

MEETING NOTES

DATE OF MEETING: March 15, 2001
GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

<u>MEMBERS PRESENT:</u>	<u>AFFILIATION:</u>
Rod Monroe, Chair	Metro
Rob Drake	City of Beaverton, representing Cities of Washington County
Rod Park	Metro
Bill Kennemer	Clackamas County
Lonnie Roberts	Multnomah County
Charlie Hales	City of Portland
Fred Hansen	Tri-Met
Larry Haverkamp	City of Gresham, representing Cities of Multnomah County
Rex Burkholder	Metro
Stephanie Hallock	Oregon Department of Environmental Quality (DEQ)
Dave Lohman, alternate	Port of Portland
Craig Pridemore	Clark County
Royce Pollard	City of Vancouver
Karl Rohde	City of Lake Oswego, representing Cities of Clackamas County
Kay Van Sickel	Oregon Department of Transportation (ODOT) – Region 1
Don Wagner	Washington State Department of Transportation (WSDOT)

<u>GUESTS PRESENT:</u>	<u>AFFILIATION:</u>
Peter Capell	Clark County
Sunil Gunewardene	Sri Lankan Bakeries
Dan Kaempff	Oregon Department of Transportation (ODOT)
Steve Kelley	Washington County
Mary Legry	Washington State Department of Transportation (WSDOT)
Deb Wallace	Washington State Department of Transportation (WSDOT)
Neil McFarlane	Tri-Met
Dean Lookingbill	SW Washington Regional Transportation Council (RTC)
Thayer Rorabaugh	City of Vancouver
Martha Bennett	City of Milwaukie
Robert Pierce	Multnomah County
Ross Williams	Citizens for Sensible Transportation/CLF
Ken Turner	Tri-Met
Dennis Mitchell	Oregon Department of Transportation (ODOT)
Louis Ornelas	Oregon Health Sciences University
Ron Papsdorf	City of Gresham
Karen Schilling	Multnomah County
John Rist	Clackamas County
Steve Dotterer	City of Portland
Bill Kloos	City of Portland

GUESTS (continued):

Susan Christensen	Oregon Department of Transportation (ODOT)
Lynn Peterson	Tri-Met
Dave Williams	Oregon Department of Transportation (ODOT)
David Bragdon	Metro Council

STAFF:

Andy Cotugno	Richard Brandman	Mike Hoglund
Chris Deffebach	Phil Whitmore	Francine Floyd
Rooney Barker	Marc Guichard	Bill Barber

SUMMARY:

The meeting was called to order and a quorum declared by Chair Rod Monroe at 7:33 a.m.

Councilor Monroe announced that the Bi-State transportation issues conference with the Oregon and Washington legislators scheduled for Friday, March 16, 2001 was cancelled. However, he still wanted legislators from Washington and Oregon to get together to work on the region's transportation issues. Another date was not set for rescheduling this conference; however, a fall date later this year may be considered.

Councilor Monroe reported on the lobbying trip to Washington, D.C. The local delegation met all eight congressmen and senators for the region (seven from Oregon and Brian Baird from Washington). The delegation received a firm message that if Oregon doesn't do something about finding transportation funding resources, they'll be giving up millions of federal dollars because of not having the local match. This message came across loud and clear, he said. Councilor Monroe then invited other delegates to comment.

Larry Haverkamp congratulated Metro and Tri-Met for the material provided for the trip. It was well done, he said, and put everything in perspective. It was very well received. He requested additional copies if they were available.

Andy Cotugno reported on additional messages received during the trip to Washington, D.C. Interstate MAX was well received by the delegates and professional staff, he said, and he thought they felt confident of the region receiving \$70 million in FY 02 appropriations consistent with the project's full funding contract. He got positive feedback on that. He said they also met with the FTA, who were happy to see things happening in Portland. Regarding the South Corridor, he said, Darlene Hooley's office gave a firm message to get this going and get it defined. Mr. Cotugno said he also heard concern expressed from Earl Blumenauer's office regarding the strategy to get the Commuter Rail project authorized. He said the concern wasn't the appropriation but that the project gets authorized in the Appropriations Bill. This raised a question of committee jurisdiction, he said, and we knew that going in but hoped it'd be small enough that they'd get it in. They reminded us that it's a difficult task.

