPACT Finance Committee meeting along with support staff. Andy indicated he would contact Mark Turpel of Growth Management staff.

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Mayor Drake moved, seconded by Commissioner Kelley, to approve the August 13, 1998 JPACT meeting report as submitted. The motion PASSED unanimously.

RESOLUTION NO. 98-2676 - ESTABLISHING A POLICY BASIS AND FUNDING STRATEGY FOR TRANSPORTATION MANAGEMENT ASSOCIATIONS (TMAs) FOR THE MTIP/STIP DEVELOPMENT PROCESS

Andy Cotugno explained that this resolution would adopt a policy framework and strategy for review of funding allocations and implementation of Transportation Management Association proposals through the MTIP/STIP development process. It establishes two stages of TMA development and screening criteria for review of the proposals and places the responsibility for the initial review with TPAC's Transportation Demand Management Subcommittee.

Andy spoke of the differences in responsibilities among TMAs and the research conducted on TMAs around the country. The typical experience has been that they are generally successful when given a clear mission.

The TMAs should be considered in two steps: the exploratory stage, which is to develop the program and define the mission of activities and ensure buy-in; and the operational stage, which

focuses on implementation. Andy clarified that the STIP funds are intended to be seed money for start-up purposes. The exploratory stage includes up to \$35,000 for needs analysis. The total for operations is based on a three-year, phased-down approach, with some agency involvement needed. One-third to one-half of public sector participation is generally needed for continued TMA operations beyond three years. The STIP funds are not available for continued operating costs. In that connection, Councilor Rohde questioned whether the sentence on page 3 of Exhibit A to the resolution, which read as follows, should be omitted:

"Allocation of regional funds would be dependent upon re-application for funding through the MTIP/STIP process."

Upon learning that the statement did not apply, Committee members agreed that the sentence should be deleted from the text.

It was noted that *Transit Choices for Livability* identified the potential for as many as 25 Transportation Management Associations around the region. Andy explained that, during the upcoming MTIP/STIP process, JPACT would decide how much money should be set aside for TMAs. If a particular area applies for TMA funds, the request would be set aside until after the STIP allocation process has concluded. Specific TMAs would be recommended as part of a separate process next year and brought to JPACT for review and approval. The STIP is updated every two years and the TMA program would be re-evaluated at that time.

Bob Stacey agreed that there's need for a policy structure for the TMA program. He commented on Tri-Met's relationship with the TMAs and the success experienced in Tualatin and the Lloyd District area in providing effective shifts in the work force. Getting people out of the single-occupant vehicle to a range of choices is an indication of what can happen. This would set a framework on how we would respond in the future. Bob suggested that the committee think of \$142,500 as a base for the TMAs.

It was clarified that the CMAQ funds plus the local match allow the TMA project to get started. Mayor Ogden asked whether there are other sources of funds that could be programmed in as an ongoing source of regional funding. Andy noted that there is no federal funding for that operating support other than the gas tax and Tri-Met's operating funds. Mayor Ogden felt that Tri-Met was doing a great job in subsidizing TMAs and that the vanpool program provides great leverage for TMAs. He expressed concern about the funds being a flat amount and asked whether there should be flexibility in the program based on size.

Tri-Met is proposing to administer these funds which are reflected in its Transportation Demand Management program. This

proposal would allocate \$142,500 over a three-year period. This program would be competing against bikes, transit and roads.

Councilor McLain felt that people should be aware of the fund limitations and questioned whether some locations should be prioritized over others. She noted that it should be regarded as start-up funds.

The process for funding TMAs will include review and recommendations by the regional TDM Subcommittee, approval through JPACT and the Metro Council, and program administration by Tri-Met. One of the requirements is that there be a sponsoring local government or business for a proposal. A discussion followed on the participation by employers in meeting the ECO Rule and the mandates it places on those employers. Andy Cotugno reported that TMAs across the country are most effective when they are targeted or focused on a specific location and a core set of issues.

