

## MEETING REPORT

DATE OF MEETING: November 14, 1996

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

PERSONS ATTENDING: Members: Chair Rod Monroe and Don Morissette, Metro Council; Tanya Collier, Multnomah County; Grace Crunican, ODOT; Rob Drake, Cities in Washington County; Charlie Hales, City of Portland; Ed Lindquist, Clackamas County; Craig Lomnicki, Cities in Clackamas County; Greg Green (alt.), DEQ; Dean Lookingbill (alt.), Southwest Washington RTC; Roy Rogers, Washington County; Gerald Smith, WSDOT; Dave Lohman (alt.), Port of Portland; and Dave Yaden (alt.), Tri-Met

Guests: Mary Legry (JPACT alt.), WSDOT; Dick Feeney, Ron Higbee, G.B. Arrington, Bernie Bottomly, Mary Fetsch, Tom Markgraf, and Gerald Fox, Tri-Met; Bruce Warner (JPACT alt.), Don Wagner, Jason Tell, Dave Williams and Dan Layden, ODOT; Elsa Coleman, Kate Deane and Ellen Vanderslice, City of Portland; Kathy Lehtola, Washington County; Meeky Blizzard, Office of Congressman Earl Blumenauer; John Rist and Rod Sandoz, Clackamas County; Charles Stoudt, Pacific Region Group and Milwaukie Transportation Board; Chris Hagerbaumer, Oregon Environmental Council; John Magnano, WSDOT/ODOT High-Speed Rail; Robert Behnke, Citizen Against Transit Scams; Gary Katsion, Kittelson & Associates, Inc.; Kathy Busse, Multnomah County; Brian Chase, Portland State University; Howard Harris, DEQ; Jim Howell, AORTA; and Benjamin Schonberger, N.G.I.

Staff: Mike Burton, Executive Officer; Andy Cotugno, Richard Brandman, Mike Hoglund, Allison Dobbins, Pamela Peck, Carol Kelsey, Tim Raphael, Brad Higbee, Jeanna Cernazanu and Lois Kaplan, Secretary

MEDIA: Gordon Oliver, The Oregonian  
Bruce Solberg, Daily Journal of Commerce

**SUMMARY:**

The meeting was called to order and a quorum declared by Chair Rod Monroe.

**ANNOUNCEMENTS**

Chair Monroe announced that, because of the unknown impact of Ballot Measure 47, he was ordering that the regional transportation funding initiative (Agenda item No. 4) be referred back to the JPACT Finance Subcommittee until more information is available.

In addition, Rod noted that Ballot Measure 32 had passed and been supported in the Metro area for the third time in the last six years. However, the statewide vote did not carry. The South/North Steering Group will meet in early December to discuss the project's future, so he felt it would be inappropriate to speculate at this time on what the vote meant. He suggested letting the proper subcommittees and the Steering Group address the issue.

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Commissioner Lindquist moved, seconded by Dave Yaden, to approve the October 10, 1996 JPACT meeting report as submitted. The motion PASSED unanimously.

**OREGON TRANSPORTATION INITIATIVE**

Grace Crunican, ODOT Director, briefed the committee on the status of the Oregon Transportation Initiative (OTI). She spoke of the extensive outreach program to the citizens and business communities throughout the state, the ongoing work of the OTI and its leadership, the fact that transportation needs were identified and the citizens well informed, and the need to link up with travel needs. She felt that there are a large number of citizens and community leaders aware of the problems, citing "need and awareness" as the issues at hand.

Grace reported that five Regional Advisory Committees (RACs) and a Statewide Advisory Committee (SAC) were established during Phase 1 of the process. From each group evolved a series of recommendations which were reviewed and incorporated in a report produced by the SAC, dated July 12, 1996.

A summary outline of the process and timeline of Phases I, II and III of the Oregon Transportation Initiative was distributed. In

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review of the SAC report, Grace cited maintenance and preservation as the state's top funding priority. Other concentrations of effort relate to coordination and decision-making needs; decreasing VMT with respect to road and highway capacity management; travel behavior as it relates to road safety; access to Regional Centers; the need for local public transit; and freight movement.

During Phase II, efforts will focus on efficiency initiatives, preservation and maintenance of a "base system," livability and economic opportunity linkage, and streamlining and regionalizing of the decision-making process.

There will be four key working groups in place during Phase II: Base System, Livability and Regional Decision-Making, Efficiencies, and Funding Options. Grace indicated that Ed Balsiger, Chair of the Eastern Oregon Region Advisory Committee, encouraged ODOT to make a firm commitment to efficiencies and on the need for partnering. The Governor's concept was likened to the concept for medical care and educational support.

The road finance study had defined a package that reflected the base system and the investment the State of Oregon needs to make in the future. Funding is insufficient to cover those base needs and there is no base system for public transit. Decisions will have to be made on transit needs of the elderly and disabled versus fixed route needs.

The Livability Work Group will try to tie together a capital investment program fixed to a two-fund category process. The SAC will set some statewide standards to define capital investments and the criteria on which those investments should be based. As a result, people will need to get together regionally to determine how much money will be allocated to the various regions. Grace cited the need to set both regional and statewide criteria in order to look at tradeoffs.

In terms of efficiencies, an inventory of operation, preservation and maintenance needs should be reported by cities, counties and the state. If we have a base system, we need to have better reporting on what local government needs are.

