

MEETING REPORT

DATE OF MEETING: February 8, 1990

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

PERSONS ATTENDING: Members: Chairman Mike Ragsdale, David Knowles and George Van Bergen, Metro Council; Earl Blumenauer, City of Portland; Keith Ahola (alt.), WSDOT; Pauline Anderson, Multnomah County; Bonnie Hays, Washington County; Nick Nikkila (alt.), DEQ; Scott Collier, City of Vancouver; Clifford Clark, Cities of Washington County; Wade Byers, Cities of Clackamas County; Bob Bothman, ODOT; Bob Post (alt.), Tri-Met; Ed Lindquist, Clackamas County; and Dave Sturdevant, Clark County

Guests: Ted Spence, Dave Williams, and Denny Moore (Public Transit), ODOT; Richard Devlin, Metro Council; Molly O'Reilly, STOP; Richard Ross, Cities of Multnomah County; Mary Weber, Tualatin Valley Economic Development Corporation; Michael Hereford, Northwest Strategies, Inc.; Steve Dotterer, City of Portland; Dennis Mulvihill and Jerry Parmenter, Washington County; Rod Sandoz and Tom VanderZanden, Clackamas County; Dick Feeney, Tri-Met; Kim Chin, C-TRAN; Bebe Rucker and Steve Nousen, Port of Portland; and Jim Gardner (Metro Council JPACT alt.)

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

MEDIA: Robert Goldfield, The Daily Journal of Commerce

SUMMARY:

The meeting was called to order and a quorum declared by Chairman Mike Ragsdale sporting his Sunrise Corridor cap.

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The January 18 JPACT meeting report was approved as presented.

WESTSIDE STATUS REPORT

Handouts were distributed on the Westside LRT study and an

overview provided by Bob Post, Tri-Met Assistant General Manager. He noted that this is a joint ODOT/Tri-Met effort in a process oriented toward highway and transit needs. He reviewed the process, the three alternatives -- the Long Tunnel, the Short Tunnel (north side), and the All Surface (south side) alignment -- and emphasized that they are working with a very aggressive schedule trying to retain the 75 percent funding for the project.

Bob pointed out that the Environmental Impact Statement is being sponsored by FHWA, ODOT, UMTA and Tri-Met. Issues being discussed include: completion of the Zoo interchange, completion of a climbing lane near the Zoo (on top of Sylvan), a six-lane facility past 217, and improvements on 217 to T.V. Highway at Canyon Road.

Mr. Post emphasized the critical timeline, the public hearing requirement, and the preferred alignment recommendation after which the eight affected jurisdictions will become more involved. A Final Environmental Impact Statement is needed before a Full-Funding Agreement can be signed. He noted that there is a \$50 million range between the Long Tunnel and Short Tunnel alignments, highlighting the differences between the options. An issue yet to be resolved is the renewal of the 75 percent funding which first requires completion of the EIS. An effort is being made to develop private funding support for the project. Another unresolved issue is that of the Zoo station. In the Long Tunnel alignment, a station is being explored in the Sylvan area.

Bob noted that, in central Beaverton, a new alignment is shown in their Central City Plan that follows the Burlington Northern Railroad line. He also reported that the Hillsboro Extension study is proceeding but still awaiting UMTA approval. He expressed appreciation to the eight jurisdictions for their involvement over the last two and one-half months toward the impact statement. Construction completion is projected for 1997.

In response to a question of whether inflation was projected into the cost estimates, Bob reported that he thought it was projected with a 6.9 percent inflation rate.

RESOLUTION NO. 90-1213 - PROVIDING THE ASSESSMENT OF DUES TO LOCAL GOVERNMENTS FOR FY 1990-91

Andy Cotugno reviewed the required process for dues assessment that Metro has followed in the past. This year, it is proposed that JPACT and the Urban Growth Management Policy Advisory Committee serve as the Local Government Advisory Committee that provides review of the Transportation Planning and Planning and Development dues functions. It is proposed that the District

assessment be imposed at 51¢ per capita for FY 1990-91. Notification of the assessment must be sent to all cities and counties within the District, Tri-Met and the Port of Portland prior to March 2, 1990.

Andy indicated that the 51¢ assessment would be revisited if the Metro Excise Tax is put in place and could be reduced to 35-40¢, but that issue won't be resolved until the entire budget process is completed. Councilor Van Bergen was doubtful that the Metro Council would be supportive of reducing the dues because it is the only source of discretionary funds for Metro.

Andy proposed an option of using some of the dues for accelerating the Regional Land Information System (RLIS) which currently has a 28-month implementation schedule.

Andy then reviewed the Transportation Department planning functions that fall into three basic categories: grant match; Data Resource Center; and direct project costs. Andy noted that the transportation programs that Metro is responsible for have always been JPACT considerations.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 90-1213 for the purpose of providing the assessment of dues to local governments.

