

MEETING REPORT

DATE OF MEETING: August 17, 1995

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

PERSONS ATTENDING: Members: Chair Rod Monroe, Don Morissette and Patricia McCaig (alt.), Metro Council; Roy Rogers, Washington County; Les White (alt.), C-TRAN; Dean Lookingbill (alt.), Southwest Washington RTC; Craig Lomnicki, Cities of Clackamas County; Claudiette LaVert, Cities of Multnomah County; Rob Drake, Cities of Washington County; Dan Saltzman (alt.), Multnomah County; Gerry Smith, WSDOT; Langdon Marsh, DEQ; Bruce Warner, ODOT; Earl Blumenauer, City of Portland; and Tom Walsh, Tri-Met

Guests: John Rosenberger, Jerry Parmenter and Dennis Mulvihill, Washington County; Kathy Busse, Multnomah County; Rod Sandoz and John Rist, Clackamas County; Greg Green (JPACT alt.), DEQ; Richard Ross, City of Gresham; Elsa Coleman, Steve Dotterer and Meeky Blizzard, City of Portland; Dave Yaden, G.B. Arrington and Phil Donovan, Tri-Met; Bob Bothman, MCCI; Henry Hewitt, Oregon Transportation Commission; Dave Williams, ODOT; Clark Worth, Barney & Worth, Inc.; Lillian Hames, Pittman & Hames Associates; Jennifer Ball, Conkling, Fiskum & McCormick; Pat Collmeyer, Neil Goldschmidt's Office; Karen Haines, City of Vancouver; and Mary Legry (JPACT alt.), WSDOT

Staff: Andrew Cotugno and Lois Kaplan, Secretary

Media: Greg Nokes, The Oregonian

SUMMARY:

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

ANNOUNCEMENT

Andy Cotugno announced that an "Action Alert" flier was distributed at the meeting relating to a House proposal that would join categories of transportation projects together for allocation of funds as a means of mitigating some of ISTEA's impacts.

This would eliminate some distinctions between funds into one category, remove MPO involvement, and could result in major shifts of funds. It is recommended that letters in opposition be sent to your legislators.

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Councilor LaVert noted that comments attributed to Mayor Lomnicki on Page 2, sixth paragraph, and Page 3, fourth paragraph, of the July 13 JPACT meeting report should correctly be attributed to her. The minutes will note the correction.

Bruce Warner moved, seconded by Councilor LaVert, to approve the July 13, 1995 JPACT meeting report as amended. The motion PASSED unanimously.

BRIEFING ON SOUTH/NORTH LIGHT RAIL

Tom Walsh briefed the Committee on the tough and talented efforts that came forth from the business community and transportation leaders around the state to ensure passage of Senate Bill 1156-C for South/North light rail. He felt there were tough agreements made but that the success of the measure could be tied to a cohesive effort.

Tom elaborated on the components of SB 1156-C as outlined in the handout. The funding commitment for the first South/North segment is for \$375 million from the state effective July 1, 1999. Lottery funds will be assigned for Phase I for the Clackamas Town Center alignment to the arena area, with \$75 million to be sought by the region over a 10-year period as contribution to the Transportation Equity Account. The region would pay \$6 million from regional STP funds per fiscal year beginning 1995-2004 and \$5 million from 2004-2009.

Tom noted that the intent is for the route to go into Clark County. If Clark County does not become part of a phased project, the agreement also ratifies the commitment that it will go back before a vote of the people.

The region will have to report back during the 97th legislative session of the additional steps needed to offset up to \$75 million of the state's \$375 million. He cited the need to be creative in seeking offsets for up to \$150 million if the 1997 Legislature approves a transportation authority. Also included in the package is the need for Tri-Met to reimburse private utilities for 50 percent of their relocation costs.

An eight-member legislative LRT Oversight Committee will be appointed to study and maintain oversight of all aspects of South/North light rail construction.

Tom felt that the region has been afforded an amazing opportunity and that the mechanisms have been put in place for Clark County to be included in the project. A discussion followed on the likelihood of the South/North project being implemented if Clark County was not included. It was evident from discussion that Clark County's participation would ensure a successful effort.

Tom reviewed the South/North implementation milestones, which included the following:

- . Initiate PE - August 1995
- . Publish DEIs - October 1996
- . ISTE II - October 1996
- . Start PE/FEIS - March 1997
- . PE/FEIS Complete - February 1998
- . Full-Funding Grant Agreement - September 1999
- . Start Construction/Right-of-Way

Tom cited the need to compress the South/North implementation schedule for a federal funding decision by September 1998. An organizational and leadership structure will be proposed and provided for the September 14 JPACT meeting. Tom expressed his appreciation to everyone who participated in the effort.