Grace also reported on a number of pilot projects across the state which, if proven to be promising, would be evaluated to see whether they would work elsewhere.

The Funding Options Work Group has not concluded its process or formed its recommendations. Grace spoke of the state's relationship with its regions and those that have needs beyond the

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statewide averages. The state favors a local option fee that could be put in place.

A shift to a two-fund concept is being proposed. Operations, Preservation and Maintenance would serve as the fund for the base system and the Livability and Economic Opportunity (LEO) fund would serve Modernization needs and capacity expansion. The livability criteria and regional decision-making standards would be put in place. The Modernization funds should have sources of money oriented toward access. Capital investments would then be made based on regional criteria.

Commissioner Rogers asked whether 100 percent of the gas tax money could go into the Livability and Economic Opportunity fund. Grace felt that the outstanding issues are setting criteria for the two funds, how to accommodate growth in the Preservation Fund and how to promote growth of the base system funds. A safety net for counties also needs to be defined.

A discussion followed on the role of the gas tax and the total amount of state dollars involved. Concern arose over the high-growth counties, such as Clackamas and Washington Counties, dealing with an expansive base system. Committee members wanted to know how much of the gas tax will be available for expansion of the base system. Grace responded that the existing tax system needs to be indexed. The state currently "loses" one cent per gallon per year due to inflation. The proposed efficiencies would reduce needs by 1 percent. Grace indicated that no conclusion has been reached in terms of growth of the base system. She also cited the importance of indexing to enable the gas tax money to continue to grow.

Commissioner Hales spoke of a big capital deficiency and the need to make significant improvements to streets that support the 2040 Growth Concept. He encouraged applying gas taxes to those needs that help define livability. A discussion followed on the need for good access to Main Streets if the 2040 Growth Concept is to reach its potential. Toward that end, Commissioner Hales didn't feel it would be difficult to determine what streets should be prioritized for funding. He also noted that Title 6 of the *Functional Plan* refers to projects being prioritized based on mode split.

Grace pointed out the need to structure the Modernization fund so that a framework is provided, also noting the need for eligibility criteria.

Mayor Lomnicki commented that, as a region, we will be able to make our own decisions on the Modernization projects. The

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Maintenance and Preservation Fund will be distributed to cities, counties and the state and will be indexed. More will go to maintenance and preservation and some will go into the economic fund.

Grace felt there is still disagreement on the committee on conclusions to be reached about the base system. In addition to the regional and statewide criteria, committee members felt that funds should be set aside for a capital element in addition to that for preservation. There was general agreement that there are insufficient dollars available for those counties that are partially urbanized and partially non-urbanized, citing Washington and Clackamas Counties as examples. Concern was expressed over allocation at the regional level.

Commissioner Rogers spoke of the difficulty fast-growing counties are experiencing. In view of the passage of Ballot Measure 47, they will lose 33-34 cents on the dollar. While he supports the Governor's statewide effort, if Washington County sees that all their funds are going elsewhere, they will need to look for a local effort. He expressed concern over the shift between livability and operations and securing funding sources for the significant road and bridge problems.

Mayor Lomnicki emphasized that it will take a partnership at all levels of government to make this proposal work. This is an effort to provide more flexibility and more tools to do that.

Grace complimented the region in having criteria developed and its proposed regional funding package in place to meet the high growth demands.

A discussion followed on whether some of the casino developments in Lincoln City contribute toward transportation improvements. Grace reported that the tribe has provided some improvements, placing some of their funds into a transportation account on a user-fee concept.

Commissioner Lindquist commented that it will be more difficult to legislate in the future in view of term limits. He felt there should be some recognition and commitment by legislators that the large funds being generated by the expanded growth areas should have an equitable return back to those growth areas.

Grace cited the need to translate costs, benefits, and implications of status quo or do-nothing approaches on the transportation side as a clear demonstration to the voters.

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Councilor Morissette asked whether there will be a process leading to a consortium that goes before the Legislature. The SAC had recommended not going to the Legislature. Committee discussion centered on how much input the region will have in putting together a funding package. It was noted that Mayor Lomnicki sits on the work group dealing with the revenue funding package. Reportedly, a number of proposals have been considered. Neil Goldschmidt chairs the committee and is accessible to the Portland region.

Grace reported that the Governor's budget will be considered on December 1.

Mike Burton commented that the region has identified what its needs are. After the Governor's package has been approved, he cited the task of defining what the remaining needs are.

Councilor Morissette suggested developing the region's recommendation, making the funding package conservative in solving the needs, organizing early with a simple message, and then hiring a lobbyist.

Grace stated that it is essential that work on the regional funding package be coordinated with the statewide effort, citing the need to be supportive of one another.

Chair Monroe stated that he was committed to seeing that the Governor's statewide effort was successful.

#### ANNOUNCEMENT

Grace Crunican announced that Bruce Warner will be leaving ODOT as Region 1 Manager and coming to Metro as Director of Regional Environmental Management. She introduced Don Wagner, formerly handling the toll road work in the Tualatin/Dundee areas, who will serve as Acting Region 1 Administrator for the next several months.

Dave Yaden expressed his professional appreciation and respect for Bruce Warner and all the work he has done on behalf of this region.

#### ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton  
JPACT Members