In discussion on the motion, Commissioner Hays supported the Resolution with the understanding that this action would be revisited when the excise tax issue has been resolved.

Commissioner Blumenauer spoke of the urban growth management and Regional Land Information System (RLIS) functions that are unique to Metro, noting that no other agencies are dealing with these issues. He had no objection to the dues assessment but rather to the allocation as he felt Metro should invest in those projects where there is no other backup.

Chairman Ragsdale commented on the positive benefits of the RLIS program and its potential impact on the region and encouraged all JPACT members to request a demonstration.

Motion PASSED unanimously.

RESOLUTION NO. 90-1189 - ADOPTING THE JPACT BYLAWS

Andy Cotugno reviewed the proposed amendments to the Bylaws as submitted with the agenda packet. An additional amendment, submitted by Clark County (pertaining to State of Washington members and alternates -- Proposed Amendment #5) was distributed.

Clifford Clark noted another amendment to be considered was generated by the Washington County Transportation Coordinating Committee.

Motion: It was moved and seconded to recommend approval of Resolution No. 90-1189 for the purpose of adopting the JPACT Bylaws.

Motion to amend: It was moved and seconded to recommend approval of Proposed Amendment #1 (Article IV, Section 1 and 2 - relating to the addition of the City of Gresham to the JPACT membership and criteria for eligibility for cities of 60,000 population and over) to the main motion. In discussion on this motion, Clifford Clark reported that the Cities of Washington County oppose this amendment inasmuch as JPACT presently has three Multnomah County representatives. If passed, the Cities of Washington County would introduce amendments for an additional representative from Washington and Clackamas Counties.

The motion to amend FAILED.

Motion to amend: It was moved and seconded to recommend approval of Proposed Amendment #4 (pertaining to Article V - Meetings, Conduct of Meetings, Quorum) to the main motion. It was agreed to consider each section individually.

In discussion on the Article V-a amendment (pertaining to special meetings being held without five working days' notice), Commissioner Blumenauer questioned the proposed change as he did not feel that there was either need or abuse and did not wish to take away the ability of this organization to have an emergency meeting if needed. Councilor Knowles also felt that there might be critical times for JPACT to convene and wanted to retain that flexibility.

Clifford Clark felt that requiring five working days' notice was not unreasonable.

Motion to amend Article V-a FAILED.

In discussion on the Article V-c amendment (specifying that JPACT members shall hold a majority of the seats on any subcommittee), Clifford Clark expressed continued concerns about representation.

Commissioner Lindquist and Chairman Ragsdale did not share the same concerns and felt that all subcommittee reports would eventually require full committee review prior to approval and did not wish to place constraints by requiring a JPACT majority membership on subcommittees. Chairman Ragsdale indicated he

would have a different approach if it were for final proposals, adding that it might be desirable to appoint a subcommittee to develop legislative policy.

Commissioner Blumenauer stated he felt comfortable with the proposed amendment.

Motion to amend Article V-c FAILED.

Motion to amend: It was moved and seconded to recommend approval of Proposed Amendment #5 (pertaining to State of Washington appointments) to the main motion.

Commissioner Sturdevant explained that, in the City of Vancouver's judgment, they should have more involvement with JPACT than some of the smaller cities of Clark County. In the proposed process, members would be nominated by each of the four entities with selection made by the IRC Transportation Policy Committee.

The Committee agreed on intent of the proposed amendment but wished to substitute the word nominated for "appointed" and to add the following sentence for clarification: The three Washington State members will be selected by the IRC Transportation Policy Committee.

Motion to amend with proposed changes PASSED unanimously.

Motion to amend: It was moved and seconded to recommend approval of Proposed Amendment #3 (pertaining to Article VIII - Amendments) to the main motion. This would require amendment to the Bylaws by a majority vote of the full committee and Metro Council. After further discussion, it was agreed to require a two-thirds vote of the Committee with a majority vote of the Metro Council.

Motion to amend PASSED as noted.

Motion to amend: It was moved and seconded to recommend approval of Proposed Amendment #6 (pertaining to Article VIII - Amendments) to the main motion. A new "b" would specify that written notice must be delivered to all members and alternates at least 30 days prior to any proposed action to amend or repeal Bylaws.

Motion to amend PASSED.

Andy Cotugno felt there should be provision in the Bylaws for phone polls to be conducted to absentee JPACT members when a quorum is lacking and a vote is needed on "action" items that the

Chair determines cannot be delayed. Because of the public meeting laws, it was felt that this matter should be investigated further before amending the Bylaws.

Action Taken: The original motion to adopt the JPACT Bylaws (Resolution No. 90-1189), with amendments as noted and approved above, PASSED.

