

Metro Policy Advisory Committee

December 8, 1993 - Meeting Summary

Members present: Rob Mitchell, Acting Chair; Richard Devlin, Bud Farm, Charlie Hales, Judie Hammerstad, Gary Hansen, Shirley Huffman, Terry Moore, Busse Nutley, Chuck Petersen, Arnold Polk, John Reeves, Jean Schreiber, Sandra Suran and Jim Zehren.

Others in attendance included: Susan McLain, Rod Monroe, Maggie Collins, Andy Cotugno, Barbara Duncan, John Fregonese, Rosemary Furfey, Gail Ryder, Jennifer Sims, Stuart Todd, Mark Turpel, Caryl Waters, Merrie Waylett, Mark Williams and Marc Zolton.

The meeting was called to order at 5:12 p.m. by Acting Chair Rob Mitchell and a quorum was declared.

I. Introductions and Welcome

II. Visitor's Comments - none

III. Minutes - approval of November 10, 1993 minutes. Bud Farm moved that the minutes be approved as submitted, the motion was seconded by Arnold Polk and unanimously approved.

IV. Multnomah County Parks/Greenspaces Merger - IGA

Merrie Waylett stated that at the December 9th Council meeting the IGA and an ordinance which considers metropolitan concern will be heard.

Commissioner Hansen stated that all intentions are that transfer of the parks will be complete by January 1.

Commissioner Hales stated that there is nothing to prevent the immediate transfer of the parks and it could happen tomorrow as far as he is concerned.

Commissioner Hansen, Councilor Moore and Commissioner Hales discussed this.

Commissioner Hammerstad asked about Vance Park in Gresham.

Mark Williams (Metro Senior Assistant Counsel) stated that Vance Park was not in this agreement, the transfer of that facility would be between Gresham and Multnomah County.

Commissioner Hammerstad stated that simply declaring something of metropolitan concern, does not make it so. MPAC requested that criteria be developed to determine metropolitan concern, the Council has stated that those criteria will not be established. Commissioner Hammerstad stated Clackamas County's disagreement with the fact that any facility could potentially be declared of metropolitan concern.

V. RAPP - Regional Alternatives Planning Process

John Fregonese stated that the Architectural Foundation of Oregon sent a letter to Metro suggesting ways to integrate RAPP into the 2040 process, a copy of which is in the packet. John stated that endorsement of their recommendations is advised with the following conditions:

- that our Base Case is used for 2040
- that our descriptive indicator work is used and not recreated from scratch
- that Metro and the Metropolitan Area Planning Directors be integrally involved

RAPP will present to the Metro Planning Committee in December.

Jim Zehren asked what the timing is of the RAPP work plan, can RAPP contribute anything meaningful in six months? If its only being used for the Regional Framework Plan, why are we doing it?

John Fregonese stated that RAPP would need to raise money, and Region 2040 will likely be decided by the time any useful information is gathered from the process. However, the work will help in the Regional Framework Plan process.

VI. Water Quality Planning

John Fregonese stated that Metro is the regional water quality agency. The Charter also requires a Regional Framework Plan element for water sources. The water jurisdictions in the region are working on that.

Rosemary Furfey stated that the Council Planning Committee has accepted the 1994-95 Water Resources Work Plan and requested that it be presented to other committees. The plans key elements include working on water supply issues, adopting a water supply element of the Regional Framework Plan and working with regional water providers towards a conservation element. The workplan also addresses water quality. Rosemary Furfey stated that comments received from officials and water suppliers included that there should be no duplication of water planning efforts, and that Metro should not initiate its own conservation effort.

Jim Zehren asked what kinds of land use questions this will address?

John Fregonese stated that questions answered include - how do you supply water for 2.5 million people, how do you treat the waste water?

Rosemary Furfey stated that land use policies can prevent water quality problems by addressing storm water runoff, etc.

Rob Mitchell stated that currently there are 450 million gallons of water available to us, 300 million of which are readily accessible. One billion gallons will be needed to supply the population growth Metro has projected.

Commissioner Hammerstad asked how Metro can work to mitigate land use impacts on water quality.

John Fregonese stated that Metro can assist when several jurisdictions need to coordinate planning, such as the work Metro is now doing in the Columbia Slough.

VII. Tax Study Committee Report

Merrie Waylett stated that the Charter gave Metro additional authority but not additional funding. The Tax Study Committee was formed last summer to look at possible funding sources. The Committee presented a report to Council in November and presentations are being made to local governments. Merrie Waylett introduced Jennifer Sims, Manager of the Finance and Management Information department; Andy Cotugno, Planning Director; and Councilor Rod Monroe, Chair of the Council Budget Committee.

Jennifer Sims stated that no action has been taken by the Council. The committee was charged with looking at funding sources for three areas:

Planning

General Government (Council, Executive Office, Government Relations)

Greenspaces

Jennifer Sims stated that the Tax Study Committee report recommended implementing a construction excise tax and a real estate transfer tax. The Committee recommended only funding mandated functions, and that general government should continue to be funded by excise taxes. In the short term, planning should be funded by a real estate transfer tax and construction tax. Because planning has broad benefits, a broad based funding source should be pursued. Jennifer Sims stated that the Council received the Committee's recommendations on November 23rd and heard concern from the construction and real estate industries.