Commissioner Roberts asked what the timeline was, and Mr. Cotugno replied that the current six-year authorization bill expires in 2003, so that would be when Congress is looking to adopt another Authorization Bill, although last time they were a year late. They've said they'll begin hearings on a bill in spring 2002.

Fred Hansen added that some would predict Congress won't get serious until 2003, but it's better not to wait. House republican leadership may want to get this done in 2002 when they're in control. We need to be ready.

Councilor Rohde said, regarding High Speed Rail, that after the JPACT delegation had finished their work, the National League of Cities conference began. He mentioned Senate Bill 250, a bonding program that would provide \$12 billion around the United States and said that none of our delegates had signed on to this bill. Wally Hsue of Senator's Smith's office, said the Senator was not signing on until Amtrak committed to the West Coast. Councilor Rohde said Senator Wyden is also holding back on signing until they get the commitment.

Commissioner Kennemer added that he thought the trip was time well spent. Councilor Rohde said he thought there was support in the White House for transportation issues. Councilor Monroe said that the message was that we wouldn't get all we ask for but Interstate MAX funding looked good.

Councilor Monroe then introduced Stephanie Hallock, director of the Oregon Department of Environmental Quality, and their new JPACT member.

Mr. Cotugno called the committee's attention to the distributed flyer "Green Streets in the City," and informed them of the Green Streets Summit, sponsored by Metro's Planning department, scheduled for May 1, 2001. The Summit will focus on Metro's Green Streets Handbook that is designed to develop street design guidelines that are environmentally sensitive. Dr. Patrick Condon (University of British Columbia) and UBC James Taylor Chair of Landscape and Liveable Environments, will be the keynote speaker at the Summit. The committee was asked if they were interested in attending a lunch with Dr. Condon, which could be arranged following the Green Streets Summit in order to have some policy discussion. With an affirmative response, Mr. Cotugno said there would be an RSVP notice sent out to set that up.

Mr. Cotugno then mentioned the Cascadia Metropolitan Forum and his e-mail to the membership asking if there was sufficient interest for the 29th and 30th of June dates. He said that typically there have been representatives at this meeting from the Metro Council, MPAC and JPACT, and asked them to let him know their availability and interest. JPACT agreed to participate in the Forum.

DISCUSSION ITEM – SOUTH CORRIDOR PROJECT

Councilor Monroe said the committee was notified recently of the issue of DEIS funding for the South Corridor (his March 13th Discussion Item memo had been faxed and e-mailed). Mr. Cotugno said he had a report and new information on this issue. Because of the MTIP

application deadline of April 2nd, he said, the applications were being finalized. He said staff had been struggling to figure out how to fund the DEIS and FEIS phases of activities on the South Corridor. Effort was being made to move into that phase of activity and funding was needed. While developing the federal priorities, he said, the merits of asking for an earmark out of New Starts was discussed, and it was decided that that was not the way to go because there are so many other demands for the New Starts (i.e., Interstate MAX money, the Commuter Rail project, and the South Corridor bus-related issues). They looked at the option of funding the DEIS activities out of the \$6 million a year MTIP commitment for the Interstate MAX but this was not a good possibility because the front end of that money, from now until about 2008, is committed to the cash flow requirements for the project. Another option would be to apply for DEIS money through the current MTIP process. There's a problem with applying for \$4 million when everyone has a \$2 million new project cap. The base program, however, had \$6.6 million of transit choices for liveability funding. Tri-Met is expected to apply for some, but not all, of those funds and therefore, there's room in that cap to apply for the balance of those funds for the DEIS activity. The MTIP process is in shape to consider funding for that, he said. We're still interested in the possibility of delaying some projects for a year or two and then paying them back with interest in order to move South Corridor this fiscal year. If the projects don't need the money and can afford to wait a year, this may be a possibility to use part of the monies.

