

## MEETING REPORT

DATE OF MEETING: June 8, 1995

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

PERSONS ATTENDING: Members: Chair Rod Monroe, Don Morissette and Susan McLain, Metro Council; Roy Rogers, Washington County; Dean Lookingbill (alt.), Southwest Washington RTC; Craig Lomnicki, Cities of Clackamas County; Ed Lindquist, Clackamas County; Claudiette LaVert, Cities of Multnomah County; Rob Drake, Cities of Washington County; Tanya Collier, Multnomah County; Gerry Smith, WSDOT; Greg Green (alt.), DEQ; Bruce Warner, ODOT; Mike Lindberg (alt.), City of Portland; Tom Walsh, Tri-Met; and Dave Lohman (alt.), Port of Portland

Guests: Rod Sandoz, Clackamas County; Kathy Lehtola, Washington County; Bob Bothman, MCCI; Howard Harris, DEQ; Kathy Busse, Multnomah County; Elsa Coleman and Steve Dotterrer, City of Portland; Molly O'Reilly, Citizen; G.B. Arrington, Tri-Met; Richard Ross, Cities of Multnomah County; Dave Williams, ODOT; and Susie Lahsene, Port of Portland

Staff: Andrew Cotugno, Mike Hoglund, Casey Short, Tom Kloster and Lois Kaplan, Secretary

### SUMMARY:

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

### ANNOUNCEMENTS

Andy Cotugno announced that notices were being sent out, and distributed at the meeting, for an upcoming FHWA/FTA certification review. The agenda includes a component that will allow the elected officials an opportunity to provide comment on how Metro performs in the transportation planning process. That segment is scheduled for June 21 at 8:15 p.m. in Room 101 at Metro.

Andy also spoke of the South/North effort and the anticipated support at the Legislature that fell through in the Republican caucus, resulting in only 13 votes out of a needed 18. He indicated that the Senate is trying to do something that would

move the bill, which must first have a hearing. A discussion followed on the options available for further progression.

Commissioner Lindquist commented on heavy pressure directed at the Legislature and felt that the bill will move on time and on schedule. He didn't feel any support had been lost. Tom Walsh expressed similar positive comments, noting that the efforts for the South/North LRT bill were unprecedented, expecting a successful outcome.

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Bruce Warner moved, seconded by Commissioner Lindquist, to approve the May 18, 1995 JPACT meeting report as written. The motion PASSED unanimously.

#### REGION 2040 RESERVE ALLOCATION

Andy Cotugno reviewed his May 30 memo to JPACT/Metro Council regarding the next steps in the Region 2040 allocation process. He reported that only an initial cut had been made of the projects on the short list which now totals approximately \$53 million.

Andy noted concerns to be addressed further: review of technical rankings; consideration of phasing of projects; and information needed from the sponsoring jurisdiction about other efforts the jurisdiction is undertaking to meet the 2040 Growth Concept. Andy clarified that staff is not proposing to assign points based on 2040 response but to obtain needed information for decision-makers.

TPAC will meet on Friday, June 9, to review those concerns, to ensure that the ranking and phasing of projects are properly defined, and to review 2040 implementation information that's been submitted.

A discussion followed for TPAC direction relating to a geographic and modal balance, asking that TPAC set a range of targets. Metro and ODOT staff would then develop a recommendation based on those targets. If TPAC sets them, they would serve as guidelines.

Councilor Morissette was interested in having more background and historical data provided relating to past allocation of funds.

Chair Monroe reported Metro Council's concern that they be included in the loop in terms of important decisions to be made. He spoke of late participation and review in the past relating to such decisions and the need for their input early in the process. He noted that they have gone back to the "committee" structure in

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place of their worksessions and TPAC's role was discussed at the last meeting. Metro Council is supportive of TPAC providing the criteria but not in making policy decisions. They also feel that the Metro Council, through its Transportation Planning Committee, should be involved at each step of the way. This will be discussed further at the next meeting of the Transportation Planning Committee, June 20.

Chair Monroe explained that Metro Council is not trying to subvert the JPACT process but it is not willing to abrogate its policy-making to anyone else. There is a comfort level in expectations that TPAC will establish proposed criteria, mode splits and criteria for geographic significance. A discussion followed on the appropriateness of TPAC members to provide the needed technical expertise but not to serve as policy-makers.

Andy Cotugno noted that, in the past, we have dealt with categories of funds that were not restricted. Thus the range of possibilities were narrower. He spoke of the need for value judgments due to the broad categories for projects.

Commissioner Collier indicated, from past experience, that TPAC has always made initial recommendations on all types of issues because of their technical expertise. She noted that the Metro Council can overturn JPACT's recommendation.

In further discussion, it was agreed that TPAC should develop a priority list of each different mode group of projects and that each modal group be prioritized. In addition, a recommended mode split should be developed with a determination of which projects they view primarily regional versus those they regard of geographic importance. That recommendation would then be reviewed by JPACT and Metro Council.

Bruce Warner felt that the reason this is being discussed is because TPAC is struggling with the allocation process and is asking for direction from JPACT. It has been a difficult issue. Bruce noted that JPACT, the Metro Council and the Oregon Transportation Commission share a role in this determination. He envisioned no problem with TPAC presenting its recommendation for modal and geographic targets because he felt that a more unbiased approach would then take place by ODOT/Metro staff in developing a recommendation. Even though TPAC would develop its recommendation, he didn't feel the issues would be entirely resolved at that level.

Commissioner Collier expressed concern that the issue of preservation wasn't being addressed. She felt that funds were only being targeted toward new projects, with local monies being used for preservation. Andy pointed out that the Reconstruction category would be used for the purpose of preservation needs.

