

MEETING REPORT

DATE OF MEETING: March 14, 1991

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

PERSONS ATTENDING: Members: Chair David Knowles, Richard Devlin and George Van Bergen, Metro Council; Pauline Anderson, Multnomah County; Bob Bothman, ODOT; Larry Cole, Cities of Washington County; Bob Post, Tri-Met; Gary Demich, WSDOT; Steve Greenwood, DEQ; Ed Lindquist, Clackamas County; and Roy Rogers, Washington County

Guests: Ted Spence and Denny Moore (Public Transit), ODOT; Bebe Rucker, Port of Portland; Mary Weber, Tualatin Valley EDC; Patrick Allen, Office of Congressman Mike Kopetski; Keith Ahola, WSDOT; Kim Chin, C-TRAN; G.B. Arrington, Tri-Met; Rod Sandoz and Tom VanderZanden, Clackamas County; Jim Howell, Citizens for Better Transit; Steve Dotterer, City of Portland; and Bruce Warner, Washington County

Staff: Richard Brandman, Keith Lawton, Leon Skiles, Karen Thackston and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

The meeting was called to order and a quorum declared by Chair David Knowles.

MEETING REPORTS

Larry Cole moved, seconded by George Van Bergen, to approve the January 17 JPACT meeting report as amended (defined on page 5, second paragraph of the minutes) and the February 14 meeting report as written. Motion PASSED unanimously.

ANNOUNCEMENTS

Chair Knowles announced that the Congressional House Public Works Committee will be in Portland on March 28 for a public hearing at the Oregon Convention Center which will follow with a lunch hosted by JPACT. He noted that Tom Walsh, Jim Cowen, and Earl Blumenauer have been invited to testify on an STA panel at the

hearing and asked JPACT members to RSVP by March 19 to Lois Kaplan for the 1:30 p.m. lunch, also scheduled at the Convention Center.

Chair Knowles reported that Metro's Transportation and Planning Committee wanted to add a provision for a Constitutional amendment to Resolution No. 91-1388A (approved by JPACT at its February 14 meeting, endorsing principles of DEQ's comprehensive emissions fee proposal), which was later withdrawn. As approved by Metro Council, a minor change was made to the resolution to provide better coordination with the Bi-State Policy Advisory Committee. He felt that a Constitutional amendment will later be initiated by the Metro Council.

Bob Bothman indicated that ODOT endorses the legislation in concept but not as written. ODOT's concern is that the money derived should go back to the transportation providers, not the clean air providers. It was noted there are 11 bills being considered for Constitutional amendments. Councilor Devlin pointed out that Resolution 91-1388A only endorses the concept. A discussion followed on the Constitutional amendment that would remove the limitation on use of motor vehicle fees.

OVERVIEW OF OREGON TRANSPORTATION PLAN

Dave Bishop of ODOT provided an overview of the concepts, process and schedule for the Oregon Transportation Plan. The purpose of the Plan is to develop a comprehensive, integrated, long-range policy for all modes of transportation that will reflect economic, safety and environmental considerations. ODOT hopes to establish an ongoing transportation planning process that will meet the requirements of ORS 184.618.

Mr. Bishop and Bob Bothman indicated that the plan will be modeled after the Regional Transportation Plan focusing on the next 40-50 years. ODOT is seeking to approach the Legislature with a common vision and a common approach to fund all kinds of transportation programs. The "Overview" of the Plan, completed in 1988, will be updated, combined with the vision and the Goal 12 requirement. Five policy advisory committees have been appointed (to meet on a monthly basis) to draft a policy document to guide the rest of the planning process.

Mr. Bishop reviewed the roles of the various committees that would be meeting to provide input on policy. They included: Urban Mobility, Rural Access, Freight Productivity, Safety Improvements and Financial Systems. An effort is being made to integrate this process with the Roads Finance Plan.

ODOT wants TPAC to be an integral part of the process and serve as the Technical Advisory Committee for this area. An overview description of the Plan and process was distributed at the meeting.

Committee members expressed interest in receiving a copy of the five Policy Advisory Committees that would be meeting on the Oregon Transportation Plan. Chair Knowles directed that it be included with the JPACT minutes in the April agenda packet. He acknowledged that he is on the Urban Mobility PAC and noted the other participants.

WELCOME TO NEW JPACT MEMBER

Chair Knowles welcomed Larry Cole back to JPACT as the member representative from the Cities of Washington County. At this time, Commissioner Lindquist introduced and welcomed Patrick Allen from Congressman Kopetski's office.

RESOLUTION NO. 91-1407 - ADOPTING THE FY 92 UNIFIED WORK PROGRAM;
AND NO. 91-1408 - CERTIFYING THAT THE PORTLAND METROPOLITAN AREA
IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIRE-
MENTS

Richard Brandman reviewed the Staff Report/Resolutions that would allow Metro to receive federal grants, approve the Unified Work Program, and certify compliance with federal transportation planning requirements. He then highlighted the Regional Transportation Plan, Urban Growth Management, LRT Planning, Travel Forecasting and Data Resource Center work components. A sub-workgroup of JPACT met to review and achieve consensus on the work program and found a \$30,000 shortfall. The three options to resolve the shortfall are: 1) increase FAU funds under Resolve 3 of Resolution 91-1407; 2) increase the dues assessment; or 3) reduce the work program.

In discussion on increasing the FAU funds, Richard reported that the increase under Resolve 3 would be authorized as follows:
City of Portland.....\$43,208; Regional FAU funds.....\$60,064 for a total of \$103,272. It was noted that, at the February 28 Metro Council meeting, notice was given to local governments of a dues assessment at a maximum of \$.43 per capita subject to the budget process.

Councilor Van Bergen pointed out that all of the dues money is directed for transportation needs so the emphasis should be on the services provided.

Commissioner Lindquist supported an increase in FAU funds of the three options proposed but recommended that these incremental FAU funds be the last funds spent.

Motion: Commissioner Lindquist moved, seconded by Mayor Cole, to recommend approval of Resolution No. 91-1407 with an amendment to reflect increases in the FAU funds under Resolve 3 (City of Portland to be increased to \$43,208 and Regional FAU to be increased to \$60,064) and to approve Resolution No. 91-1408.

Motion to Amend: Commissioner Lindquist moved, seconded by Councilor Devlin, to amend Resolution No. 91-1407 to reflect that these incremental FAU dollars be the last funds spent.

The motion to amend PASSED unanimously.

The original motion, as amended, PASSED unanimously for approval of Resolution No. 91-1407 (with the FAU change) approving the FY 1992 Unified Work Program and Resolution No. 91-1408 certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements.

SENATE BILL 706

Commissioner Rogers brought Senate Bill 706 to the attention of the Committee as he felt it would affect the appointment of future JPACT members. It requires the Governor, with the concurrence of the Senate, to confirm members of the Metropolitan Planning Organizations. He felt the region has been well served by the present configuration of appointments to JPACT and hoped it wouldn't become a political process. Chair Knowles responded by asking each respective jurisdiction to have their government representatives monitor the legislation and recommended not having JPACT take a position on the bill at this time.

Bob Bothman noted that Ted Spence would review it for ODOT.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members