

MEETING REPORT

DATE OF MEETING: April 8, 1993

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

PERSONS ATTENDING: **Members:** Tom Walsh, Tri-Met; Dave Sturdevant, Clark County; Keith Ahola, WSDOT; Mike Thorne, POP; Roy Rogers, Washington County; Craig Lomnicki, Cities of Clackamas County; Ed Lindquist, Clackamas County; Jon Kvistad, Metro Council; Gary Hansen, Multnomah County; Bernie Giusto, Cities in Multnomah County; Bruce Hagensen, City of Vancouver; Earl Blumenauer, Portland; Roger Buchanan, Metro Council; George Van Bergen, Metro Council; Steve Greenwood, DEQ (JPACT Alt.).

Guests: Molly O'Reilly, STOP; Rod Monroe, Metro Council (JPACT Alt.); Kathy Busse, Multnomah County; Bob Bothman, MCCI; Dave Williams and Robin McArthur-Phillips ODOT; David Lohman (JPACT Alt.) Port of Portland; Brian Campbell and Susie Lahsene, Port of Portland; Elsa Coleman and Steve Dotterer, City of Portland; Mary Legry, WSDOT; Dean Lookingbill, SW RTC; Don Briggs, Clark County; Les White, C-TRAN; Dale Chambers, John Rosenberger, Washington County; Pat Allen, Congressman Mike Kopetski's Office; Rod Sandoz, Clackamas County; Eric Herst, OTA; and GB Arrington and Loren Wyss, Tri-Met.

Staff: Rena Cusma, Executive Officer, Andy Cotugno, Richard Brandman, Karen Thackston, John Cullerton and Deborah Bernard, Secretary.

SUMMARY:

The meeting was called to order at 7:30am.

MEETING REPORT OF MARCH 11, 1993

Committee Chair, George Van Bergen, asked for a motion to approve the meeting report of March 11, 1993. Meeting report was approved as written.

RESOLUTION NO. 93-1784 - FOR THE PURPOSE OF RECOMMENDING PRIORITY HIGH-CAPACITY TRANSIT CORRIDORS TO THE SOUTH AND THE NORTH AND AN ACTION PLAN FOR PHASE 2 OF THE SOUTH/NORTH PRELIMINARY ALTERNATIVES ANALYSES

Resolution No. 93-1784 designates High-Capacity Transit (HCT) corridor segments to Clackamas County and Clark County as priorities for future study and provides policy direction to project staff regarding preparation for Alternatives Analysis and funding plan. The Citizens Advisory Committee and the Project Management Group made recommendations regarding future study of High-Capacity Transit in each of the following corridors:

- 1) Select Milwaukie as the priority corridor segment for further analysis of High-Capacity Transit options between Portland and Clackamas County.
- 2) Select I-5 North as the priority corridor segment for further analysis of High-Capacity Transit options between Portland and Clark County.
- 3) Seek to prepare an Alternatives Analysis/Draft Environmental Impact Statement and secure financing on a single South/North HCT corridor incorporating both the Milwaukie and I-5 segments.
- 4) Continue to analyze the design and possible funding sources for constructing and operating an HCT corridor to the Portland International Airport as a non-priority corridor.
- 5) Prepare intermediate-term improvement strategies for the I-205 South and North corridors which do not include HCT improvements.

The Committee approved the staff recommendation. A letter of thanks, signed by the Executive Officer and the Chair of JPACT, will be sent to the members of the Citizens Advisory Committee for their hard work.

RESOLUTION NO. 93-1785 - ENDORSING THE REGION'S SURFACE TRANSPORTATION PROGRAM AND AMENDING THE FY 93 TIP FOR INCLUSION OF THESE PROJECTS

Resolution No. 93-1785 establishes the region's priority Regional Surface Transportation Program (STP) projects for funding in the 1993-94 Oregon Department of Transportation (ODOT) Six-Year Transportation Improvement Program (Six-Year Program).

The resolution also amends the FY93 Transportation Improvement Programs to include the priority STP projects adopted through this resolution.