Councilor Monroe stated that the Charter mandates planning as Metro's primary function. A process has been outlined. On February 17th, the Executive Officer will present a base budget that is balanced with known

existing revenues, meaning no local dues, excise tax at six percent, and no ISTE (Intermodal Surface Transportation Efficiency Act) or other federal grants. With the budget, a prioritized list of decision packages will be presented. The Council will decide in May which of those decision packages must be funded to meet the Charter mandates. Councilor Monroe stated that there was an error in a recent building industry newsletter that the Committee recommendation had been tabled.

Andy Cotugno stated that currently the Planning budget will have shortfalls of \$600,000 from local government dues, and \$200,000 less from excise taxes and \$1 million less from ISTE funds. A memo was distributed that identified current programs and their funding sources. Andy Cotugno stated that the Regional Transportation Planning program has been funded by ISTE. The high capacity transit group (mostly South/North light rail) also has been separately funded. Growth Management has been almost fully funded by the excise tax. Travel Forecasting has outside funding sources. Finally, the Data Resource Center (GIS) has been funded in four ways by local dues, excise taxes, transportation grants and solid waste funds. Andy Cotugno stated that he would welcome feedback on prioritization of these programs for next year.

Jim Zehren asked to what degree the planning budget is driven by funding rather the Charter mandates.

Councilor Monroe stated that Metro budgets differently from any other government, we have no general fund, rather each program area has a funding source, and the funds must be spent for that purpose, they cannot be shifted between departments.

Jim Zehren stated that the excise tax is a general fund.

Councilor Monroe stated that the general fund is used for general government and the remainder for planning.

Andy Cotugno stated that if there is funding for air quality planning, we will do air quality planning. There are some more discretionary funds from ISTE. Also Tri-Met, ODOT and the region chose to supplement funding for Region 2040 urban form and transportation work.

Jennifer Sims stated that Future Vision and other Regional Framework Plan elements do not have funding sources.

Merie Waylett asked those interested in a Tax Study Committee presentation contact her.

VIII. ODOT Program Cuts

Andy Cotugno stated that at the JPACT/MPAC joint meeting, interest was expressed in this issue. The Oregon Department of Transportation updates its six year construction plan every two years. There has been a shortfall in funding and they are in the process of cutting \$400 million from their current construction commitments, the metropolitan regions portion of those cuts amount to \$130 million. Metro must approve the spending of the federal funds and will conclude our hearing processes in January. There will be state wide hearings in March and final decisions in April.

Andy Cotugno stated that Metro held a public meeting on October 21st to talk about program rankings, criteria and to hear testimony for or against construction projects. There are two options:

- a series of cuts that would meet the budget
- further budget cuts that would leave funding available for alternative mode transportation projects

Andy Cotugno stated that staff will make final recommendations to TPAC December 22nd, JPACT January 13th, and the Metro Council January 27th. A series of tables in the handout shows projects and rankings. Staff has highlighted five projects that are being looked at for potential cuts. There is a question of should this continue to be primarily a highway building program or should there be a shift to enhancing alternative modes. Andy Cotugno stated that if more cuts are made to free up funds for alternative modes, how should decisions on what to spend that money on be made. Projects may include Park and Ride lots, transit oriented development, Main Street projects, biker lanes, etc. How do you chose what might be a regionally significant bike path or

sidewalk?

Commissioner Hales asked why limit yourself to "regionally significant" projects. Won't any project improve the region? Why not bike lanes on any designated "Transit streets".

Andy Cotugno stated that this is regional money.

Councilor Moore stated that the criteria for project ranking was to be revisited, has that happened?

Andy Cotugno stated that adjustments have been made but it was not a major overhaul. Suggestions included dropping all congestion factors as criteria. Technical criteria was not modified but administrative criteria.

Councilor McLain stated that 62 people testified at the hearing last night and a commitment was made to get back to those people regarding the cut recommendations.

Councilor Devlin stated that comments were widely varied. Some suggested that congestion can never be resolved by increasing capacity. Others stated that you'll never get people out of their cars, don't spend on alternative modes.

Commissioner Hales stated that the Council and JPACT don't have to "chose" between those two arguments. By withdrawing support of the Water Avenue ramp today, the Portland City Council has made a move in the hopes that other jurisdictions will follow along. More balance is needed between so called alternative modes and automobile modes. The six year program can be an experiment, the region will follow successful examples.

Jim Zehren stated he was glad to have this discussion come to MPAC and is thinking about how MPAC and JPACT should handle the merging of land use and transportation issues.

Commissioner Hales stated that the worst case scenario would be that no committee heard the issues and an advocacy group could sue Metro for non-compliance with the Regional Framework Plan.

Jim Zehren stated that Option X (the blending of elements of Region 2040 Concepts A, B and C) may be a real opportunity for including elements that people have been talking about such as mixed use, high density. This money from the cuts would be a way to move ahead on those goals

Members agreed to hear the Citispeak Regional Surveys Briefing at the first meeting in January. The meeting was adjourned at 7:15 p.m.

Respectfully submitted by Barbara Duncan.