Action Taken: Mayor Ogden moved, seconded by Councilor Rohde, to recommend approval of Resolution No. 98-2676, establishing a policy basis and funding strategy for Transportation Management Associations (TMAs) for the MTIP/STIP development process. The following sentence shall be omitted from the third paragraph on Page 3, Exhibit A, which read as follows: ~~Allocation of regional funds would be dependent upon re-application for funding through the MTIP/STIP process.~~ The motion PASSED unanimously.

Chair Washington felt it would be appropriate to have a presentation and discussion on TDM activities at a future JPACT meeting.

2000-2003 MTIP/STIP: FUNDING TARGETS AND PROJECT SOLICITATION

Copies of the 2000-2003 MTIP/STIP solicitation package were included in the agenda packet. Andy explained that the solicitation document was sent out for project nominations. October 16 is the submittal deadline. Andy noted that we now have a clear fix on the dollar amounts.

Table 1, depicting past decisions, resources available, and new funds to allocate, was reviewed. Andy cited the need to program the \$69 m./\$25 m. of TEA-21 funds. He also noted that the funds are overprogrammed to recognize that there is some slippage of projects. The earmarked projects will get 90 percent of the funding. If the remaining 10 percent was assigned, it would come out of the total pot and take away from another project.

It was clarified that this would apply to the fiscally constrained RTP and TIP. Mayor Ogden asked whether JPACT has the ability to reach into regional funds to provide the local match.

Andy responded that federal funds must be matched by a non-federal local source. A discussion on CMAQ and STP funds followed. All freeway-related projects will be ODOT-sponsored, ensuring that the jurisdictions work through ODOT.

In explaining the difference between the Lovejoy ramp and the Broadway Bridge project, Steve Dotterrer, City of Portland staff, noted that the Lovejoy ramp is from Broadway westward and is for the purpose of removing the existing ramp and extending it to 14th. Susan Lee, Multnomah County staff, noted the Broadway Bridge project entails maintenance of the bridge itself. The Broadway Bridge paint job would cost approximately \$30 million.

PORTLAND AREA AIR QUALITY UPDATE

Brian Finneran of DEQ distributed updated versions of attainment dates and standards relating to ozone emissions for the Portland metropolitan area. He reported on the ozone levels experienced this summer, the Clean Air Action days and the fact that the standards are changing.

Brian provided background information dating back to March 1978 relating to the history of ozone emissions in the Portland airshed and reviewed the revised EPA ozone standards. He noted that EPA's standard has changed from a one-hour standard at the highest level of 0.12 ppm, allowing no more than three exceedances per three-year period, to a new eight-hour standard of 0.08 ppm averaged over three years. The change will involve looking at the fourth highest level each year and averaging it out over the three-year period. In July 2000, EPA will make new non-attainment designations based on 1997-99 monitoring data.

Monitoring of the ozone levels at the Carus (Clackamas County) site was reviewed. Brian noted that the change in EPA standard is less stringent and that EPA will be looking at the 1997 through 1999 data for air quality compliance. DEQ analysis indicates that the Portland airshed would meet the standard based on an historical review of fourth-highest ozone readings.

It was learned that Carus was picked as an appropriate monitoring site because the predominant windflow is out of the north. The Carus site is located south of Portland and south of Oregon City. Greg Green noted that trends indicate that some exceedances now occur during weekend activity in view of automobile use, barbecues, and lawn mowers. Under the current standard for ozone, if there are more than two exceedances a year, Phase I of the Contingency Plan kicks in. Greg indicated no decision has been made as to whether any additional strategies should be added to the Maintenance Plan.

A discussion followed on the consequences of being in nonattainment. Greg indicated that additional controls would be placed on industry and federal highway funds could be withheld. He noted that some of the strategies in the Maintenance Plan have not been implemented as yet. Greg commented that DEQ has established a public education program, reporting a rise of 5 percent in Tri-Met ridership on Clean Air Action days. He cited the need to be proactive and cautious.

It was reported that Salem and Medford have both exceeded the standard and that it is now a statewide problem. Surprisingly, business represents only 6 percent of the problem.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members