

MEETING REPORT

DATE OF MEETING: April 10, 1997

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

PERSONS ATTENDING: Members: Chair Jon Kvistad, Susan McLain and Ed Washington, Metro Council; Charlie Hales, City of Portland; Judie Hammerstad (alt.), Clackamas County; Dave Yaden (alt.), Tri-Met; Jim Kight, Cities in Multnomah County; Craig Lomnicki, Cities in Clackamas County; Don Wagner (alt.), ODOT; Dave Lohman (alt.), Port of Portland; Tanya Collier, Multnomah County; Dean Lookingbill (alt.), Southwest Washington RTC; Gerry Smith, WSDOT; and Roy Rogers, Washington County

Guests: Lisa Naito (JPACT alt.), Metro Council; Karl Rohde (JPACT alt.), City of Lake Oswego; Gary Katsion, Kittelson & Associates, Inc.; John Rist and Rod Sandoz, Clackamas County; John Rosenberger, Washington County; Ben Schonberger, Citizen; Manish Babla, David Evans & Associates; Scott Rice, City of Cornelius; Marc Zolton, Felicia Trader and Steve Dotterer, City of Portland; Meeky Blizzard, STOP; Dave Williams, ODOT; Susie Lahsene, Port of Portland; Peter Fry, Central Eastside Industrial Council; Kathy Busse, Multnomah County; Richard Ross, City of Gresham; and Howard Harris, DEQ

Staff: Mike Burton, Executive Officer; Andy Cotugno, Larry Shaw, Richard Brandman, Mike Hoglund, and Lois Kaplan, Secretary

MEDIA: Gordon Oliver, The Oregonian

SUMMARY:

The meeting was called to order and a quorum declared by Chair Jon Kvistad.

MEETING REPORT

Dave Lohman moved, seconded by Dave Yaden, to amend the sixth paragraph on Page 3 of the March 13, 1997 Meeting Report to read as follows:

"Dave Lohman ~~commented that~~ expressed appreciation for the inclusion of preliminary engineering funds for one freight mobility projects. He also commented that this is the third MTIP allocation the Port has received in a row in which projects primarily for freight mobility have received only nominal funding. ~~It~~ The freight (mobility) funding in this MTIP represents about 7 percent of the total allocation.
..."

The motion PASSED unanimously to amend the Meeting Report as noted.

LETTER TO LCDC REGARDING EVALUATION OF TRANSPORTATION PLANNING
RULE IMPLEMENTATION

Andy Cotugno highlighted the draft letter to LCDC commenting on the Parsons Brinckerhoff Quade & Douglas (PBQ&D) evaluation of the Transportation Planning Rule. He reviewed TPAC's proposed revisions to the draft recommendations, reflecting the action taken at its March 28 meeting.

Andy noted that the Transportation Planning Rule (TPR) was adopted about five years ago. Measures to reduce VMT/capita for 10 and 20 percent over the next 20 years and parking over the next 10-20 years are the proposed standards. The TPR requires that the standards and progress then be reviewed every five years.

Andy indicated there is support for a broader set of transportation performance measures beyond VMT and parking and they need to be taken into context of other planning objectives. He also cited the need for the consultant to recognize factual information conducted as part of Metro's 2040 and RTP planning. One of the major issues of the PBQ&D report is that the VMT standard would be reduced from 10 percent to 5 percent. TPAC's recommendation is that they not drop that standard but recognize that it may not be attained. There is need to demonstrate that progress is being made toward implementing strategies that will help you meet your goal rather than dropping the standard. Also being questioned is whether the road/congestion and parking pricing approaches are too aggressive.

The proposed letter to LCDC will be considered by MPAC in a few weeks.

Action Taken: Dave Yaden moved, seconded by Commissioner Collier, to accept the letter as written for forwarding to MPAC. The motion PASSED unanimously.

RESOLUTION NO. 97-2487 - RECOMMENDING A DEVELOPMENT PROGRAM FOR
ADOPTION BY THE OREGON TRANSPORTATION COMMISSION IN THE FY 98-
2001 STIP

Andy Cotugno explained that the construction component of the Metropolitan Transportation Improvement Program (MTIP)/State Transportation Improvement Program (STIP) was approved at the March 13 JPACT meeting. This action would approve the Development Program of the STIP and identifies projects in the Engineering or Environmental Impact Statement (EIS) phase to be considered for construction funding. Exhibit A defined the projects. Andy reviewed the two categories of funds for inclusion in the Development Program, highlighting the projects therein.

Also distributed at the meeting was Exhibit B to the resolution which reflects the Highway Preservation Program.

Andy explained that the Development Program funding level is constrained and the construction cost of the listed projects falls within what is anticipated to be available. He noted that the Tualatin-Sherwood Expressway project is not reflected in the target amount and would be funded out of the Infrastructure Account. He also clarified that the Sunrise project is intended as one project for development purposes but construction would be phased.

Don Wagner indicated that some work, similar to reconnaissance projects, may take place under the work plan budget rather than in the STIP. The Reconnaissance Section has been dropped but there will be ongoing activity for both Metro and ODOT planning projects. Discussion revealed that the bridge, preservation and safety projects are selected through technical rankings.

Exhibit B, relative to project descriptions/costs, was distributed at the meeting.

Action Taken: Don Wagner moved, seconded by Dave Yaden, to recommend approval of Resolution No. 97-2487, inclusive of Exhibit B, recommending a Development Program for adoption by the Oregon Transportation Commission in the FY 98-2001 STIP. The motion PASSED unanimously.

