

MEETING REPORT

DATE OF MEETING: November 9, 1995

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

PERSONS ATTENDING: Members: Chair Rod Monroe, Susan McLain and Don Morissette, Metro Council; Ed Lindquist, Clackamas County; Earl Blumenauer, City of Portland; Dean Lookingbill (alt.), Southwest Washington RTC; Heather Chrisman (alt.), Cities of Clackamas County; Dean Lookingbill, Southwest Washington RTC; Rob Drake, Cities of Washington County; Claudiette LaVert, Cities of Multnomah County; Les White (alt.), C-TRAN; Greg Green (alt.), DEQ; Bob Post (alt.), Tri-Met; Ed Lindquist, Clackamas County; Dave Lohman (alt.), Port of Portland; Bruce Warner, ODOT; Tanya Collier, Multnomah County

Guests: Pat Collmeyer, Neil Goldschmidt's Office; Kate Deane, Steve Dotterer, Elsa Coleman, Meeky Blizzard, and Susan Schneider, City of Portland; G.B. Arrington, Gary Boley, Bernie Bottomly and Dick Feeney, Tri-Met; Fred Eberle and Dave Williams, ODOT; Bill Brandon, City of Happy Valley; Kathy Busse and Susan Lee, Multnomah County; Kathy Lehtola, Washington County; Rod Sandoz, Clackamas County; Clark Worth, Barney & Worth, Inc.; Jay Mower, Hillsdale Vision Group; Corinne Weber, resident of Southwest Portland; Christine Marro, 6121 SW Tower Way, Portland; John Arroyo, Northwest CPG; Jennifer Ball, Conkling, Fiskum & McCormick; and Mike Mabrey, City of Gresham

Staff: Mike Burton, Executive Officer; Andrew Cotugno, Richard Brandman, Gina Whitehill-Baziuk, Mike Hogle, Rich Ledbetter, Tim Collins, and Lois Kaplan, Secretary

SUMMARY:

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

MEETING REPORT

Commissioner Lindquist moved, seconded by Councilor McLain, to approve the October 12, 1995 JPACT meeting report as written. The motion PASSED unanimously.

JPACT

November 9, 1995

Page 2

URBAN ARTERIAL FUND

Andy Cotugno spoke of the Governor's request to integrate the statewide transportation funding strategy with that of the regional effort as a means of informing the Legislature and the public on the types of transportation funding problems to be addressed. One of the issues to finalize is the immediate schedule -- whether to proceed with public meetings in December that could result in either a May, September, or November ballot measure. The purpose of the hearings is to gain public input for a Metro area measure. Andy cited the importance of sending out public notices today. In January, the Metro Council will consider whether to refer the Community Bridge and Road Program to the ballot for voter approval, which ballot date to refer it to, and what proposal should be referred.

The JPACT Finance Committee will meet at 1:00 p.m. on November 20 to deliberate on the proposal to be presented to the public. A preliminary package is being finalized by staff for a \$200 million program of projects supported by a 4-cent gas tax/4-cent diesel tax over a six-year period. Determinations yet to be made include whether that should be the alternative to be forwarded for public comment, whether it represents the right mix of projects, or whether the proposal should be retained at the \$300 million level as proposed by JPACT in August. The county coordinating committees favor the \$300 million level. The financial consultant advises that it would take a 5-cent gas/5-cent diesel tax over 10 years to reach the \$300 million target. It is, however, another option for consideration.

Councilor McLain felt that the Governor expressed interest in seeing how the regional effort would work with a state-connected program. She didn't feel he was against the region moving forward with its effort.

Commissioner Blumenauer expressed his concern in going forward as scheduled in terms of losing the opportunity to build understanding, support and momentum in a coordinated effort with the state. If hearings were held in December, he felt it might result in a suboptimal, uphill effort. He noted the recent loss in Clackamas County of its gas tax measure and the difficulty of getting the public to approve such a tax. He suggested holding off hearings until after the first of the year until the state's transportation funding strategy is formulated.

