

MEETING REPORT

DATE OF MEETING: September 12, 1996

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

PERSONS ATTENDING: Members: Chair Rod Monroe, Susan McLain and Jon Kvistad (alt.), Metro Council; Roy Rogers, Washington County; Ed Lindquist, Clackamas County; Rob Drake, Cities of Washington County; Bruce Warner (alt.), ODOT; Tanya Collier, Multnomah County; and Dave Yaden (alt.), Tri-Met

Guests: Bernie Bottomly, Tri-Met; Leo Huff, ODOT; Kathy Lehtola, Washington County; Kate Deane, City of Portland; Xavier Falconi, Tualatin Valley Economic Development Corporation; Kathy Busse and Susan Lee, Multnomah County; Mike Mabrey, City of Gresham; Howard Harris, DEQ; and Rod Sandoz, Clackamas County

Staff: Andrew Cotugno, Mike Hoglund, Tom Kloster, Allison Dobbins and Lois Kaplan, Secretary

SUMMARY:

The meeting was called to order by Chair Rod Monroe.

MEETING REPORT

Lacking a quorum, action was deferred on the August 8, 1996 JPACT meeting report.

ANNOUNCEMENTS

Dave Yaden reported on Conference Committee actions on appropriations, noting:

- . \$138 million adopted for the Westside light rail;
- . \$6 million included for funding Preliminary Engineering for South/North;
- . \$5 million included for the Portland trolley;
- . \$9 million included for the southern extension of the bus mall to Portland State University (PSU) and construction of the PSU Plaza; and

JPACT

September 12, 1996

Page 2

- . \$40 million additional authorization for the Westside light rail.

Bernie Bottomly spoke of the magnitude of Senator Hatfield's effort, noting that it is the biggest appropriation in the country. He commented that the number of items is phenomenal and represents a commitment to the South/North project.

Andy Cotugno reported on a successful Rail-Volution conference attended by almost 700 registrants. He felt that representation this year included a more diverse mix of private and citizen interests. Portland was well represented on panels and otherwise. Jack Leary from St. Louis has agreed to organize the conference next year; Portland will likely be the 1998 host city to coincide with the opening of the Westside light rail.

TRI-MET TRANSIT CHOICES FOR LIVABILITY

An updated list of the Regional Advisory Committee members for *Transit Choices for Livability* was distributed. Dave Yaden explained that *Transit Choices for Livability* is a Tri-Met project to involve citizens and community leaders to help define what expanded transit service should look like in support of the 2040 Growth Concept. This planning and outreach effort will conclude in recommendations on how transit can be used as a tool in support of growth management.

Dave noted that the effort has a heavy suburban focus and that the City of Portland is comfortable with that focus. A series of four workshops will be held in the four primary regional centers -- Oregon City, Gresham, Hillsboro and Beaverton. The effort is divided into three phases. The series of four workshops will be devoted to developing and prioritizing transit solutions/strategies for each region; drafting recommendations relating to the range and type of transit to be used for a Transit Livability Strategy for the Portland region; and concluding the draft report and sketch design plan with recommendations for adoption by the Tri-Met Board and possible referral of a revenue measure to the voters.

Dave emphasized that *Transit Choices for Livability* does not represent a funding plan and assured the committee that Tri-Met is committed to making the roads/bridges effort a first priority. They are interested in preparing something for the Legislature that would be supplementary to the Oregon Transportation

JPACT

September 12, 1996

Page 3

Initiative. The project will be funneled through a 30-person advisory committee.

The advisory committee's kick-off meeting is scheduled for Monday, September 16, at noon at the State Office Building. Steve Clark of Community Newspapers has agreed to chair the committee.

Dave encouraged interested JPACT members to attend the RAC meeting, and thanked Mayor Drake for his participation in the process. Commissioner Collier noted that she felt more comfortable with the study in that the focus was secondary to the roads/bridges funding effort.

RTP UPDATE WORK PROGRAM

Andy Cotugno informed the committee that the policy component of the Regional Transportation Plan (Chapter 1) has been completed. The next major steps include update of the RTP system maps, the system alternatives analysis, developing a preferred alternative, a financial analysis of the preferred system and development of "strategic" and "constrained" systems, public outreach and, lastly, final adoption by JPACT and the Metro Council.

System maps for motor vehicles, street design, transit, pedestrians, bicycles and freight will be updated in the next two months. Andy spoke of updating maps for major versus minor traffic routes, transit, freight, and bike routes that delineate different functions and reflect street design classifications.

