

MEETING REPORT

DATE OF MEETING: May 10, 1990

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

PERSONS ATTENDING: Members: Chairman Mike Ragsdale, David Knowles and George Van Bergen, Metro Council; Carter MacNichol, Port of Portland; Fred Hansen, DEQ; Marjorie Schmunk, Cities of Multnomah County; Dave Sturdevant, Clark County; Pauline Anderson, Multnomah County; Bonnie Hays, Washington County; Ed Lindquist, Clackamas County; Bob Bothman, ODOT; Gary Demich, WSDOT; Jim Cowen, Tri-Met; Scott Collier, City of Vancouver; Clifford Clark, Cities of Washington County; and Craig Lomnicki (alt.), Cities of Clackamas County

Guests: Bebe Rucker, Port of Portland; Gil Mallery, Intergovernmental Resource Center; Bruce Warner, Washington County; Les White (JPACT alt.), C-TRAN; Howard Harris, DEQ; Dave Williams, Denny Moore (Public Transit), Don Adams (JPACT alt.), and Ted Spence, ODOT; Janet Adkins, State Legislative Transportation Committee; Gussie McRobert, (JPACT alt.), Mayor of Gresham; Tom VanderZanden and Rod Sandoz, Clackamas County; Susie Lahsene, Multnomah County; Richard Ross, City of Gresham; Steve Dotterer, City of Portland; G.B. Arrington, Tri-Met; and Richard Devlin, Metro Council

Staff: Andrew Cotugno, Karen Thackston and Lois Kaplan, Secretary

SUMMARY:

The meeting was called to order and a quorum declared by Acting Chairman George Van Bergen. Upon Mike Ragsdale's arrival, the chairmanship changed hands.

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Bob Bothman noted that the action reflected on page 3 of the meeting report (approving the FY 91 UWP) should correctly read as follows: "It was moved and seconded to recommend approval of Resolution No. 90-1234 approving the FY 1991 Unified Work Program with the recognition that a future amendment ~~may~~ shall be sought by TPAC for the above noted work study." The minutes were approved as corrected.

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RESOLUTION NO. 90-1254 - AMENDING THE TIP FOR TRI-MET'S SECTION 9, INTERSTATE TRANSFER AND FEDERAL-AID URBAN PROGRAMS

Andy Cotugno reviewed the components of the TIP amendment, consolidating e(4), FAU and Section 9 funds for the purchase of light rail vehicles.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 90-1254 amending the TIP for Tri-Met's Section 9, Interstate Transfer and Federal-Aid Urban programs. Motion PASSED unanimously.

JPACT BYLAWS AMENDMENT

This amendment would provide for the largest populated city of each county to be represented on JPACT as either a member or alternate. Chair Ragsdale stated that Metro's Intergovernmental Relations (IGR) Committee asked that JPACT review this amendment as another way to address the membership issue prior to consideration of the bylaws by Metro Council.

Clifford Clark reported that the cities of Washington County oppose this amendment in the belief that it is the wrong approach to a political problem between Gresham and the smaller cities of Multnomah County. He did not feel it would be in the best interest of JPACT to adopt the amendment, that it would constitute special legislation, and felt that the JPACT bylaws were being held hostage by Metro Council. The Washington County cities feel that the problem should be resolved within the cities in question.

A discussion followed on whether or not JPACT representation was restricted to jurisdictions within the Urban Growth Boundary or the Metro Boundary. The issue was not addressed in the bylaws and it was noted that federal transportation planning requirements recognize urban boundaries as contiguous with urban growth boundaries.

Chair Ragsdale clarified that the JPACT bylaws have only been considered by the IGR Committee, not the Metro Council. The IGR Committee felt that Gresham should be represented on JPACT because of its size (fourth largest city in the state). Metro Councilor Devlin indicated that the IGR Committee had sought an amendment that would apply to all three counties, which was rejected by JPACT, thus precipitating this proposal to only affect Multnomah County.

Chair Ragsdale noted that he had ruled previously that JPACT had already adopted its bylaws and that, as a result of that action,

the committee was operating under its bylaws and would require a two-thirds vote to amend the bylaws.

Clifford Clark did not feel adoption of the amendment would solve the problem. He felt the problem would be solved by giving Gresham a seat on the committee but would also raise the issue of additional representation for the cities of Washington and Clackamas Counties.