The Committee approved the recommendation to endorse the program and amend the FY93 TIP.

RESOLUTION NO. 93-1786 - ENDORSING THE MEMORANDUM OF UNDERSTANDING ON STP FUNDS AND STP REPLACEMENT FUNDS

Andy Cotugno presented Resolution No. 93-1786 - endorsing the Memorandum of Understanding (MOU) between ODOT, Metro, AOC, LOC and OTA on transfer of STP funds to Alternative Transportation Projects and replacement with Trust Fund revenues was approved by the Oregon Transportation Commission on March 31, 1993 and recommending approval and execution by Metro. The agreement was also approved by the Association of Oregon Counties, the League of Oregon Cities and the Oregon Transit Association. This MOU would allow the majority of STP funds in the state to be transferred to alternative transportation projects, chiefly transit. This agreement would be in force only if the proposed increase in revenues to the Highway Trust Fund is enacted by the Legislature. Andy stressed that if less than a full package is adopted by the Legislature, this MOU would have to be amended and a lower amount of STP funds would be shifted to alternative modes.

It was moved and seconded to approve Resolution No. 93-1786 and to remove the following language from the sixth paragraph of the Resolution:

"...as may be desired by the Port of Portland and..."

The new language will read as follows:

WHEREAS, this definition of Alternate Transportation Projects does not exclude such inter-modal facilities that would otherwise be eligible for STP funding.

The motion passed unanimously.

LOCAL DUES ASSESSMENT

Andy Cotugno reported that the Metro Budget Committee is seeking advice from JPACT on which programs to cut if there is underpayment of dues. The deadline for response from local governments concerning voluntary dues is April 15, 1993. The matter will come before the Budget Committee again on Tuesday, April 20, 1993.

Andy Cotugno urged that we attempt to involve all local governments in payment of dues but indicated that a \$50,000-\$75,000 underpayment is likely.

Tom Walsh stated he didn't favor cutting \$50,000-\$75,000, as services to be provided are necessary ones. Tri-Met is prepared to back full funding.

Rena Cusma stated she agreed with Walsh and noted how important it is to let local governments know how lost dues would affect services provided. Earl Blumenauer, Roy Rogers and Mike Thorne also spoke in support of full payment despite the impact on their budgets. Ed Lindquist stressed that their costs would go up if

Metro services are cut and they would have to charge cities more for county provided planning services.

The Committee reaffirmed its support for the voluntary payment of the local dues assessment at the level proposed in the FY 94 budget. A letter will be sent to each of the local jurisdictions signed by the Chair and by the appropriate representative of each county and the cities in each county. JPACT concurred with the following:

1. It is recommended that the Metro Council budget the full amount of local government dues at \$597,563. It is important that the work be done and that those jurisdictions that are willing to pay know what they are going to get.
2. Members of JPACT and the Chair should approach jurisdictions that have expressed some unwillingness to pay and encourage them to do so and describe the merits. Included should be a description of the importance of carrying out these projects, the economies of scale of doing so on a regional basis, and the higher cost of them if they are not, the concern over treating dues and non-dues paying members equitably with the need to charge for services to non-dues paying members and concern over eligibility for federal transportation funding and membership on Metro Committees.
3. If there is underpayment, JPACT is committed to determining how to make the budget whole.

ODOT SIX-YEAR PROGRAM UPDATE

Bruce Warner reported on the Oregon Six-Year Improvement Program and the schedule for updating that program. Robin McArthur-Phillips gave a presentation on the Transportation Improvement Program (TIP). She stated that ODOT can only fund 80% of projects in the current TIP due to federal funding shortfalls. The OTC will hold a final hearing in January of 1994 and final adoption will take place in July of 1994. Bruce Warner stated that they have sufficient funds to work on current projects. ODOT expects additional funds from the state Legislature and further commitments for projects will be possible then. Otherwise, he indicated that ODOT is not accepting applications for new modernization projects.

ADJOURNMENT

There being no further business, the meeting adjourned.

REPORT WRITTEN BY: Deborah Bernard

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members