

MEETING REPORT

DATE OF MEETING: June 11, 1992

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

PERSONS ATTENDING: Chair Richard Devlin, Metro Council; Earl Blumenauer, City of Portland; Pauline Anderson, Multnomah County; Bonnie Hays (alt.), Washington County; Larry Cole, Cities of Washington County; Marjorie Schmunk, Cities of Multnomah County; Don Forbes, ODOT; Tom Walsh, Tri-Met; Keith Ahola (alt.), WSDOT; Les White, C-TRAN; Fred Hansen, DEQ; Ed Lindquist, Clackamas County; and Bob Liddell, Cities of Clackamas County

Guests: Ed Washington, Metro Council; Brian Campbell and Susie Lahsene, Port of Portland; Dick Feeney, G.B. Arrington, Bruce Harder, and Laurie Garrett, Tri-Met; Pat Clancy, Public Financial Management; Judy Davis and Leeanne MacColl, League of Women Voters; Kathy Buson, Multnomah County; Ted Spence, ODOT; Francie Royce, City of Portland; Geoff Larkin, The Larkin Group, Inc.; John Block, City of Oregon City; Rod Sandoz, Clackamas County; Steve Greenwood (JPACT alt.), DEQ; Jerry Baker, Cities of Clackamas County; Dapo Sobomehin, Citizen; Larry Bissett, Systems Research Group; and Dale Chambers, Washington County Land Use Advisory Commission

Staff: Andrew Cotugno, Cathy Thomas, Gail Ryder, Ethan Seltzer, and Lois Kaplan, Secretary

SUMMARY

The meeting was called to order and a quorum declared by Chair Richard Devlin.

MEETING REPORT

The May 14 JPACT Meeting Report was approved as written.

ANNOUNCEMENTS

Andy Cotugno announced that the Western Council of Governments Conference, which covers the three western states, would be held in Bend, Oregon on July 9-11. Andy encouraged attendance and

noted that there would be opportunity to gain insight on each state's perspective with regard to the challenge brought about by ISTEA. In addition, speakers will address the issues of integrating land use with transportation and meeting the requirements of the Americans with Disabilities Act. Application forms for the conference were distributed.

Chair Devlin introduced Ed Washington, a newcomer to Metro Council, who was present as an "observer."

Brian Campbell introduced Susie Lahsene as the new Transportation Planner from the Port of Portland.

RESOLUTION NO. 92-1625A - ENDORSING CITY OF PORTLAND AND TRI-MET APPLICATIONS FOR FHWA/FTA URBAN MOBILITY GRANT FUNDS

Andy Cotugno pointed out that a replacement Staff Report/Resolution was distributed reflecting deletion of the proposed demonstration grant for a Travel Allowance to Encourage Employers to Charge for Employee Parking. At the request of the City of Portland, the proposed grant was removed from consideration.

Andy reviewed the remaining proposals for demonstration grants pertaining to a Neighborhood Rideshare Co-op and a Transit Freeway Operations Program.

Fred Hansen asked why the "Employer Charge for Employee Parking" request was dropped, as pricing on parking was one of the issues being discussed by the Governor's Committee on Vehicle Emissions. Commissioner Blumenauer responded that the proposed grant was removed from consideration because it is the City's intent to follow this issue up with the people in the business community, noting that proper groundwork has not been laid and the need for a coalition to first be in place. He noted that the City welcomes reactions and suggestions for this proposal.

Action Taken: Larry Cole moved, seconded by Pauline Anderson, to recommend approval of Resolution No. 92-1625A, endorsing City of Portland and Tri-Met applications for FHWA/FTA urban mobility grant funds. Motion PASSED unanimously.

RESOLUTION NO. 92-1626 - ESTABLISHING THE REGION'S PRIORITY TRANSPORTATION ENHANCEMENT PROGRAM PROJECTS

Andy Cotugno noted that an initial draft of ODOT's Six-Year Program was reviewed in January. At that time, it was not clear whether the Transportation Enhancement funds would be programmed in the Six-Year Program. The same concern was experienced over the Congestion Mitigation/Air Quality projects, which will be

considered at the July 9 JPACT meeting. We're requesting that any new projects for use of NHS and STP funds be flagged in some fashion.

Andy explained that the Transportation Enhancement account is a new experience for the transportation administration and is intended to fund environmental transportation projects, citing examples. He elaborated on the solicitation process, how the criteria was developed, and the subsequent ranking of projects. Staff is recommending that only two years of Transportation Enhancement funding be programmed by ODOT in the Six-Year Program. All projects considered fall within the Metropolitan Service District boundary. Andy indicated that there is some uncertainty as to what projects will be allowed under this new program.