Bruce Warner asked about the Legislature's expectations for the \$75 million committed by the region. Tom responded that he felt it would be achieved through public/private partnerships. He spoke of privatization, joint use of air rights, or some variation of tax incrementation as examples. Dave Yaden also noted that the Legislature is counting on the \$75 million but that they must first take action to grant the authorities.

Commissioner Blumenauer and Bruce Warner felt that a partnership with the Legislature would be a constructive step as there are a lot of issues that must be dealt with in a coordinating fashion. As examples, Bruce cited Senate Bill 626 that grants authority to proceed with two toll projects between I-5 and 99W and Congestion Pricing work.

A work plan will be developed for the schedule and how the transportation package will be submitted to the Legislature in 1997. Also to be considered is the Arterial Fund and transportation preservation needs. The Committee agreed on the need to ensure that all programs are part of a coordinated effort.

A discussion followed on concern over the provision requiring Tri-Met to reimburse private utilities for 50 percent of their relocation costs. Tom reported that the provision came about at one of the Senate Transportation Committee worksessions and remained in the bill. He noted that it wasn't possible to remove

it. He pointed out that the utilities operate in this region without benefit of a franchise.

There was also concern discussed that the legislative Light Rail Oversight Committee might overstep the resolve of the South/North Steering Group. Dave Yaden noted that the primary intent of the Oversight Committee is to oversee the expenditure of state funds after the FFGA. The legislation, proposed by Jane Loken, does create clear authority to the Steering Group prior to execution of the Full-Funding Agreement.

Chairman Monroe commented that he hoped the Oversight Committee wouldn't have veto power over the Steering Group. He felt that the bill should be viewed seriously, that it represents an opportunity to work collaboratively with the state, that we give some creative thought to the process, and noted that we have an aggressive plan to follow.

Bruce Warner noted that the shift of regional STP funds will now go directly to the cities and counties statewide.

URBAN ARTERIAL PROGRAM

The agenda packet included an outline of the framework for implementing the Regional Arterial Fund. It defined the size, revenue sources, support, and timeframe toward proceeding toward a ballot measure. Andy Cotugno explained that the framework for compiling that list is based over a 10-year period on a \$300-500 million amount for regionally significant projects.

Andy noted that the region should view the funding proposal as a step in an ongoing process. If a track record is established, it could be regarded as Step I of a 10-year program. The proposal includes a 25 percent component for bridge and freight needs, and the remaining 75 percent would be targeted for regionally significant local projects with distribution to counties and cities.

Criteria for selection of projects include safety, capacity improvements, regional linkages, critical locations needing service, Region 2040 compatibility, traffic management, jobs/economic development, and major road rehabilitation considerations.

Andy explained that the project lists would be compiled at the local level for JPACT review, noting the dollar in-dollar back distribution. The project selection process and schedule was also reviewed. A May 1996 ballot measure is being considered.

Langdon Marsh reported that, in a recent area survey of concerns for use of CMAQ funds, crime and traffic were cited as major concerns. He felt that air quality concerns might be helpful in

building support for the Regional Arterial Program, emphasizing the importance of packaging the proposal.

A letter from Metro Executive Officer Mike Burton was distributed, indicating Metro's support and commitment in moving forward with this regional effort. It pointed out the formation of a regional business group under the auspices of the Portland Chamber that will study the Regional Arterial Fund issue comprehensively. Their first meeting is scheduled for August 21.

At the August 14 JPACT Finance Committee meeting, concerns were raised about a road maintenance measure initiated in Clackamas County. Commissioner Lindquist noted opposition in Clackamas County to backing these improvements, questioning whether there would be an impact on voter support in March or May. He indicated they would know in September whether they plan to go forward with the road maintenance measure.

Chair Monroe suggested that the region go forward at this point in creating and developing the list of projects that would provide an opportunity for public input. He felt that a decision might later be made to scale down the list. He noted that the JPACT Finance Committee recommendation was not unanimous, but was approved.

Mayor Lomnicki commented that, if there is a lot of campaigning for the Metro Arterial Program before November, it would be detrimental to Clackamas County's effort. Chair Monroe pointed out that the timeline for public hearings on a package would take place after Clackamas County's vote.

Councilor McCaig noted that, while she is sensitive to the needs of Clackamas County, she is supportive of the need for successful passage of a Regional Arterial Fund proposal. She added that the JPACT proposal has long been in the development process. Councilor McCaig encouraged support of the Clackamas County gas tax if they agree to go to the ballot after the regional road measure. It was noted that two cities in Clackamas County, Canby and Lake Oswego, will be going out for bond measures. Mayor Lomnicki noted that there is a sensitivity about who comes first in terms of taxes.