Mike Burton noted that a state transportation package will not be available for some time. In terms of the hearings, he didn't feel we could solve the funding problem with just a pure gas tax, suggesting further consideration of the registration fee. He felt that having more time to assess the public's input was a plus. He suggested not having the meeting notice indicate an

JPACT

November 9, 1995

Page 3

amount, referencing the "4-cent gas tax and 4-cent diesel tax," but a statement indicating that Metro is considering asking for voter approval of a transportation tax funding package for the program. He also suggested deletion of the word "Final" preceding the schedule and preceding the Council Action on the second page of the flier inasmuch as this represents the beginning of an effort.

Commissioner Collier advocated moving forward with the scheduled public meetings, acknowledging that the effort must begin in December or the option of going to a May ballot would be lost. She noted that the county coordinating committee wants to keep as many options open as possible.

Mayor Drake was supportive of taking advantage of every opportunity to inform citizens of transportation funding needs. He didn't feel time would be wasted even if a May ballot wasn't planned for. He commented that Clackamas County has historically voted conservatively on public finance issues but noted that he had a lot of faith in the region's voters to support this measure. He supported moving forward with the Community Bridge and Road Program and holding the necessary hearings in December to gain public input.

Commissioner Lindquist commented on the strong opposition in Clackamas County that led to the demise of the tax measure. Even though there is indication of statewide support for the Governor's proposal, the weight-mile issue is not included in that support. He felt that the Valley was supportive but questioned whether the rest of the state was on board.

Bruce Warner stated his preference for the Governor's coordinated state/regional effort. He indicated that the Oregon Transportation Commission will reach agreement on November 9 on a strategy to mobilize the public and decision-makers in terms of statewide and regional transportation needs. He hoped to delay the hearings in order to include the statewide context. He concurred in the need for dialogue with the public and expressed concern over Clackamas County's gas tax failure. Bruce reported that there are some legal issues surrounding the truck tax which is being fought by the National Trucking and Oregon Trucking Associations. He indicated there could be a dollar-for-dollar credit placed against the PUC tax so it would be taking funds away from the state.

Councilor McLain didn't feel there would be a successful statewide effort without a successful regionwide effort. She felt we are building on a Washington County MSTIP model, emphasizing the need to educate the public on what we are asking them to buy, especially if there is organized opposition.

JPACT

November 9, 1995

Page 4

Greg Green cited the need to take as much time as possible to educate the public. He supported taking a statewide package before the voters as he felt it illustrated more thought. He felt that there is need to look at other alternatives as well and that the gas tax wouldn't be the only answer in the long term.

Commissioner Collier reminded the Committee that, while she supports the Governor's effort, the region has been working on an Arterial Fund effort for a number of years during which time there have been two unsuccessful legislative efforts. She didn't feel we could depend on the state for this financial package and encouraged moving forward with our public outreach effort in December.

Dave Lohman was supportive of getting the package before the public as soon as possible and that we leave our options open as we begin our dialogue. He proposed getting the project lists completed as soon as possible even if a choice is made to delay the ballot measure. A decision can be reached later on whether to focus on a May, September or November ballot.

Action Taken: Commissioner Collier moved, seconded by Mayor Drake, to proceed with the open houses scheduled in December followed by a public hearing in January to receive public input on the regional Community Bridge and Road fund effort. The motion PASSED. Commissioner Blumenauer abstained.

Andy Cotugno reminded the Committee that the public meetings are scheduled for the jurisdictions to gain public input and encouraged JPACT participation. He emphasized that the Metro Council and the jurisdictions are the entities that will decide when and which projects go before the public. It can be presented as a regional measure in the context of the statewide transportation funding effort.

Mike Burton suggested that a few changes be made on the flier, which included: a statement enlisting input on how the regional effort fits with the statewide tax effort; that the transmittal not be specific or reference the 4-cent gas and 4-cent diesel tax but rather convey that Metro is considering asking for voter approval of a regional measure to fund this program; and that the word "final" be deleted preceding "schedule" "Council Action" since this represents the beginning of the effort. Committee members concurred in the proposed changes. The flier will be amended to reflect those changes.

Chair Monroe introduced Councilor Heather Chrisman of Lake Oswego, serving as alternate for the cities of Clackamas County, this being her first JPACT meeting.