In terms of equity and fairness, Councilor McLain noted that there are different components and needs in different parts of the region. She expressed support in receiving TPAC's recommendation.

Greg Green asked whether TPAC would be presenting one package or two as its recommendation, and the response from Andy Cotugno was that it would constitute one recommendation.

Dave Lohman commented on the need to rank the projects in terms of 2040 goals and what represents a regional and geographic mix but he didn't feel we should allocate an amount to each mode arbitrarily. He felt it had little to do with the criteria to be met and that such an analysis should be provided by TPAC.

Bruce Warner suggested that TPAC review the projects and provide a recommendation. JPACT needs to decide whether TPAC should break the projects down into funds or only provide general criteria, with JPACT determining the size of the pots. Bruce suggested giving TPAC the charge to give some general overriding review of the projects, geographic split and how to rank the projects from the standpoint of alternate modes. A discussion followed on some idea of what the split could possibly be and a range of percentages. Councilor Morissette felt they should also provide some evaluation on past history as to what these modes have received in the past.

Commissioner Lindquist felt the final decisions and choice of mix should be made by JPACT.

Tom Walsh commented that, over the years, there's been too much focus on project lists and money with a small amount of funds available. He felt that the region will not succeed in the long term unless it shifts its focus on the need to increase those funds. He expressed more interest in the policy recommendations and felt that's where JPACT's focus should be, setting the stage for the Regional Arterial Program.

Andy Cotugno noted that the June 28 hearing is scheduled as a joint JPACT/Metro hearing. He suggested a 7:00 p.m. timeslot. The focus of the hearing will be on the forthcoming recommendation. Chair Monroe encouraged JPACT attendance at the hearing. Mayor Drake volunteered to be in attendance.

#### WILLAMETTE VALLEY TRANSPORTATION STRATEGY

Mike Hoglund, Transportation Planning Manager, explained that VPACT (the Willamette Valley Policy Advisory Committee on Transportation) was formed to look at transportation issues of mutual interest in the Valley and to create a dialogue among its communities. To respond to growth, land use and transportation

demands, a broad vision was formulated for the Valley to ensure its quality of life. A technical committee was also formed to provide input to VPACT. Background information on data and population have formed the basis of their recommendations.

Goals of VPACT relate to mobility, industrial growth and livability.

Mike noted that the draft of the Willamette Valley Transportation Strategy recognizes there's a funding shortfall. Three scenarios were analyzed and they chose to pursue the "moderate" strategy, which includes a second phase.

The highways of the Valley are the backbone of intercity and freight movement and there is need to strengthen intercity rail and transit activities, to strengthen access to the port and freight traffic, and improve urban transit and other SOV strategies. Mike reported that Metro representation is supportive of the second phase but feels the Department of Land Conservation and Development (DLCD) should be included in the process as the Valley planning work continues.

Dave Bishop reported that ODOT is seeking public comment through June 20 and that VPACT will be meeting with the Oregon Transportation Commission on Monday evening, June 12, which will be the last of five public meetings on the strategies.

A discussion followed on the institutional role of VPACT, which is to provide more interregional travel between cities.

Dave Bishop noted that, on Page 23 of the Willamette Valley Strategy, is a description of the Moderate Commitment scenario. It includes all of the base case transportation improvements plus a set of projects and programs to more fully achieve the Preferred Alternative of the OTP and Transportation Planning Rule.

Councilor McLain reported that Mike Burton and she had recently spoken with the Willamette Council of Governments (COG). The Willamette COG hopes to meet four times a year with Metro area representatives in the hopes of gaining support of their strategies.

Action Taken: Bruce Warner moved, seconded by Mayor Drake, to authorize approval and forwarding of the proposed comments to Susan Brody, VPACT Chair. The motion PASSED unanimously.

#### REGIONAL ARTERIAL FUND

Andy Cotugno reported that three meetings have been held to focus on candidate projects to be considered for the Regional Arterial Fund. He noted that there are a broad range of projects. Projects considered include fastlink roads; regional bike route improvements; a 10-year component to rehabilitate the Willamette

River bridges to keep them operating and address seismic concerns; truck-oriented routes; traditional arterial-related projects (both ODOT and city/county-owned); and multi-modal road projects targeted to Region 2040.

At the June 5 JPACT Finance Committee meeting, it was agreed that a subcommittee of the committee meet, possibly at a retreat, to form an official set of project submittals. Once an outline is developed, more specifics are needed. Andy Cotugno noted that the information is needed by July or August as it needs to be the vehicle to determine what kind of support can be garnered. Councilor Monroe indicated that the program, its size, the mode and distribution needs to be readied by September.

In meeting with the cities of Clackamas County, Commissioner Lindquist recognized the need to do a better job of communication with the smaller cities. He acknowledged that they have tried to keep the JPACT Finance Committee at a small scale. As a result, some of the smaller cities are not represented. There's another meeting scheduled on the fourth Thursday of the month.

Chair Monroe also concurred in the need to communicate well with all the affected people.

Commissioner Lindberg suggested translating the information into language that will describe the value and essential nature of these projects in terms of quality of life. He felt that how the whole package is presented is of great importance and reflects why the Greenspace measure was so successful. Chair Monroe regarded this effort as the next step in the 2040 process.

It was agreed that a letter be formulated for distribution to Washington County and Multnomah County cities in an attempt to keep the smaller cities abreast of plans for the Regional Arterial Fund.

#### ANNOUNCEMENT

Dave Lohman announced that Secretary of Transportation Pena will be in Portland on June 27/28 for Port and Tri-Met events, noting that invitations would be extended to JPACT members for the Port signing ceremony.

#### ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan  
COPIES TO: Mike Burton  
JPACT Members