

MEETING REPORT

DATE OF MEETING: February 11, 1993

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

PERSONS ATTENDING: **Members:** Roger Buchanan, Jon Kvistad and George Van Bergen, Metro Council; Tom Walsh, Tri-Met; Dave Sturdevant, Clark County; Roy Rogers, Washington County; Steve Greenwood (alt.), DEQ; Bruce Hagensen, City of Vancouver; Bernie Giusto, Cities of Multnomah County; Gerry Smith, WSDOT; Rob Drake, Cities of Washington County; Bruce Warner (alt.), ODOT; Earl Blumenauer, City of Portland; Ed Lindquist, Clackamas County; Mike Thorne, Port of Portland; Craig Lomnicki, Cities of Clackamas County; and Les White, C-TRAN;

Guests: Molly O'Reilly, Citizen; Daryl Steffan, City of Beaverton; Rod Monroe (JPACT alt.), Jim Gardner and Susan McLain, Metro Council; Kathy Busse, Multnomah County; G.B. Arrington and Loren Wyss, Tri-Met; Jim Howell, OREARP; Kim Chin and Les White, C-TRAN; Keith Ahola, WSDOT; Bob Hart, RTC; Dave Simpson and Mike Wert, ODOT; Susie Lahsene, David Lohman (JPACT alt.), Port of Portland; Rod Sandoz, Clackamas County; and Steve Dotterer, City of Portland

Staff: Rena Cusma, Executive Officer, Andy Cotugno, Richard Brandman, Gail Ryder and Berthé Carroll, Secretary

MEDIA: Gordon Oliver, The Oregonian

SUMMARY:

The meeting was called to order at 7:30 a.m. Committee Chair, George Van Bergen, introduced new Committee members Bruce Warner and Craig Lomnicki. Mr. Van Bergen also welcomed Rena Cusma to the meeting and extended an invitation to meetings hereafter.

MEETING REPORT OF JANUARY 14, 1993

Committee Chair, George Van Bergen, asked for a motion to approve the minutes of the January 14 meeting. One amendment was made to the minutes, which was on Page 6, last paragraph under "Briefing on Pre-AA North/South Transit Corridor." Dave Sturdevant recommended that the Expert Review Panel (ERP) be removed from that paragraph. Andy Cotugno elaborated that the ERP's responsibility is to report their findings rather than propose a

recommendation. With that understood and documented, the minutes were otherwise approved as written.

RESOLUTION NO. 93-1756 - AMENDING THE FY 93 UNIFIED WORK PROGRAM AND ENDORSING THE USE OF SURFACE TRANSPORTATION PROGRAM FUNDS FOR REGIONAL PLANNING ACTIVITIES

Andy Cotugno referred the Committee to attached Resolution No. 93-1756 for discussion and approval. The general recommendation was to proceed with an allocation of STP funds for FY 1992 and 1993, but delay proceeding with 1994, 1995 and 1996 due to uncertainties of funds that will be available. The resolution deals with a portion of the first two years for funding to meet planning requirements. The remainder will be dealt with in the next several months.

Discussions continued on the Proposed FY 93 Unified Work Program Narratives (Exhibit B), which include: Region 2040 Phase II; Data Collection; Management System (Intermodal, Public Transit and Congestion) and RTP Financial Analysis, and the ODOT ISTEA/Rule 12 Funds.

The Committee approved the recommendation to proceed on the first two years for funding.

RECOMMENDATION ON WHETHER TO LEVY LOCAL GOVERNMENT DUES

Andy Cotugno led discussion on the above agenda item and gave some background information on the issue. In prior years, Metro has had statutory authority to levy dues assessment on local governments. However, that law has expired, and next year the mandatory assessment of the dues will not be in effect. There has, however, been some interest in pursuing a funding source to replace the dues, which could not happen quickly enough to affect next year's budget. The issue on the table was whether or not dues on local governments should be continued and whether or not it should be mandatory or voluntary.