The systems alternatives analysis will address the level of service we are trying to accomplish on highways and transit systems in terms of quality and coverage of service. Andy spoke of the need to set priorities within the existing financial constraints and to explore how implementation should occur over time. Staff will identify three levels of highway improvements for three different levels of highway performance. Transit will be looked at according to three service levels with varying levels of speed and coverage.

Bruce Warner questioned the term "baseline" and the fact that some people regard it as the current situation. Andy indicated that a current condition and a committed list would be available for comparison purposes.

An update on the roles and responsibilities of some of the committees was provided for information and discussion only.

STIP/MTIP UPDATE

Andy Cotugno explained that a public meeting for input on the STIP/MTIP is scheduled for Thursday, September 19, at 6:30 p.m. at Metro in the Council Chambers. Two major milestones noted include approval of a draft State Modernization Program and selection criteria in September/October 1996 by TPAC/JPACT/Metro Council and adoption of the final State Modernization Program and Flexible Funding allocation in February/March 1997 for submittal to the Oregon Transportation Commission.

A discussion followed on low funding expectations resulting from federal funding in the next Authorization Bill and the fact that carryover funds, which have been growing in excess of \$100 million statewide, will not be accessible. Also contributing to lower revenues is the fact that gas tax receipts are affected by fuel efficiency and the CPI and that taxes on trucks have been lowered based on weight/mile formulas.

Andy spoke of flexible funds -- Regional STP, Congestion Mitigation/Air Quality (CMAQ) and Transportation Enhancement (TE) -- having been allocated through 1997 and that it is unknown whether those funds will be available at the same level through the next ISTEA. He indicated that shortfalls and other project delays are pushing some projects into FY 98.

Bruce Warner commented that there are \$12 million of projects that ODOT is unable to complete because of the cash flow situation, namely overprogramming. ODOT anticipates a \$46 million shortfall. He emphasized that the numbers represent a summary but they're not cast in stone. Bruce noted that, with limited resources, ODOT is becoming more efficient in terms of project delivery, but noted that it does create a problem for future years.

Bruce commented that ODOT is looking at the I-5/217 project to see whether there are ways to phase the project and reduce the impact on the FY 98-01 TIP.

Commissioner Rogers pondered taking the \$10 million surplus from the bus project purchase and deferring that item to a later date. Andy felt that a Letter of No Prejudice might provide for that but questioned whether it could be done within a two-year time-frame. On that issue, Councilor Monroe noted that the David Douglas School District has purchased buses on a five-year lease agreement and suggested that a lease/purchase system be looked into. Andy cited the need to designate a project if there is something in the program that results in real dollar savings. Otherwise, if the funds aren't used, the money will lapse.

JPACT

September 12, 1996

Page 5

Andy reviewed the Region 2040 projects that could be paid for through flexible funds. Those projects could be considered in the allocation process based on the last allocation process. They consist of roadway, freight, TDM, bike, pedestrian, TOD or planning projects.

In discussing criteria for use in the allocation process, Andy spoke of location, the 2040 density target, connectivity, street design, and relationship to the *Regional Framework Plan*. He also reviewed the decisions to be made for the October draft of the STIP/MTIP.

A handout was distributed by Commissioner Rogers, expressing Washington County Coordinating Committee support to honor longstanding funding commitments before any consideration is given to add new projects to the STIP. The handout identified that, of the regionwide total cut experienced in the FY 1995-1998 STIP, approximately 47 percent of the total was cut from projects in Washington County. Commissioner Rogers felt that the state highway system in Washington County had absorbed the lion's share of the previous STIP's cuts and should not be expected to shoulder any further cuts on critical regional projects.

Councilor McLain felt that other considerations probably wouldn't change the criteria. She did feel, however, that she might not be able to hold the committed list as the No. 1 priority if the Urban Reserve area takes on a different configuration.

Commissioner Collier agreed with Washington County's support of prior commitments and felt that the process falls apart if you don't uphold the list that was agreed to. Mayor Drake was also supportive of honoring prior commitments, noting that the 2040 Growth Concept is going to take some time to implement.

JPACT FINANCE COMMITTEE MEETING

A handout was distributed outlining future meetings of the JPACT Finance Committee. Commissioner Lindquist noted that a meeting will not be held during the month of November unless scheduled on a day other than Thursday and that a revised schedule would be mailed if that occurred.

ADJOURNMENT

There being no other business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members