

MEETING REPORT

DATE OF MEETING: January 12, 1995

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

PERSONS ATTENDING: Members: Chair Rod Monroe, Don Morissette and Susan McLain, Metro Council; Earl Blumenauer, City of Portland; Roy Rogers, Washington County; Royce Pollard, City of Vancouver; Bruce Warner, ODOT; Tom Walsh, Tri-Met; Rob Drake, Cities of Washington County; Gerry Smith, WSDOT; Craig Lomnicki, Cities of Clackamas County; Dave Sturdevant, Clark County; Tanya Collier, Multnomah County; Ed Lindquist, Clackamas County; and Claudiette LaVert, Cities of Multnomah County; Dave Lohman (alt.), Port of Portland; and Gregory Green (alt.), DEQ

Guests: Elsa Coleman, Steve Dotterrer, Kate Deane and Meeky Blizzard, City of Portland; Jim Howell and Fred Nussbaum, AORTA; Ray Polani, Citizens for Better Transit; John Rist, Clackamas County; Linda Peters (JPACT alt.); Patricia McCaig (JPACT alt.); Darin Atteberry, City of Vancouver; Park Woodworth, Dick Feeney, Bernie Bottomly, Ross Roberts and G.B. Arrington, Tri-Met; Ron Bergman, Clark County; John Charles, Oregon Environmental Council; Dean Lookingbill, Southwest Washington RTC; Mary Legry, WSDOT; Bob Bothman, MCCI; Kathy Busse, Multnomah County; Dave Williams, ODOT; Jane Heisler (for Tom Coffee), City of Lake Oswego; Susie Lahsene, Port of Portland; Rod Sandoz, Clackamas County; Molly O'Reilly, Citizen; Kathy Lehtola and John Rosenberger, Washington County

Staff: Andrew Cotugno, Mike Hoglund, Tom Kloster, John Cullerton, Casey Short, Heather Nelson, Merrie Waylett and Lois Kaplan, Secretary

Media: Gordon Oliver, The Oregonian

SUMMARY:

The meeting was called to order and a quorum declared by Chair Rod Monroe. He welcomed new members Don Morissette (Metro Council) and Claudiette LaVert (Cities of Multnomah County) and noted that Patricia McCaig (Metro Council), David Ripma (Cities

of Multnomah County), and Linda Peters (Washington County) would be serving as alternates.

ANNOUNCEMENTS

Andy Cotugno announced that the seats on JPACT from the cities of Washington and Clackamas Counties will be vacated shortly and that, according to JPACT's bylaws, it is the responsibility of the largest city in each jurisdiction to convene a forum to initiate the balloting for members.

Andy reported that the Metro Council has decided to repeal its effort to enact a Construction Excise Tax in light of competition with other tax measures. The tax would have generated about \$2.5 million. Discussion followed on the impact on Metro's activities. Andy verified that the budget proposal does not include asking for local government dues but it does mean that some services will have to be paid for by local governments. Chair Monroe indicated that some alternatives being discussed include application of Metro's excise tax to some other areas, citing the Convention Center as an example. The budget proposal does not include the Construction Excise Tax. A discussion followed on the gap in the Metro budget and the resulting implications.

Councilor Morissette noted that the Metro Council budget has been reduced by about \$100,000 and they are examining other means of savings.

MEETING REPORT

Bruce Warner moved, seconded by Commissioner Lindquist, to approve the December 8, 1994 JPACT meeting report as written. The motion PASSED unanimously.

RESOLUTION NO. 95-1995 - CERTIFYING THAT TRI-MET'S JOINT COMPLEMENTARY PARATRANSIT PLAN UPDATE FOR 1995 CONFORMS TO METRO'S REGIONAL TRANSPORTATION PLAN

Park Woodworth, Tri-Met Director of ADA Compliance, reported that Metro has the responsibility of certifying that Tri-Met's joint complementary Paratransit Plan update meets ADA requirements. In 1992, Tri-Met submitted its plan for compliance in September 1994. Park spoke of the significance of this update and the delayed implementation of several milestones from September 1994 to June 1995, which he reviewed as outlined in the Staff Report. He noted there are quality issues that are yet to be addressed through the automated scheduling program.