1997 LEGISLATIVE PRIORITIES

Andy Cotugno reviewed the proposed elements of House Bill 3163 as defined in a draft distributed at the meeting. He cited the importance of focusing on legislative review. Andy noted that two worksessions were held down in Salem that week and that a full mark-up of HB 3163 is being considered.

Elements being considered include a 3-cent gas/diesel tax increase for years 1998, 1999 and 2000; an increase in registration fees for cars/light trucks from \$15 to \$35 per year effective January 1, 1998; and a phased-in weight/mile tax increase in 1998, 1999 and 2000.

The three primary funding categories being discussed include 1) Operations, Maintenance and Preservation; 2) Modernization; and 3) Transportation Safety and Service (formerly the Access Fee).

Andy commented on the highly debated weight-mile/diesel issue which recognizes truck cost responsibility of 38.3 percent share of road damage and 15 percent for modernization. There was extensive discussion on a diesel tax substitute with replacement of a diesel/registration fee approach.

HB 3163 would provide ODOT with approximately \$230 million of bonding authority, with \$150 million of that total still available.

Dave Lohman reported that 90 percent of the jet fuel tax is collected at the Port of Portland.

With regard to the county local option registration fees, the discussion centered on pre-empting the existing authorities and the importance of local options.

Dave Yaden cited the merits of the Safety and Transportation Access fee and the need to communicate the significance to our delegation. The one cent for bonding is used only for projects of state significance. It is defined as a Modernization Program administered by the state. Commissioner Hales noted that projects on the STIP list are eligible for that funding if the region chooses to authorize that. Don Wagner felt that was the intent but didn't know the exact wording of the bill. He had heard no opposition regarding the bonding proposal. Dave Lohman clarified that the money can't be spent on local arterials.

Mike Burton noted that HB 3163 has neither come out of committee nor been marked up. Commissioner Hales emphasized the need to communicate with our delegation over this type of decisive action in the Legislature and to demonstrate our appreciation of Representative Montgomery's leadership in this effort.

Councilor Naito encouraged JPACT members to talk to their legislators who are normally supportive of this and to communicate our priorities to others.

Meeky Blizzard, representing STOP, distributed a handout from the Flexible Funding Coalition in support of the access fee for

flexible transportation funding. The Flexible Funding Coalition represents a diverse group of advocates from the business, government, transit agencies, ports, utilities and transportation community.

INTERSTATE BRIDGE CLOSURE

Gerry Smith reported on major repairs needed to the northbound Interstate Bridge. A crack in the lift span's trunnion shaft has developed that could cause a catastrophic failure if not repaired. ODOT is the lead on this and their engineers are working on the problem.

Gerry commented that the two-three week closure for the proposed bridge repair traffic revisions provide a potential future view for Clark County citizens to understand what traffic will be like in 10-15 years if the County doesn't take advantage of options such as light rail. It is proposed that, for 21 days, all traffic will be routed onto the southbound span, two lanes going southbound and the remaining lane northbound. The span in question is dated back to 1917 and repairs are slated for September or October of this year. A discussion followed on traffic impacts affecting both sides of the river. Gerry reported that a meeting was held with business people from Jantzen Beach and other affected areas to discuss the issue. The issue of whether to wait a year to get better bids is also being discussed. Engineering experts predict that the bridge will fail around the year 2007. The objective is to replace the shaft before 1999.

Don Wagner noted that ODOT has also had discussions with the shipping community to minimize any impact there might be on marine freight activity.

Discussion continued on the safety issue. Don Wagner indicated that ODOT doesn't want to delay the repair for another year. It is the intent to have the same carrying capacity for cargo and people. He cited the need for express services that are not in place today. Dean Lookingbill noted that, if they go ahead at this time, they will be setting new public policy with regard to use of carpooling and other measures. Councilor McLain felt this could serve as a catalyst to encourage people to seek other options of travel.

Gerry Smith reported that at least \$140 million will be spent on the bridges over time. He asked whether \$60-70 million should be spent to maintain two obsolete bridges or whether they should be replaced by new ones. Councilor Kvistad noted that we would be happy as a region to facilitate that direction. He felt this would be a quality opportunity to discuss other options in our Transportation Department. Andy Cotugno asked whether a contra-flow option is being considered and was assured that that option is being explored.

MID-WILLAMETTE VALLEY AREA COMMISSION ON TRANSPORTATION

Andy Cotugno reviewed the letter from Dave Bishop, ODOT's Manager of the Mid-Willamette Valley Area, extending a regional ex-officio appointment from JPACT to the Mid-Willamette Valley Area Commission on Transportation (MWACT). MWACT was formed in January 1997 to serve as an advisory group to the OTC with representation from regional transportation planning organizations in areas adjacent to the Mid-Willamette Valley area. Its intent is to foster good communication and coordination on transportation matters within Marion, Polk and Yamhill Counties and its neighbors.

Chair Kvistad asked whether any JPACT member was interested in participating on MWACT pending an appointment.

ANNOUNCEMENTS

Dave Lohman announced that a course on landside access for inter-modal facilities would be held on April 22-24. The course is sponsored by USDOT, the National Highway Institute and FHWA. Cost for the course at the Lloyd Center Red Lion is \$150.00 for the three days.

Commissioner Hales noted that the Regional Transportation Summit is scheduled the same week, will be held at Benson High School, and a good cross-section of citizens and staff have been invited. He encouraged attendance, noting that Jim Kuntsler will be the key speaker. A reception is being hosted the night before the summit at the Japanese Gardens.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members