RESOLUTION NO. 90-1218 - AMENDING THE REGION'S HIGHWAY IMPROVEMENTS FOR INCLUSION IN THE 1991-96 ODOT SIX-YEAR HIGHWAY PROGRAM

Andy Cotugno explained that the intent of the Terwilliger Bridge project request is to reaffirm a previous commitment to the Six-Year Program priorities. He noted that it is up to ODOT to decide whether it should be included in the Six-Year Program for the use of Interstate 4R funds.

Andy reported that an evaluation was done of the four Sandy Boulevard improvements using the same criteria applied to other projects and they did not meet the threshold requirements.

Bob Bothman commented that the Terwilliger Bridge project was not included in the draft Six-Year Program. He explained that the Terwilliger Bridge and interchange were previously funded with Interstate Transfer funds and then bridge replacement funds (HBR) were recommended for its use. As Interstate Transfer funds dried up, the bridge funds also dried up. He pointed out that this resolution asks that the state utilize state funds to replace a City of Portland bridge; another 4R project would have to be canceled or postponed. He noted that 4R funds are not adequate to accommodate the needs, so state funds will need to be supplemented if used for the bridge.

Commissioner Blumenauer spoke of competing interests, shifting circumstances and the need for JPACT's continued support to keep this project in the forefront. He explained that local match is available for the Terwilliger Bridge project. He noted that it is one of the few overpasses that is a local responsibility and represents a serious problem for the metropolitan area.

Bob Bothman indicated that the Terwilliger interchange ramps have been supported by ODOT, commenting on its long-term benefits as a connector serving traffic from Terwilliger, Bertha Boulevard and extending over to Beaverton-Hillsdale Highway.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 90-1218 amending the region's priority highway improvements for inclusion in the 1991-1996 ODOT Six-Year Highway

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Program. Motion PASSED. Commissioner Hays and Nick Nikkila dissented.

UPDATE ON SURFACE TRANSPORTATION ACT

An updated discussion paper on the major principles and issues of the Surface Transportation Update was distributed and reviewed by Andy Cotugno. With respect to JPACT's long-term objectives, he commented on the need to adopt a regional position on policies pertaining to the STA Update. Chairman Ragsdale commented that this issue is critical to the region, noting that it was clear to him from his recent Washington, D.C. visit that Congress is receptive to local input. He saw the need to develop strategies on how the local areas can meet these responsibilities and wished to appoint a JPACT lobbying group that would develop a position on the STA Update.

Dave Williams, ODOT, indicated that the Interstate system will be complete shortly. An effort is underway by Secretary of Transportation Skinner to update the Surface Transportation Act. Dave emphasized the need for a gas tax increase dedicated to transit that must be considered in a coordinated effort with highway needs. ODOT will try to make a case that the nation is currently not adequately investing in transportation infrastructure, that there needs to remain a strong federal role, and what effect that has on our economy, national competitiveness and urban mobility. Dave felt that drawing down the Trust Fund balance is critical because the amount of money for Interstate 4R needs must be increased for Interstate preservation. He cited the need to make sure that Interstate 4R funds are protected as well as seeking an increase in Section 3 funds.

Dick Feeney spoke of establishing a program that seeks additional funds but points out its needs and how it will be used. Policy direction should be set for increased funding, an urban program, recognition of comprehensive land use requirements, and encouragement of such laws. He indicated that the transit program should be tripled in the next STA Update for a balanced highway/transit program. An \$11 billion transit program is proposed as opposed to the present \$3.2 billion program. Dick cited the need for a vigorous effort to bring Congress's attention to the overall needs and a balanced system. He noted the urban areas need a special program for flexibility and money for capacity expansion should be available on a discretionary basis. A discussion followed regarding the example that UMTA tends to reward a crisis rather than a state where there is good land use planning for a balanced transportation system. Dick did not feel the "one corridor at a time" rule worked and that it should be either changed or repealed.

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Chairman Ragsdale discussed his recent visit to Washington, D.C. where he had extended an invitation for a Portland visit to Secretary of Transportation Samuel Skinner and UMTA Administrator Brian Clymer. He felt that Congress is willing to listen to the community's arguments on flexibility if they can demonstrate the capability to handle the funds. Mike indicated that both Clymer and Skinner would be here this summer. He emphasized the need to get our representatives together to form a consensus position for a national strategy. He felt that JPACT should take the lead in framing the issues on a national level for an STA Update.

Chairman Ragsdale asked for volunteers to contact him who would be willing to serve on a JPACT subcommittee to deal with the STA Update. Dick Feeney, Dave Williams and Andy Cotugno will be asked to assist with staffing for that meeting. During discussion, it was noted that AASHTO and other organizations have already adopted positions on the update. Chairman Ragsdale hoped the subcommittee would develop a matrix of the issues and areas of agreement. Commissioner Lindquist indicated that the Oregon Highway Users Conference should also be involved in the process and is looking at areas of compromise. It was generally agreed that the majority of members on the subcommittee should be from JPACT but that other representation should be encouraged. Councilor Knowles volunteered to serve on the subcommittee.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members