Park reported that Tri-Met contracts out all paratransit rides. He noted a correction to Table 5 in that a total of 575,000 rides are contracted out. He indicated that Tri-Met is in compliance approval with ADA and the RTP, and that the Committee on Accessible Transportation (CAT) and the Citizens Advisory Committee to the Tri-Met Board have reviewed and recommended approval of the Paratransit update.

Action Taken: Councilor McLain moved, seconded by Commissioner Lindquist, to recommend approval of Resolution No. 95-1995, certifying that Tri-Met's joint complementary Paratransit Plan update for 1995 conforms to Metro's Regional Transportation Plan. The motion PASSED unanimously.

RESOLUTION NO. 95-2058 - ALLOCATING I-205 BUSWAY WITHDRAWAL FUNDS TO SOUTH/NORTH ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY ENGINEERING AND AIRPORT GROUND ACCESS STUDY AND RESCINDING TRI-MET OBLIGATION TO REPAY I-205 BUSLANE WITHDRAWAL GRANT

Andy Cotugno explained that this resolution recommends that we not proceed with bus-related improvements in the I-205 corridor but instead support the DEIS, FEIS and PE of the South/North light rail project. The two uses identified for the funds include \$12.6 million for preconstruction activities on the South/North corridor itself (FEIS and PE) and \$300,000 for a comprehensive assessment of ground transportation access to the airport. These funds have already been appropriated but there is need to secure the funds in the form of a grant. All has been appropriated with exception of the remaining \$73,000.

Technical staff determined that it would be inappropriate at this time to provide bus-related improvements in the corridor.

The success of the Gateway shuttle was discussed. Tom Walsh indicated it worked well, was the first step to take, but did not match the Port's capabilities. It was noted that these funds might increase chances of getting South/North LRT funds and would not do anything to inhibit final access to the airport.

Andy Cotugno emphasized the fact that this would represent a federal commitment toward the South/North project, citing the criticality for South/North funds.

Dave Lohman cautioned letting funds for I-205 alternatives slip away, proclaiming this a major step for the Port. He indicated it would include working on several private accesses to the airport and on local match. He wanted an opportunity to discuss the amount of the participants in that match. Andy Cotugno noted that TPAC chose not to make the match a condition to approval of the resolution but suggested that the issue of match and the

scope be discussed further. He cited the need to secure the grant at this time and the commitment to fund the \$475 million downstream.

Commissioner Lindquist indicated that Clackamas County supports this proposal. The funds were also set aside for parts of Clackamas County north.

Action Taken: Tom Walsh moved, seconded by Councilor McLain, to recommend approval of Resolution No. 95-2058, allocating I-205 busway withdrawal funds to the South/North EIS and PE and airport ground access study and rescinding Tri-Met's obligation to repay the previous I-205 buslane withdrawal grant. The motion PASSED unanimously.

RESOLUTION NO. 95-2072 - ENDORSING THE OREGON TRANSPORTATION FINANCE PACKAGE

Andy Cotugno explained that the Oregon Transportation Finance Package was developed by a coalition comprised of representatives from ODOT, the League of Oregon Cities, the Association of Oregon Counties, the Oregon Public Ports Association and the Oregon Transit Association. This particular proposal is an attempt to be conservative and prudent, and the real need outstrips the proposal. Andy highlighted the components of the proposal which included: a 2-cent gas tax increase for implementation in January 1996 and 1997 for state/local road and bridge needs; a 2-cent gas tax increase for implementation in January 1996 and 1997 to fund seismic bridge needs; a decrease of the truck's share of the Highway Trust Fund from 38.8 percent to 37.5-38.0 percent; a \$20/year increase in the statewide vehicle registration fee dedicated to mass transit and local road needs; referral of a Constitutional Amendment, enabling the new vehicle fees to be used for transit; and adoption of a lottery funding package for statewide non-highway purposes.

Andy indicated these are critical funds lacking in the Six-Year Program. He noted that seismic retrofitting for bridges is one component that was not considered heretofore. This represents a city/county/state program that would be administered by the state. Andy noted that ODOT has completed its Cost Responsibility Study to determine what the truck share should be.

Commissioner Lindquist spoke of the current composition of the Legislature, its impact on the region, and the other alternatives that were looked at. Kate Deane, Chair of the Steering Committee, reported that a vehicle emission fee and congestion pricing were also considered. She felt that a funding package was developed that would generate some political support. It is a political assessment on what the committee felt the delegation

JPACT

January 12, 1995

Page 5

would be receptive to or might have a chance of passing.