Mayor Drake asked Mr. Hansen, how certain was the application money to which Mr. Cotugno referred, adding that he would not want transit choices for livability stalled or stopped as a result of a money shortfall. Mr. Hansen explained that the MTIP project being applied for in the Beaverton/Tigard and Gresham areas would use up about \$2.8 million of Tri-Met's \$6.6 million cap. What Mr. Cotugno was referring to was the difference in that amount which could be used. All the applications would be ranked through TPAC and the funding will be recommended before they come before this committee. All he asked the body to consider now was what pool of applications to consider. Commissioner Kennemer asked that the record show he was grateful for the consideration. Mr. Hansen explained that although Tri-Met looks like they have "room" to allow for that, it's not to be thought of as a Tri-Met project, but that it needs to be looked at as a regional priority. Let's keep in mind, he said, that these are our regional commitments. Any unused request we contribute needs to be done under the rules for application. The Committee agreed this was an appropriate course of action.

MEETING REPORT:

Action taken: Mayor Drake moved, with a second by Commissioner Kennemer, to approve the January 18, 2001, and February 8, 2001, meeting reports. The motion passed unanimously.

RESOLUTION REFERENCE NO. 01-3038 FOR THE PURPOSE OF APPROVING THE FY 2002 UNIFIED WORK PROGRAM. Mr. Cotugno said that the Unified Work Program includes Metro's planning activities as well as other regional government projects the document is a requirement for receipt of federal funding. Business Partnership is a new activity that's been included this year as is the Corridor Initiatives program.

Action taken: Commissioner Hales moved, with a second by Mayor Drake, to approve Resolution No. 01-3038. The motion passed unanimously.

RESOLUTION REFERENCE NO. 01-3039 FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS.

Mr. Cotugno explained that every three years Metro undergoes a review by USDOT to ensure that we document and certify how we meet the federal planning requirements. This resolution is the self-certification step that is done by Metro on an annual basis. It ends up being jointly certified by both Metro and the State Department of Transportation. This is a joint resolution.

Action taken: Commissioner Hales moved, with a second by Commissioner Kennemer, to approve Resolution No. 01-3039. The motion passed unanimously.

ENDORSEMENT OF ODOT PEDESTRIAN AND BICYCLE GRANT APPLICATIONS

Dave Williams briefly explained ODOT's Bicycle and Pedestrian Grant Program. He said the Oregon Bicycle and Pedestrian Advisory Committee takes the applications, selects the best projects by a set of criteria and funds those projects with available monies. The committee has a forum to ensure that all the affected jurisdictions support these projects. Before submitting their application, grant applicants are required to get project endorsement from their Area Commission on Transportation (ACT). In the Metro region, JPACT serves as the ACT. In the memo dated March 8, 2001, and distributed to the committee at this meeting (and included in this record) there was a list of ten project proposals from Region 1 (from nine jurisdictions) that ODOT and Metro reviewed. Staff asked JPACT to endorse this package of ten projects.

Dave Williams noted the program is funded from one percent of the highway trust fund for bikes. Mr. Williams said there is no subregional allocation, that this is a statewide competition. Therefore, the region could get funded zero or up to \$1.5 million. The Bike and Pedestrian Advisory Committee goes into a room with all the projects that meet the basic screening, ranks them and chooses the projects. Dave Williams said today, this committee was being asked to approve an application package from all the jurisdictions in this region. If JPACT doesn't like a project, they have this chance to take it out and not have the project endorsed by the MPO.

Action taken:

Councilor Rohde moved, with a second by Mr. Hansen, to approve the endorsement of ODOT Pedestrian and Bicycle Grant Applications. The motion passed unanimously.

Andy Cotugno stated the context for the next two presentations – Intelligent Transportation Systems (ITS) and Transit Oriented Development Program (TOD). When the MTIP allocation process was adopted, it was agreed that there was a series of programs that have been funded on an annual basis that should be evaluated based upon what has been going on with each of those programs, how effective the program was, and what they have accomplished. A series of

presentations have been scheduled, he said, to give the JPACT committee a status report on these programs. Today, the ITS and TOD programs are scheduled to present a progress report. Next month, an overview of the Tri-Met TCL Program, the 2040 Initiatives, the TDM Program and the TMAs was scheduled. These program reports are being done now so that when the committee gets to the allocation process, they will understand how these programs fit in.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

The ITS Program overview was presented by Dennis Mitchell (ODOT), Ken Turner (Tri-Met) and Bill Kloos (City of Portland). There was a handout (which is included in this record). The presentation included an explanation of the ITS Program—the goals, results achieved to date, integration projects under way, program needs and requests. ITS results were given, along with several examples of program benefits. These benefits include the Comet service patrols, ramp metering on Sunset Highway and I-5N as well as ramp metering in general, arterial signal timing on 82nd/122nd, bus dispatch system and traveler information.