JPACT

November 9, 1995

Page 5

RESOLUTION NO. 95-2232 - ENDORSING THE OREGON DEPARTMENT OF
TRANSPORTATION I-5/HIGHWAY 217 SUBAREA TRANSPORTATION PLAN

Bruce Warner reported that ODOT has been working with a large number of businesses over the last 12 months to develop an I-5/Highway 217 Subarea Transportation Plan. Because of limited funds, the present interchange only addresses freeway-to-freeway movement and does not deal with local circulation issues.

A computer-generated graphic of the proposed I-5/Highway 217 interchange was distributed. It represents a project that meets all the freeway-to-freeway movements as well as local circulation needs.

Acceptance of this resolution would mean that JPACT accepts this design for the I-5/Highway 217 Subarea Transportation Plan; that it be included in the RTP fiscally constrained network for endorsement by the Oregon Transportation Commission; and that ODOT will continue to work with the local jurisdictions and Metro to look at related improvements. It would also involve looking at other non-highway solutions as well. Bruce Warner commented that consultants have assisted in this effort.

In review of the interchange, Fred Eberle reported that all of the climbing ramps are new to the interchange, and the existing bridge over I-5 remains. Fred provided an overview of the proposed subarea transportation plan. He pointed out that it would be a two-phased plan, the first phase lasting for 10-15 years. He noted that Kruse Way will be extended from I-5 to 72nd Avenue. Whether a Phase I/Phase II project can be accomplished will be determined through an air quality analysis. The first phase will cost \$39.5 million and the second phase \$7.7 million. If it's determined it will be an air quality hot spot without the ramp, the whole project would have to be done at once in order to eliminate the hot spot.

Bruce indicated that \$21.7 million is available toward the project and additional dollars are needed in the Highway Trust Fund. He cited other options available in delaying the project but plans at this time are to proceed to develop the project as soon as possible.

In discussion, it was noted that the whole study area was reviewed with respect to the 2040 land use concept. All improvements will be needed over a 20-year horizon and most are included in local comprehensive plans. Bruce stressed the fact that the proposed network is critical to the overall performance of the transportation system.

Commissioner Blumenauer asked whether this might be made a joint effort between the state and its local partners in order to fix

the problem. It was noted that the rest of the improvements were estimated at about \$70 million and did not include right-of-way costs.

Finally, it was noted that the Interagency Air Quality Conformity Committee should document whether the adopted project significantly differs from the project included in the Air Quality Conformity Determination.

Action Taken: Councilor Morissette moved, seconded by Bruce Warner, to recommend approval of Resolution No. 95-2232, endorsing the Oregon Department of Transportation I-5/Highway 217 Subarea Transportation Plan. The motion PASSED unanimously.

RESOLUTION NO. 95-2231 - CERTIFYING THAT TRI-MET'S JOINT COMPLEMENTARY PARATRANSIT PLAN UPDATE FOR 1996 CONFORMS TO METRO'S REGIONAL TRANSPORTATION PLAN

Andy Cotugno explained that, under ISTEA, Metro is required to annually certify Tri-Met's Paratransit Plan for conformity with the Regional Transportation Plan. He introduced Gary Boley, Tri-Met's Project Manager, who reported on the October 18 public hearing process scheduled by the Committee on Accessible Transportation (CAT). He noted that only three comments were received.

Gary reported that the Paratransit Plan responds to the Americans for Disabilities Act (ADA) requirement to provide equivalent transit service to those that can't ride the fixed route transit service. Testimony received related to providing service outside the three-quarter mile limit. Gary spoke of 26 programs evolving in the three-county area that supplement service through a volunteer program. He cited the need to continue to work within Tri-Met and the community to identify other ways in which the three-quarter mile limitation can be addressed.

Other comments centered on long waits on the telephone and the fact that some people have experienced longer than a five-minute wait. Another issue dealt with excessive trip length. Gary noted that "excessive trip length" has yet to be defined.

Gary reported that three of the four milestones have been met. Still in non-compliance is the ability to meet next-day ride requests. He noted that Tri-Met is in the process of installing a new bus dispatch terminal system. Next October, they will begin accepting next-day ride requests up till 12:00 noon.

The CAT subcommittee and the Fixed Route subcommittee have endorsed the Paratransit Plan.

Action Taken: Councilor McLain moved, seconded by Commissioner Lindquist, to recommend approval of Resolution No. 95-2231,

certifying that Tri-Met's joint complementary Paratransit Plan Update for 1996 conforms to Metro's Regional Transportation Plan. The motion PASSED unanimously.

