

MEETING REPORT

DATE OF MEETING: June 13, 1996

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

PERSONS ATTENDING: Members: Chair Rod Monroe and Susan McLain, Metro Council; Rob Drake, Cities of Washington County; Roy Rogers, Washington County; Ed Lindquist, Clackamas County; Tom Walsh, Tri-Met; Dave Lohman (alt.), Port of Portland; Claudiette LaVert, Cities of Multnomah County; Mary Legry (alt.), WSDOT; Craig Lomnicki, Cities of Clackamas County; and Betty Sue Morris, Clark County

Guests: Dave Yaden and G.B. Arrington, Tri-Met; Dave Williams, ODOT; Rod Sandoz and John Rist, Clackamas County; Kathy Lehtola, Washington County; Howard Harris, DEQ; Neil Clough, City of Cornelius; Jay Mower, Hillsdale Vision Group; Kate Deane, Steve Dotterer, and Elsa Coleman, City of Portland; Maggie Collins, City of Milwaukie; Meeky Blizzard, Office of Congressman Blumenauer; and Pat Collmeyer, Office of Neil Goldschmidt

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

SUMMARY:

The meeting was called to order on Thursday, June 13, by Chair Rod Monroe. Lacking a quorum at the onset of the meeting, consideration of the minutes was postponed until a quorum was established.

GOVERNOR'S TRANSPORTATION INITIATIVE RAC

Andy Cotugno reported that the Governor's Transportation Initiative (GTI) is concluding the first phase of the process. All Regional Advisory Committees (RACs) have completed their reports and the preliminary recommendations have been made public. A follow-up meeting has been scheduled on June 27 to finalize the recommendations that will be consolidated into proposed legislation.

The GTI report addresses concerns relating to economic opportunity and livability. Andy felt the RAC's recommendations

reflect a priority for operations and maintenance and improvements focusing on integration with a compact region, access to Regional Centers, highway capacity and freight-related needs.

Andy spoke of the huge effort and amount of work involved in the process and the extension of that effort with the 12 legislators who attended the last GTI meeting.

The 12 priorities for transportation needs identified by the Portland Metro RAC were reviewed, with preservation topping the list. The others included improving access to the Central City and Regional Centers; faster and more convenient bus service; providing local and collector streets and sidewalks in the Central City and Regional Centers; truck choke points, optimizing use of the existing system; highway capacity expansion; deepening of the Columbia River channel; improving truck access to terminals and reload facilities; neighborhood traffic management; alleviating unpredictable congestion; and providing sidewalks along major bus corridors.

The issues of funding and system operating efficiencies and recommendations were also explored. There is a desire on the part of the committees to pursue those efficiencies and it is felt that receipt of state funds should be tied to a 1 percent cost savings. The state is recommending there be more cost sharing and contracting done as efficiency measures. There needs to be a reduction in some of the redundancies, and there is interest in addressing subregional access.

Andy also elaborated on some of the differences between the state and Portland RAC recommendations. He cited the local option concern noted by the League of Oregon Cities (LOC) and Association of Oregon Counties (AOC) and the Constitutional Amendment for revenue sources such as the vehicle registration fee, excluding the gas tax and trucks. Consideration of a possible regional system development charge on new growth was also recommended.

A handout was distributed from the GTI Statewide Advisory Committee representing final recommendations from three of the subcommittee work groups.

Mayor Lomnicki commented that the Portland area RAC was ahead of other areas in the state in identifying their transportation needs. The No. 1 priority of the SAC is a base level of funding that would provide roads in fair or better condition throughout the state. Craig expressed local governments' concern that they be given some assurance on funds for maintenance and preservation after contributing such funds. There is no discussion at the

state level on pre-emption of local taxing authority. He cited the need to supplement state funds, noting that the stakeholder group is discussing pre-emption.

Another issue raised was that of local access management which Craig stated was a key between state and local governments. He spoke of the state using state highways to get people through an area while local governments might use them as a main street. Mayor Lomnicki stated that the GTI process has raised the awareness level of how important transportation is. He noted that transportation falls in line with the Governor's other priorities of criminal justice and education.

The draft report will be reviewed by the SAC on June 27. Craig indicated there is concern at the city level regarding pre-emption of local taxing authority, and they will fight it. On certain pre-emptions, they want it to go before a vote of the local government. If the state can't take care of the local government's funding source, then the local government must supplement with local sources. There are groups such as the truckers and gas dealers that are asking the state to pre-empt local governments from other options.