Mr. Kloos manages Traffic, Signal and Street Lighting for the City of Portland. He talked about the three individual systems (freeway, arterial and transit) and how these are integrated and work together. He explained how their computer system works, as well as serves as a tool to reduce traffic stops and delays, and implement 2040 policies. In addition, he reported on the ITS program's annual savings in terms of delay reduced.

Mr. Turner, of Tri-Met, added that ITS looks a little different in transit than on the street. The ITS system manages their communications and monitors the system status. The dispatchers have the capability to know where every bus system is at all times, how late or early each bus is and when a bus is off route or having trouble. This tool helps in the decision-making process of maintaining smooth-running transit service. Another example of the ITS Program focuses on traveler information—the Transit Tracker displays transit arrival information to passengers at bus and rail stops. Tri-Met would like to include in their web page, real time arrival information. This is a future project and they hope to have MAX line information on the web page available by next fall.

Mr. Mitchell of ODOT talked about program integration. The modes and jurisdictions are interdependent, he said, and the system needs to be integrated. Communications, shared data and making the operations work together across jurisdictions are big benefits from this integrated operation. Integration examples include building a shared regional fiber network, traffic signal priority for buses, and addressing the City's telecommunications needs (i.e., fire, police, 911).

Stephanie Hallock asked, regarding changing the signals to accommodate bus traffic, what this would do to pedestrian signals. Mr. Mitchell replied that they would still service the full pedestrian length of time; however, there may be a reduction in the amount of walk time. In conclusion, Mr. Mitchell presented ITS program's arterial expenses, funding requests and progress report. Mr. Hansen and Mr. Cotugno asked if they could develop a one-page factoid for the public on ITS program's effectiveness.

Councilor Burkholder said that this committee needed to have discussion on the policy issues regarding how to move traffic through main streets and centers, and especially arterials. The speed set will affect the commercial liveability of those areas, as well as effecting pedestrian traffic. He said we need to look at how this impacts the other factors in the neighborhood or development center areas. Councilor Park added that when you look at the efficiency that this brings, as shown in this presentation, that the public doesn't see anything like this, and asked if there was a way to translate the benefits (i.e., fuel and emission reductions) for the general public to look at and buy into. Councilor Burkholder supported the one-page fact sheet to address this.

TRANSIT ORIENTED DEVELOPMENT PROGRAM

Mr. Cotugno introduced the Transit-Oriented Development Program (TOD) and Phil Whitmore, TOD Manager. Mr. Whitmore introduced Marc Guichard. The "Transit-Oriented Development Implementation Program" program summary was handed out (and is included in this record). Mr. Whitmore summarized the TOD Program, then gave a brief description of eight TOD projects in the corridors downtown south of Hillsboro, Beaverton, Gresham, the inner Eastside (on a ten-minute bus corridor) and Gresham Civic Neighborhood. The TOD program is implementing the 2040 Growth Concept by funding joint development in the regional centers, town centers and transit station communities. In addition, he outlined the operation model for the TOD Program and provided information on its cost-effectiveness.

Susan Christensen (Department of Environmental Quality and a TOD Steering Committee member) was introduced. Ms. Christensen asked for JPACT's support on the TOD program. She said the TOD Program addresses the Department of Environmental Quality's mission and the program is extremely innovative. A key thing the TOD program does is provide a link to financiers, who are always risk adverse. TOD Program participation gives them added security and more confidence to fund innovative projects.

Councilor Monroe announced that the South Corridor Committee meeting was scheduled for the following Monday, March 19, 2001, 3:30 p.m. at Metro. The next JPACT meeting will be held on April 12 (2nd Thursday of the month), at 7:30 a.m.

There being no further business, the meeting was adjourned at 9:11 a.m.

Respectfully submitted,

Rooney Barker
Recording Secretary

RB/ff

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