

MEETING REPORT

DATE OF MEETING: July 14, 1994

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

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

Guests: Pamela Reamer-Williams, OTA; Karen Haines, City of Vancouver; Pat Bonin and Bob Hennessey, C-TRAN; Richard Ross, City of Gresham; John Rist, ODOT; David Yaden, Tri-Met Consultant; Beth Pearce, Office of Commissioner Blumenauer; George Van Bergen, Metro Council; David Calver, Bernie Bottomly and Dick Feeney, Tri-Met; Susie Lahsene, Port of Portland; Kathy Busse, Multnomah County; Ted Spence, Citizen; Rod Sandoz, Clackamas County; Steve Dotterer, City of Portland; Dean Lookingbill, Southwest Washington RTC; Jerry Parmenter; and Bob Bothman, Citizen

Staff: Andrew Cotugno, Richard Brandman, Gail Ryder, Mike Hoglund, and Lois Kaplan, Secretary

MEDIA: Gordon Oliver, The Oregonian

SUMMARY:

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

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Bruce Warner moved, seconded by Commissioner Blumenauer, to approve the June 9, 1994 JPACT Meeting Report as written. The motion PASSED unanimously.

RESOLUTION NO. 94-1965 - ENDORSING THE RECOMMENDATIONS OF THE
NORTHWEST SUBAREA TRANSPORTATION STUDY

Mike Hoglund, Metro Transportation Planning Manager, reviewed the Staff Report/Resolution for endorsement of the recommendations of the Northwest Subarea Transportation Study. He explained that this endorsement would approve a \$5.5 million package of transportation projects for the Northwest Subarea relating to TSM, access/safety, bicycle/pedestrian, and transit improvements.

The project area is located north of Sunset Highway between 112th on the west and Northwest Portland on the east. Mike spoke of the Transportation Planning Rule (TPR) and ISTEA's influence on the study. He explained that the study scope was limited to being consistent with the multi-modal balanced transportation planning pieces of legislation. The TPR requires an analysis of land use and, along with the Congestion Management Plan, should be done on a regional level. In this transitional period of planning, staff undertook a modified approach in its alternatives and recommendations.

Mike reported that staff looked at criteria such as neighborhood and environmental impacts on the built and natural environment, through traffic within the corridor, Clean Air Act and TPR objectives, and transit and system performance, including VMT, when projects were evaluated. He noted that no action would be needed to amend the RTP and that a final report on the Northwest Subarea Study is available upon request.

Under this resolution, Metro staff would be directed to enter into a Memoranda of Understanding with ODOT, Tri-Met, the City of Portland and Washington County for implementation of the study recommendations through local plans and programs.

Action Taken: Dave Lohman moved, seconded by Commissioner Lindquist, to recommend approval of Resolution No. 94-1965, endorsing the recommendations of the Northwest Subarea Transportation Study. The motion PASSED unanimously.

RESOLUTION NO. 94-2009 - ESTABLISHING A FIVE AND 10-YEAR
TRANSPORTATION FINANCE STRATEGY

Andy Cotugno reviewed the Staff Report/Resolution for endorsement of a five-year transportation strategy and development of a comprehensive 10-year strategy. He indicated this was the next step toward formulating the goals on the transportation funding strategies. Andy noted that some decisions will require action by the Legislature, Congress, and vote of the people.

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Andy explained that Exhibit A defines the categories of needs to be addressed. Categories included in the five-year funding program for 1994-1998 (as shown on Exhibit B) include: roads, bridges, freight and bike/pedestrian program; South/North capital for LRT start-up; transit operations; major state highways; and local maintenance.

A bond measure referral for voters in the fall and further activities in 1995 are outlined in the Staff Report as a means of remaining competitive in the next ISTEPA update. The 10-year comprehensive funding strategy would include: 1) pursuit of funds for South/North LRT through a Tri-Met-referred G.O. bond measure vote slated for November 1994; a C-TRAN-referred funding measure vote in 1995; an Oregon legislative funding contribution; and a Washington legislative funding contribution; 2) pursuit of a Metro-referred funding measure for November 1995 for an arterial/bridge/freight access/bike/pedestrian improvement program; 3) pursuit of state funding for ODOT maintenance/preservation improvements and for a possible bridge and/or arterial program; and 4) acknowledgement that construction funding for the next LRT corridor after South/North will not be sought until funding is implemented toward meeting the arterial/bridge/freight access/bike/pedestrian needs and transit operations. Emphasis was placed on the caveat that it is important to pursue funds in each of the categories but not until implementation of the Urban Arterial Program.

Andy Cotugno praised the hard work and contributions of the JPACT Finance Committee toward this effort, thanking everyone for their participation and helpfulness. This resolution represents the recommendations of the JPACT Finance Committee.

Commissioner Lindquist, JPACT Finance Committee Chair, also spoke of the hard work toward this effort and assured the Committee that the subcommittee is still looking at ways to fund road needs, citing a strong commitment toward that end. He felt the bond measure was pretty much supported by everyone but noted federal changes and issues of timing of consequence.

Councilor Giusto asked that clarification be made to Clause 2 of Exhibit A to state that "implementation of this project with this source is subject to implementation of the other South/North funding measures recommended in this resolution" before he could be supportive of the resolution. Committee members also agreed that Exhibit A should refer to a transportation-related user fee rather than a "transportation funding measure" for terminology in the November 1995 measure.