Mayor McRobert (Gresham) and Councilor Schmunk (Troutdale) spoke of a cooperative effort between the cities of Gresham and Troutdale and working together through the Economic Development Corporation. Mayor McRobert commented on the longstanding structure of JPACT without regard to recognizing future growth in the region, which should be reflected on this committee.

Clifford Clark noted that, under this amendment, the City of Gresham could find itself permanently in an "alternate" position on JPACT but would always have the opportunity to speak from the floor. It would not guarantee Gresham a seat at the table.

Jim Cowen suggested designating Gresham a seat on JPACT. A discussion followed that if Gresham were added, additional representation would be requested from the cities of Washington and Clackamas Counties and the question of representation based on population would be raised. Pauline Anderson further discussed the issue of designating Gresham a seat on JPACT with the understanding that it would require a 30-day notification period (to comply with JPACT bylaws).

Action Taken: It was moved and seconded that JPACT, on the item of membership, reconfirms its previous position -- that the position of member and alternate for the "cities" of each county remain unchanged. Motion PASSED unanimously.

Gary Demich felt that the proposed amendment was a good place to start in addressing the issue and that it shouldn't be ignored in consideration of Gresham's population. After further discussion, the following action was proposed.

Action Taken: It was moved and seconded to adopt the language in the proposed amendment recommended by the IGR Committee -- that the member or alternate be from the largest city if that city represented more than 50 percent of the population for the position. Motion FAILED to receive a two-thirds vote (10 in favor, 4 against, and 1 abstention).

Those voting for were: David Knowles, George Van Bergen, Carter MacNichol, Fred Hansen, David Sturdevant, Pauline Anderson, Ed Lindquist, Gary Demich, Jim Cowen and Scott Collier.

Those voting against were: Marge Schmunk, Bonnie Hays, Craig Lomnicki and Clifford Clark.

Bob Bothman abstained.

Councilor Van Bergen felt that, even with an unfavorable recommendation, the JPACT bylaws should be forwarded to Metro Council for consideration.

Chair Ragsdale pointed out that there is clear sentiment that this issue be dealt with by JPACT.

SURFACE TRANSPORTATION ACT UPDATE

Chair Ragsdale highlighted the STA Subcommittee's position paper on how to develop a strategy and proceed with the STA Update. The subcommittee is recommending an expanded program level that would allow for more flexibility. He asked for input on whether JPACT would be supportive of the program concept, whether more concrete recommendations should be formulated, and whether there would be support for a federal gas tax increase.

Key components of the recommendation were reviewed with a follow-up lobbying strategy to be recommended if there is positive JPACT support. A 9-cent gas tax increase would be a future recommendation based on the committee's determination of need.

Bob Bothman raised the issue of whether or not the objective is to get more transportation dollars for Oregon. He felt a second objective would be to get more money for the local government facilities in the region and that these two issues are in definite conflict at the national level. He suggested getting funds for the Interstate at the national level, citing Oregon's competition with the larger states. Bob felt that this proposal favored getting funds for urban arterials rather than for the Interstate. There was committee concurrence that, depending on an enhanced funding level, there is an opportunity to address the urban arterial needs. It was also agreed that there would be different objectives at different funding levels. At a reduced funding level, the emphasis would stay with the Interstate projects.

Bob Bothman suggested that the priorities of the region be discussed at the STA Subcommittee meeting and that a healthy debate

should be held at that level.

Chair Ragsdale emphasized that JPACT has an opportunity to influence the outcome of the Surface Transportation Act Update.

Les White spoke of incentive funds created in the 1991 Appropriations Bill based on transportation/land use planning and the need for staff to get together to lay the framework for that.

Chairman Ragsdale pointed out the need to protect the existing system, the fact that we have an opportunity to make a national impact and that the request for a Washington, D.C. lobbyist will depend on JPACT having a comprehensive lobbying strategy.

Several committee members supported the enhancement strategy proposed by the STA Subcommittee.

Action Taken: It was moved and seconded to endorse the program recommended by the STA Subcommittee. Motion PASSED unanimously.

Chair Ragsdale announced that the STA Subcommittee would meet next on May 16 at 7:15 a.m. and encouraged members to attend. He emphasized that the more input we have with our national organization, the more effective we will be.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members