Commissioner Blumenauer noted that we have never had a gas tax approved at the regional level. He spoke of the impact if the cities of Clackamas County measure passed or failed. He noted that he was discouraged at the JPACT Finance Committee meeting but was supportive of moving forward with a realistic strategy and study for consideration by the public. He suggested a date for everyone to go out with their local initiatives, citing the success achieved in Washington County as a good example. He cited the need for a reality check as to whether the policy-

makers are moving in a consolidated effort and to maximize efforts for success.

Mayor Drake commented that, as elected officials, the citizenry expect them to take action. He noted that the needs are still there; that the citizens elected them to manage government collectively in that area; that we need to define the issues very well; that he supported moving forward with this effort; and that quality of life, movement of freight, jobs and the road systems are important considerations in moving people. A discussion followed on the question of feasibility of the Regional Arterial Fund package.

It was noted that there has been little or no progress between the Port and Multnomah County in terms of the regional pool. Commissioner Rogers wasn't certain that we weren't together. The issue in Washington County related to allocation of funds between Multnomah County and the Port. He noted that Washington County has some concerns about the \$500 million, emphasizing their support of an ongoing program, that it needs to be tempered, and that it is critical. Commissioner Rogers pointed out that Washington County can't support the package unless the split is kept at 25 percent for bridge/freight needs and 75 percent for regionally significant projects. He didn't seem overly concerned about Clackamas County going forward with their bond measure but cited the need for the region to fund major specific road projects. The recommendation from the Core Group is for a 75/25 split.

Action Taken: Bruce Warner moved, seconded by Councilor LaVert, that there be authorization from JPACT to move forward with developing a list of projects for the Urban Arterial Program. The motion PASSED unanimously.

REGION 2040 UPDATE

Distributed at the meeting was a copy of the draft 2040 Growth Concept Map dated July 1995, a list of proposed map changes, and a revised draft of the Regional Urban Growth Goals and Objectives (RUGGOs). Mark Turpel explained that transportation-related components of the 2040 Growth Concept were adopted in December 1994 followed by a six-month review period. MPAC has reviewed the proposed amendments and the map, and the review process is coming to a conclusion.

Mark reported that the Metro Council had approved by resolution the Region 2040 Growth Concept Map in order to give local jurisdictions additional time to study its implications. A number of changes were made to the RUGGOs and to the maps as a result of recommendations made by the local jurisdictions and the advisory committees.

Some of the RUGGO changes reflect updated language clarifying functional planning for Metro, consideration of HB 2709, use of performance measures, the objective that deals with transportation on page 36 of RUGGO relating to the role and importance of freight movement, the role of jobs/housing balance and some investment guidelines.

Mark spoke of financing public investments and the need to tie it to land use objectives in centers and corridors. Other changes related to definition of pedestrian scale. A final check is being made for consistency prior to Metro Council adoption. There will be a revised version of the RUGGO adopted by ordinance by November. In the interim, public hearings will be scheduled and a final version will be distributed after it's adoption.

The map has about 45 changes. Mark noted that some changes have been made at the regional scale to better enhance the local objectives.

OTHER DISCUSSION

Les White congratulated the Oregon side of the region for its successful efforts to move forward on the South/North light rail. The C-TRAN Board voted to continue with the DEIS phase of the study. He expressed special appreciation to Dave Yaden of Tri-Met and Andy Cotugno and Richard Brandman of Metro for their efforts. He noted that a citizen process has been initiated to look at internal and intraregional issues and circulation needs and to address some of those shortcomings.

Les noted there are overriding questions such as putting together a plan that addresses issues that not only deals with people commuting but who work within Clark County.

Commissioner Blumenauer commented on issues relating to the Urban Growth Boundary, concerns evolving from HB 2709, and the urgency of adopting our regulations as soon as possible. He didn't feel we are ready to go into any more detail at this time in terms of a 20-year supply of land. Andy Cotugno suggested that this issue and land use-related concerns be more fully discussed at a future JPACT meeting.

Commissioner Blumenauer asked how the regional partners can be helpful in achieving the desired outcome. He didn't feel some of the DEQ questions have been answered and cited the need to work together on such issues.

Chair Monroe asked whether it would be appropriate to have Mike Burton present his recommendations at the next JPACT meeting.

Andy Cotugno felt it would be good timing because the issue is just being introduced. The Committee agreed that it would be timely, would further allow for follow-up meetings, if necessary, and that the presentation be scheduled.

Tom Walsh commented that it is difficult to separate out transportation and land use issues. He felt the region hasn't experienced congestion and, when it does, it will take another direction. He cited the need to make a series of wise policy decisions that will address both joint land use and transportation issues.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members