Fred Hansen expressed concern over funding a lot of distinct but unconnected projects at a time we are trying to learn or promote different strategies in terms of livability of the Transportation Rule. Andy Cotugno responded that such criteria should be applied to the Congestion Mitigation/Air Quality funding projects, noting that this account is more for environmental quality. The question then was raised -- if there is an emphasis for reducing VMT, what would you do with scenic or historic projects? Fred Hansen felt the Rule will only be effective if there is a comprehensive approach to housing densities and land use.

Don Forbes noted that ODOT's approach has been to set up working committees, both internally and for stakeholders, to define the criteria with the intent of ranking the projects statewide. The draft Six-Year Program doesn't include any Transportation Enhancement projects. He felt it should remain unprogrammed until the criteria is developed, pointing out that the funds are not restricted to any one fiscal year. He stated that we have the opportunity to do the right thing as well as the expedient thing.

Mayor Cole expressed the Cities of Washington Counties' support of this resolution but wanted the record to show that Washington County is getting considerably less dollars than the other counties. Washington County Cities support equity and distribution in the next action.

Action Taken: Tom Walsh moved, seconded by Pauline Anderson, to recommend approval of Resolution No. 92-1626, establishing the region's priority Transportation Enhancement Program projects. Motion PASSED unanimously.

Don Forbes commended Andy Cotugno and staff for having done an outstanding job in developing potential criteria for this program.

REGION 2040 UPDATE

Ethan Seltzer briefed the Committee on Region 2040 activities. He spoke of research into values and community attitudes. Reports on existing conditions, demographics and community preferences will be combined into a series of alternatives. There will be three basic alternatives, plus a "Reference Alternative", with a variety of alternatives within each that will be presented to the public.

The Reference Alternative will be arrived at by taking policies in place until the year 2010, assuming no change, and trying to determine what kind of growth pattern will apply toward 2040. He stressed that it is an alternative rather than a trend and noted the intent to develop the Reference Alternative as a reasoned response to the way choices present themselves.

Ethan also commented on the telephone survey that was conducted regarding quality of life. He noted concerns such as traffic, public safety, and the region growing too fast. Two processes are underway to look at growth alternatives: 1) with local governments, in cooperation with local planning staffs; and 2) interest groups (stakeholders). A series of public workshops will be held around the region. Ethan reported there will be a narrowing of alternatives in July, August and September with presentation before the public in October.

Andy Cotugno noted that a kit was developed for group presentations and is available to solicit value tradeoffs.

Ethan noted that the three alternatives and the Reference Alternative will be completed by the end of this calendar year. The second phase of Region 2040 is to quantitatively assess the 2040 alternatives. The project will be complete at the end of '93.

Mayor Cole asked whether any information was extracted from the poll as to length of time people lived here. The response was in the affirmative.

OVERVIEW OF TRI-MET STRATEGIC PLAN

Tom Walsh, General Manager of Tri-Met, noted that Tri-Met's Draft Strategic Plan is tied very closely to that of land use visions for the region. He indicated that a series of discussions had been held around the region on this document. He cited the Strategic Plan as a provocative, ambitious plan, noting that it was generated internally at Tri-Met.

The Strategic Plan deals with quality of life, a vision for growth and livability, Tri-Met's role in achieving the vision, Tri-Met's mission and goals, and the business plan. Tom noted that, for the next two fiscal years, we have the ability to make substantial strides on the Strategic Plan. By 1995, additional revenues will be needed. He noted that the Strategic Plan is Tri-Met's response to the region and its expectations and, as the operating agency, they are committed to carrying out the plan.

In terms of process, there have been seven sessions planned with jurisdictions. Tri-Met would like an opportunity to review the Strategic Plan in detail with staff. They anticipate a series of hearings to be held over a 90-day period with Discussion Draft 2 followed by final consolidation with each of the regional partners. Tri-Met is cognizant of the fact that the Strategic Plan must fit with developing strategies of Region 2040. Mr. Walsh acknowledged that Tri-Met is not a land use planning agency and will be cooperative with the 2040 planning process. It is Tri-Met's intent that the Strategic Plan be consistent with the Region 2040 planning process.

Tom asked for comments back on the Strategic Plan and asked that Tri-Met have the opportunity to brief other jurisdictions.