Chair Monroe acknowledged that this has been a stressful process and conclusion. He noted that circumstances and facts changed regarding the speed-up of the ISTEA process, the region's ability to get behind a road measure this fall, and the feeling that a gas tax measure for this fall was perceived to be self-defeating. This, consequently, resulted in an LRT measure.

Mayor Drake indicated he was in favor of improving the regional transportation system. However, at the last Washington County Transportation Coordinating Committee (WCTCC) meeting, there were concerns expressed about putting road needs on the "back burner." He noted that all the counties have different needs. In Washington County, they suffer for a lack of roads. The WCTCC is deeply concerned about putting road needs off until 1995 and consider it being a very dangerous move. In addition, Washington County was looking at 1995 for their own roads measure. He questioned the wisdom of going to the voters at the same time as a regional roads measure. WCTCC supports the commitment to seek transit to Clackamas County and a terminus at Oregon City rather than Milwaukie.

Mayor Drake also felt this process evolved rather quickly and questioned whether there would be sufficient public support in November.

Commissioner Rogers also indicated support for light rail to extend to Oregon City.

Dave Lohman indicated that the Port would be voting in favor of the resolution with the following reservations concerning: whether the region is serious about freight mobility; what the \$475 million will buy; what the commitment will be from the state; and whether November 1994 is the right time.

Mayor Lomnicki reported that the Cities of Clackamas County are supportive of this resolution but would like some concerns addressed. They are hopeful that the terminus will be decided through the Tier I process before this measure goes to the voters. Also of concern is whether there will be one or two corridors addressed in the Tier I process. He felt people would be more comfortable if they know what the terminus would be. A line from Oregon City to Vancouver is hoped for. He noted that these concerns were expressed by the four cities most directly affected.

Andy Cotugno responded that the Tier I decision is to narrow down a wide range of termini and alignments which will go forward into an Environmental Impact Statement (EIS) before decisions are made regarding design and environmental impacts. The viability of some of those alternatives cannot be evaluated at this time.

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Andy explained that the intent is to narrow down the alternatives in order to be more precise. He felt that the alignments to be further considered and the decision on termini should be defined by the time of the November vote.

Councilor McLain cautioned the committee about their reservations. She was supportive of the resolution and cited the need to address the concerns raised so that we can be confident and positive in our approach with the public if the measure is to be successful.

Pamela Reamer-Williams of the Public Affairs Department of the Oregon Trucking Associations, Inc. (OTA) distributed a letter from the OTA expressing concern about the proposed \$475 million bond measure for South/North LRT and the need to shift that focus to road and bridge needs. The OTA questions the region's commitment to a "balanced" transportation program when the bond measure is solely targeted for LRT.

Commissioner Collier was in agreement with Pamela Reamer-Williams, Dave Lohman and Mayor Drake's comments. She noted that she has fought hard to gain funds for arterial improvements and is now strongly supportive of the resolution because she feels both pieces of the commitment are there.

Commissioner Blumenauer noted our failure at the 1993 Legislature as the reason the region is in this predicament on roads. He felt the process didn't go well at that time because, even though the support was in place, the region did not provide the follow-through. He noted the different needs, priorities and urgencies within each jurisdiction. Commissioner Blumenauer pointed out that, five years ago, the region was faced with the possibility that the Westside light rail project might get scuttled but leadership prevailed to put a work plan in place to make it happen. He cited the need to pull together in getting the rail line committed as a single segment. He noted that the State of Washington people have worked cooperatively with us which has paid dividends to this region in terms of support for the Westside LRT, roads, land use and air quality issues. Commissioner Blumenauer felt that, if the Committee was willing to take the update of the 10-year plan to be a part of an overall regional program rather than as a single proposal, we could get from Oregon City to Everett and would be successful at the legislatures in the two states for roads, bridges and bikes. He personally felt that we have made a good revision to the 5, 10, and 15-year programs. He also cited the need to do a better job in communicating with the Port of Portland. He suggested not putting this off for another year or two or we will be back in another two years for a similar effort.

Commissioner Lindquist referenced Pamela Reamer-Williams' letter regarding the Northwest's No. 2 warehousing and distribution center. He spoke of the need to work together and exercise leadership at the Legislature to get this package passed in November. He stated that the need to challenge the Legislature is vital.

Chair Monroe felt this was an exciting effort and noted that we are at the cusp of the action. He reported that we are ahead of any bi-state region in the nation in support of a regional project that would improve our livability.

Chair Monroe then opened the meeting for public testimony.

Fred Nussbaum, President of the Association of Oregon Rail and Transit Advocates (AORTA), expressed his organization's support of the South/North light rail project. He noted that AORTA is concerned that the policy recommendations on Exhibit B reflect the unsuccessful effort and strategy used at the 1993 Legislature and is fearful that it would receive a similar response in this effort. AORTA recommends removing any mode-specific references from Exhibit B for more flexibility of funds. They also support a Constitutional Amendment to broaden the use of motor vehicle fees for a Unified Transportation Trust Fund.

Chair Monroe closed the public hearing.

Action Taken: Commissioner Blumenauer moved, seconded by Commissioner Lindquist, to recommend approval of Resolution No. 94-2009, establishing a five and 10-year transportation finance strategy. The motion PASSED unanimously.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members