RESOLUTION NO. 95-2235 - ADOPTING REGION 2040 EARLY IMPLEMENTATION MEASURES FOR TRANSPORTATION

Andy Cotugno explained that the purpose of the resolution is to adopt transportation measures that would be supportive of early implementation of Region 2040. A key driver for that implementation are the local comprehensive plans and how those plans fit into the 2040 concept. Andy cited the need to adopt the transportation measures that would accelerate 2040 actions.

MPAC is in the process of finalizing its list of land use-related proposals. Andy reviewed the transportation actions in support of the Region 2040 Growth Concept identified in the resolution. He noted that there are three proposals being discussed for reducing parking. The three components he cited include a) lowering the minimum requirement; b) accelerating implementation of DEQ's Employee Commute Options Program; and c) whether or not to lower the maximum amount of parking required now or to include the requirement as part of the Regional Framework Plan. MPAC is going to come in with a strong recommendation for an appropriate maximum and what is achievable. There is a subcommittee being formed (from Beaverton and Gresham) to look at exception areas for those maximums.

Councilor Chrisman suggested a change in wording to the third clause under the first resolve of the resolution to read as follows: "- encouragement of new "skinny street" standards, better street connectivity and fewer rather than cul-de-sac streets in residential areas;"

Action Taken: Mayor Drake moved, seconded by Councilor LaVert, to recommend approval of Resolution No. 95-2235, adopting Region 2040 early implementation measures for transportation, and to accept the language change under the first resolve as proposed by Councilor Chrisman. The motion PASSED unanimously.

ANNOUNCEMENTS

Andy Cotugno announced that a joint JPACT/MPAC meeting has been scheduled for Wednesday, November 15, at 5:00 p.m. to discuss the Region 2040 early implementation measures and to review projects under discussion for the Community Bridge and Road Program. He encouraged JPACT participation, noting that some of the counties won't be in attendance because of the AOC conference conflict that week.

JPACT

November 9, 1995

Page 8

Andy also noted that a JPACT Finance Committee meeting has been scheduled for Monday, November 20, at 1:00 p.m.

OTHER BUSINESS

Corinne Weber, a resident of Southwest Portland, asked to speak before the Committee on concerns over siting of a Southwest Community Center. She noted that the aquatic center would constitute a large facility with parking for 150 cars. Sites under consideration include Gabriel Park, the Multnomah Art Center and Fulton Park. She commented on Gabriel Park, the fact that it is a quiet area amidst collector streets, is served by limited bus lines, and her concern that Commissioner Hales is inclined to approve that site above the others. She felt that introduction of the center would de-stabilize the neighborhood. She noted that Multnomah has three bus lines and that it would be an ideal place to draw people from all over. She emphasized that the siting of the facility is critical and asked JPACT members to prevail upon Commissioner Hales to solicit from the tax measure 5 windfall to find an urban area that is accessible to the public without discrimination. She felt it would be a test case for 2040 if sited along the Multnomah Center or at Hillsdale. She noted that, years ago, there was no concern about preservation of open spaces.

Christine Marro, a resident of 6221 SW Tower Way in Portland, also spoke on the Gabriel Park issue and the fact that it represented a low-density housing area with few bus lines in support of such a facility. She felt the other two locations, Multnomah and Hillsdale, would be better suited for the community center and would be supported by mass transit.

Chair Monroe responded that Metro, as an implementing agency of 2040, is trying to encourage development around town centers and development corridors. He pointed out that Metro doesn't have jurisdiction over a City of Portland decision but can only request that the City of Portland's projects conform to our 2040 plans to localize development in town centers and along transit corridors. He encouraged Ms. Weber and Ms. Marro to work through their neighborhood association and the dramatic impacts that can be realized through that course of action.

Councilor McCaig noted that she was not supportive of the community center being sited in Gabriel Park. With regard to the \$59 million open space/parks measure, she reported that projects are costing more than they initially thought. She felt that Commissioner Hales is concerned with the cost of the project and the fact that there would be more services available if the facility is sited in Gabriel Park as opposed to Multnomah or

JPACT

November 9, 1995

Page 9

Hillsdale. She spoke of the promises made in the bond measure and the additional dollars needed to make it work.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members