LIGHT RAIL TRANSIT BONDS

Bruce Harder explained that \$125 million in General Obligation bonds were authorized by the voters for the Westside LRT project and the East Portland/Clackamas County LRT development. Tri-Met wants to sell those bonds at this particular juncture of the Westside LRT project. He explained that we are beginning to utilize some of the mechanisms the region has put in place over the last years. Tri-Met is going through the credit rating process and General Obligation bonds will be issued shortly. On advice of bond counsel, they are thinking of issuing the full \$125 million of General Obligation bonds. The yield is at an attractive rate and would allow Tri-Met to leverage the investment to a maximum.

From a fiscal perspective, Tri-Met can meet spend-down requirements. There is consensus that this is the way to proceed at this point. In the draft resolution distributed at the meeting, it would direct Tri-Met to hold, account for, and disburse the Clackamas County funds, and Tri-Met would be the agent for the compact. The draft would also make the unused bond procedures available as security if there is need in the interim of security for credit. The details of the resolution will be worked out by staff in the next few weeks for later consideration by JPACT in July.

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Andy Cotugno noted that, in July 1990, the overall funding framework was established for the Westside LRT project. As part of that resolution, \$15 million out of the \$125 million was directed toward the East Portland/Clackamas County extension. The Regional Compact provides that \$15 million be committed toward that project. It also provides mechanisms for use of the bond proceeds as Westside LRT costs, if necessary. We are not doing that at this time. The resolution provides that the Clackamas County bond proceeds will be available to the Westside LRT for credit enhancement and to meet CAPRA requirements.

Commissioner Lindquist reported that Clackamas County has worked with Tri-Met on this issue and is comfortable with the way things have been put together. Clackamas County realized that these funds might be needed for the Westside project but understood that funds would be available when the East Portland/Clackamas County project was to begin. Commissioner Lindquist indicated that his only concern was whether right-of-way funds were needed before the five years were up. He concurred in the need to proceed as proposed as he was assured that other funds are available for that purpose.

Commissioner Blumenauer hoped that we could look at ways to accelerate efforts for the southern project while looking at a range of opportunities for long-term cost savings for the region. He felt there may be a component that speaks to doing more in that vital corridor, citing the need to maximize funds and have some flexibility. It was hoped that, in the long term, we could save more money if that component could be accelerated.

Tom Walsh stated that Tri-Met wants to be able to use the \$15 million for credit enhancement for the borrowing for the Westside. He assured the committee that no more than \$944 million will be spent for light rail between Portland and Hillsboro.

COMMENTS ON OREGON TRANSPORTATION PLAN

Andy Cotugno stated that ODOT has two documents in circulation on the Oregon Transportation Plan at this time: a Multimodal System Element and a Policy Element. He reviewed the alternatives as a status-quo funding approach, a "no revenue" increase alternative, and a third alternative that would meet economic and livability needs of the state and develop a multi-modal approach. ODOT is in a public meeting process at the present time, and the region hopes to consider a resolution for endorsement at its July 9 JPACT meeting.

The Oregon Transportation Commission will consider adoption of the OTP documents on September 18 at a transportation symposium. Adoption of a Financing Element is proposed in November. Andy

Cotugno emphasized the fact that it will be appropriate to update other plans, noting the Willamette Valley Transportation Plan, land use plans, and the Oregon Benchmarks as examples.

Andy commented that, while we are growing in VMT per capita, we must also meet the 10 percent reduction required by Rule 12 and emphasized that an aggressive package should be pursued. He indicated there are some significant policy issues to be addressed.

Commissioner Hays indicated that more Washington County comments would be forthcoming on the Oregon Transportation Plan. Mayor Cole also acknowledged that, at the WCTCC meeting, it was discussed that there would be further submittals from the cities of Washington County. With regard to the Willamette Valley Transportation Plan and long-range elements, Mayor Cole hoped that this process doesn't forget that the state's second most populated area is in Washington County and rapid transit service as well.

Action Taken: Commissioner Lindquist moved, seconded by Commissioner Hays, to endorse the comments for forwarding to ODOT with the recognition that there will be further submittals. Motion PASSED unanimously.

Don Forbes commented that he has asked for a transit order analysis by the end of this year. He felt the most helpful and appropriate comments deal with minimum levels of service.

ANNOUNCEMENT

A communication received from the Newberg Area Chamber of Commerce was distributed expressing concern about a potential delay in the Westside Bypass Study. Chair Devlin noted that the matter would be taken up at a future meeting.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members

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