Kate reviewed some of the package elements relating to airport improvements, freight mobility improvements, and high-speed rail, noting some of the communities that would benefit. The South Rivergate area in Portland is targeted for \$6 million for a freight mobility project.

A discussion followed on a meeting held in December and the concern over the apparent lack of sensitivity with regard to the availability of lottery funds. Commissioner Rogers spoke of limited dollars and expressed legislators' concerns surrounding such requests.

Councilor McLain assumed that the region would want to go forward with a finance package that provides an infrastructure balance, maintenance of roads, and a clear commitment. She cited the importance of supporting infrastructure that deals with business, schools and quality of life and stressed the need to exercise leadership and lobby collectively and individually. Chair Monroe concurred that this should be a non-partisan effort.

Kate Deane commented on the size of the funding package, noting that there is a clear link between the existence of the transportation facilities and economic development. Because the funds are geared toward economic development, it is our obligation to tell the state how to maximize those dollars. She pointed out that the committee strived to have a balance by mode and by region. She emphasized that there is something in the finance package for every region of the state.

Commissioner Blumenauer felt the package should be pursued with both caution and support. He didn't feel that any two individuals would have designed the package the same because of different perspectives. While he felt it didn't meet all needs, he noted it allowed for flexibility. He pointed out that the State of Washington's resources are more significant than Oregon's. Also mentioned was the fact that there is a significant adjustment for the truckers. It was noted that Oregon is the only state that practices cost responsibility. Commissioner Blumenauer was hopeful that the message is clear that we may need to spend a few years tightening our belts.

In further discussion, Committee members agreed on the importance of a balanced transportation package and individual contact with the local trucking firms, homebuilders, small business people and school districts.

Dave Lohman indicated that the Port has spent a lot of time working on this package. He questioned whether it would pass,

but felt it would create a forum for discussion during this legislative session. He noted that it is not perfect but he felt it has a chance to pass because it is balanced modally and regionally. He felt that the lottery funds (\$100 million) may be the most difficult to obtain but the infrastructure is keyed to economic development.

A discussion followed on the Constitutional Amendment. It will not be a vote on higher taxes or fees. Councilor McLain asked whether consideration had been given to a sliding scale, and the answer was "no" due to the small size of the registration fee. Although the economic need of certain individuals would be impacted, the issue didn't come up.

Commissioner Lindquist noted that the cities and counties have both been working together on this funding package. There isn't much money in the proposal. This represents a delicate effort to bring everyone together. Commissioner Lindquist expressed concern about LRT funding. He cited the need to understand the proposal as a package of benefits, noting that the lottery funds would be the most difficult to attain.

Action Taken: Commissioner Lindquist moved, seconded by Bruce Warner, to recommend approval of Resolution No. 95-2072, endorsing the Oregon Transportation Finance Package.

Jim Howell, a member of AORTA, expressed AORTA's concern being the flexibility of transportation funds. AORTA is supportive of South/North funding but takes issue with separation of funds into separate pots. In order to make good judgments on where the funds should be spent, he didn't feel the proposal offered the same flexibility in the Constitutional Amendment that it offered for the registration fee. He spoke of prior defeats before the Legislature on measures tied to additional taxes. He felt it would be easier to get a Constitutional Amendment passed that is broader in scope.

Fred Nussbaum, President of AORTA, commented on the political acceptability in the balance of this package. He felt this proposal was similar to the one that went before the last Legislature. He noted that the Legislature also favors no new taxes and the transit alternative portion of the package is totally dependent on new taxes. He commented that the leadership in the Legislature is from the non-urban areas.

Ray Polani, A TPAC citizen alternate and a member of Citizens for Better Transit, supported AORTA's position. He felt this funding package is out of step with the Clean Air Act Amendments, Transportation Planning Rule and ISTEA and that the public have

demonstrated they understand the benefits of alternative transportation, also commenting on the funding being crucial.

John Charles of the Oregon Environmental Council felt that the approach taken has not worked in the past, will not work in the future, and would bankrupt the state. He felt that people can change habits and cited the rising rates of VMT and the role of putting more buses out. He spoke of marginal cost pricing and user fees and the need to educate people on alternatives.