Mayor Lomnicki indicated that the Governor and this region and other regions of the state will develop a strategy for the Legislature. He emphasized the need for a unified package.

Commissioner Rogers complimented Metro and Andy Cotugno on coordinating a difficult process in a short timeframe. He felt Andy had done a "magnificent" job. Andy extended that compliment to the rest of the jurisdictions who participated in the process. Commissioner Rogers emphasized the need for a contingency plan, noting there are parallel philosophies and difficulties in obtaining funding. He didn't feel it would be an easy process but suggested taking the work that was done to develop some contingency plans. He didn't feel we were moving in a deliberate fashion. He hoped that we would take the report and prepare a contingency plan in 1996 for implementation in 1997.

Further discussion centered on the November election and its impact on the plan's success or failure. A good mix of legislators could improve things. Commissioner Rogers proposed that a process be established to develop some parallel planning for a contingency plan that he hoped would begin immediately.

Commissioner Lindquist suggested letting the Legislature know the plan we will carry forward if the Legislature doesn't act. Dave Lohman agreed with Commissioners Rogers' and Lindquist's comments, noting the concerns raised by constituents. He reported

that the shippers in Seattle are starting to take a more active role as a watchdog group in their area and might do the same in Portland. He also cited the importance of someone working on the weight-mile tax.

Councilor McLain noted that, at the MPAC meeting, there was some discussion on level of service. She felt the general public does not want to accept level-of-service D-F and that the issue will be discussed further at the joint JPACT/MPAC meeting on June 20. Councilor McLain felt it is important to understand that the finances aren't there for anything above that level of service. She cited the need for an outreach effort to educate the public in that regard. She felt that Bruce Warner's presentation on the constrained financial package needs to be simplified and that we need to move forward with an educational process on such issues.

MEETING REPORT

Mayor Drake moved, seconded by Commissioner Lindquist, to approve the May 9 JPACT meeting report as submitted. The motion PASSED unanimously.

RTP CHAPTER 1 SCHEDULE

Andy Cotugno explained that the joint JPACT/MPAC meeting will reconvene on June 20 to discuss the RTP Chapter 1 policy issues identified by TPAC. Approximately 275 comments have been received to date. The focus for discussion will be on the 12 comments that represent significant issues and the remainder will be addressed by means of a "consent" agenda.

As Chapter 1 of the RTP moves forward for adoption, it will be considered for approval by MPAC on July 10 and JPACT at its July 11 meeting. The entire RTP will not be adopted by ordinance until the end of the *Framework Plan* process in December 1997. Approval by JPACT on July 11 constitutes an action to develop the rest of the plan and any requirements at the end of the process.

ANNOUNCEMENTS

Tom Walsh spoke on the statewide referendum and the campaign geared for the 1997 legislative session.

Tom also commented on Dave Yaden's outreach effort in line with the 2040 process to determine transit expansion needs.

Bob Post's resignation as Tri-Met's Deputy General Manager was announced. Tom spoke of his talent and contributions to the region, noting that Bob has decided to stay in the region. His expertise will be available to Tri-Met in a different way and form. Concerning any impact on the South/North light rail project, Tom assured the committee there would be none. He reported that Ron Higbee and the rest of the Tri-Met staff will stay in place and that the project will continue to move at the same pace and steady course. A replacement for Bob will not be sought. Four departments will stay intact and reassignments will be made to handle all tasks.

A discussion followed on whether another regional vote will be required following the negative vote taken in Clark County on light rail. It has been recognized that it is the first of multiple phases of light rail and the second phase may not require a new vote. The 1994 vote may still hold. Tom lauded Congressman Bunn's actions and efforts in securing support for the South/North light rail project as an extension of our existing light rail system. Initial approval by the House Transportation Subcommittee was secured, placing the project first in line and in contention for light rail funds. Committee members directed Andy Cotugno to draft a letter on JPACT's behalf acknowledging their appreciation of Congressman Bunn's efforts.

Chair Monroe introduced and welcomed Betty Sue Morris, a Commissioner in Clark County, who replaced Commissioner John Magnano on JPACT.

Andy Cotugno announced that the next regular JPACT meeting would be held on July 11. Committee members were reminded of the joint JPACT/MPAC meeting scheduled on June 20 at 5:00 p.m. to resolve RTP issues.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members