A memorandum was included in the agenda packet which gave actual dollar amounts for each jurisdiction, as well as the programs proposed to be funded in the next year's budget with local government dues at the 43¢ level. RPAC and TPAC have both stressed that the programs proposed are critical and should continue. A replacement source will be necessary to ensure this. However, until a replacement source can be obtained, both technical committees have recommended that the local government dues be mandatory and that Metro seek authority to make the dues mandatory to allow the process to begin. The committees also recommended that a provision be included to obtain a replacement

source of funds and, when that source is obtained, dues be rebated to the jurisdictions that had paid.

Local government dues were also discussed at the Joint MPAC/RPAC meeting last night. However, there were not enough MPAC members present to support a quorum, so action was not taken.

After continued discussions on the issue, the consensus of the Committee was to approve the budget and ask local jurisdictions to budget the proposed dues amount on a voluntary basis. It was also agreed that JPACT would reconvene for further discussions on this issue at a future date.

George Van Bergen took a few minutes following the above agenda item to introduce and welcome Rob Drake who will be representing the cities in Washington County.

APPROVAL OF MT. HOOD PARKWAY ALTERNATIVES FOR INCLUSION IN DEIS

Andy Cotugno initiated discussion by giving a brief summary of his memorandum to JPACT which was included in the packet. ODOT has requested that JPACT support proceeding with the DEIS for the Mt. Hood Parkway and endorse the range of alternatives that are being considered. At a January 29 TPAC meeting, TPAC recommended that JPACT adopt the alternatives, as well as both committees give further consideration to the financing implications of the project and the question of when and where to build freeway lids and other types of high-cost mitigation.

Included in the agenda packet was also a letter from ODOT regarding the TPAC presentation on Mt. Hood Parkway. At the January 29 TPAC meeting, ODOT sought two decisions from TPAC, which include: that there be regional consensus on the need for the Mt. Hood project to be advanced; and that the appropriate range of alternatives be considered and that the most viable of those alternatives be advanced.

Mike Wert, ODOT, distributed graphics to the Committee for reference. ODOT and City of Gresham staff presented information on transportation improvements in urban areas and other project alternatives and funding methods.

Following ODOT and City of Gresham presentations, Roger Buchanan moved that JPACT approve the DEIS process to move forward with the inclusion of Mt. Hood Parkway alternatives. The motion was approved unanimously.

REVIEW OF PORT OF PORTLAND TRANSPORTATION PLANS

Mike Thorne, Port of Portland, introduced this agenda item. The Port of Portland has recently completed their Transportation Improvement Plan. It has been determined that there is a need for access to intermodal facilities.

Dave Lohman and Susie Lahsene, Port of Portland, presented a slide show presentation on the Port's mission, facilities and economic impacts, priorities and the Port's Transportation Improvement Plan. Other items discussed were also development of employment impacts and the outcome of the Port's Transportation Improvement Plan.

REVIEW OF COMMENT ON TRI-MET STRATEGIC PLAN

Tom Walsh gave an overview of Tri-Met's Strategic Plan. Included in the agenda packet were comments from Metro, Washington County, Clackamas County and the Port of Portland. From the comments, there were a few common themes from the various jurisdictions, which include: there is a broad acknowledgement that Tri-Met should create a vision of where the agency is going; that specific long-range targets may be premature; that the short-range finance objective is appropriate; and that the vision should reflect the outcome of the Region 2040 process.

Mr. Walsh was appreciative of the comments and stated that the Strategic Plan would be amended following the 2040 process to reflect the region's collective land use/transportation future.

Mr. Walsh concluded by thanking his board and staff for their efforts on the plan.

OTHER

A handout was distributed to the Committee on the North/South Transit Corridor Schedule. Andy Cotugno announced that JPACT and the affected jurisdictions convene the Public Hearing scheduled for March 30.

A final JPACT decision on the priority corridors is expected at the regularly scheduled April 8 JPACT meeting.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Berthé Carroll

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members