Councilor Morissette indicated he was supportive of the transit agency and road projects but felt that the public would not support any new taxes. He cited the importance of maintaining the infrastructure but was not comfortable with the funding proposal. Commissioner Blumenauer reported that several surveys indicate that there is public support for these types of improvements. Such resources to the City of Portland could mean funding to do transit-supportive development. Councilor Morissette felt that there could be other ways to realize those goals. Commissioner Blumenauer reported that the City of Portland's transportation program had been downsized and its capital reprioritized.

Councilor McLain felt that the proposal represented a commitment for a balanced transportation program that may need to be taken in steps but stressed the need to pursue it in a united effort.

Commissioner Blumenauer asked that Committee members work with Kate Deane and Andy Cotugno to develop a response to the issues noted. Also discussed was the possibility that AORTA could sponsor the Constitutional Amendment.

There was agreement in the need to be more systematic in terms of what the region will support.

Commissioner Lindquist felt that the region is falling behind in its transportation needs, noting that this funding package doesn't provide much more than preservation of the existing infrastructure. This funding package is intended to get the region back to the point of where inflation set in. Commissioner Lindquist felt that the legislators understand that transportation is a key to the rural areas as well. He noted that there would probably be refinements made through the Legislature but asked for Committee support at this time.

Gregory Green commented that good air quality involves a multi-modal transportation system, expressing his support of the transportation finance package.

The motion PASSED. Councilors Morissette and LaVert abstained, citing their newness to the issues and JPACT.

REGIONAL TRANSPORTATION PLAN UPDATE

Andy Cotugno cited three activities to be coordinated this spring relating to the Regional Transportation Plan update: 1) completion of Phase I of the RTP update with added federal requirements and the problems associated with a long-range, constrained RTP; 2) funds set aside for alternative modes and regional flexible ISTEA funds and start-up of the allocation process; and 3) the question of whether an Arterial Fund should move forward, when it would be appropriate to consider a measure, and what should be proposed to meet the needs of the region. Andy spoke of a variety of federal and state requirements to be met, including the Clean Air Act Amendments, the Region 2040 Growth Concept, DEQ's proposed rule and the Transportation Planning Rule.

Commissioner Blumenauer asked to what extent possible federal and state legislative efforts will impact our efforts. Andy Cotugno didn't feel we can forecast what will happen but spoke of potentially reducing unfunded mandates. He noted that the Clean Air Act Amendments set rigid standards and specifies how you meet those standards. He felt that the standards will remain but how you achieve them may change. Two years ago, the Governor's Task Force recommendations were endorsed. If the state or federal requirements are relaxed, it might place more of a burden on the region and some actions might be taken more aggressively. Gregory Green noted that, if some of these requirements are relaxed, there is a corresponding price to pay. Andy Cotugno continued and spoke of the JPACT/MPAC partnership in the transportation/land use process. He noted that work teams are being developed for technical support in the different modes. A Citizens Advisory Committee (CAC) will also be established to participate throughout this process. Membership for the CAC is being solicited at this time as advisory to JPACT and Metro Council. In terms of a timeframe and integration with 2040, it will take place over the next six months.

The immediate phase in the process is driven by federal requirements with a fiscally constrained RTP. The critical issue in the near term is focused on the constrained dollars with the longer term RTP being integrated with land use questions. Andy spoke of reasonable assumptions of available resources and a mix of transportation needs as he reviewed the RTP financial constraints chart. Important objectives for the spring are to define what is a fiscally constrained RTP and to determine whether an Urban Arterial Fund ballot measure should be referred.

Andy announced that a Transportation Fair is being hosted on January 28 at Metro with the intent of gaining input on long-term and short-term needs, on fiscal needs, and on criteria as a means of making those decisions.

Councilor McLain will chair the committee that will screen applicants for participation on the 21-member Citizens Advisory Committee.

REVIEW OF SOUTH/NORTH FUNDING PROSPECTUS

Dick Feeney explained that the South/North LRT project funding prospectus represents a plan, not a proposal, that defines funding participation over the length of the South/North LRT project. It evolved through discussions with the State of Washington, C-TRAN, the Oregon Department of Transportation, federal representatives and Clackamas County and will be reviewed in a series of meetings by the JPACT Finance Committee. The objective is to get a picture of how this entire package can be implemented through Congress. The prospectus was developed largely through staff work of Tri-Met and ODOT but does not reflect a proposal by either party. It has, however, been reviewed by Tri-Met's Bond Counsel and transportation and financial consultants.

ADJOURNMENT

There being no further business, the meeting was adjourned.

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

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