

## MEETING REPORT

DATE OF MEETING: July 8, 1999

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

PERSONS ATTENDING: Members: Chair Jon Kvistad, Ed Washington and David Bragdon, Metro Council; Don Wagner, WSDOT; Royce Pollard, City of Vancouver; Kay Van Sickel, ODOT; Ron Bergman (alternate), Clark County; David Lohman (alternate), Port of Portland; Karl Rohde, Cities of Clackamas County; Charlie Hales, City of Portland; Roy Rogers, Washington County; Sharron Kelley, Multnomah County; Bill Kennemer, Clackamas County; Fred Hansen, Tri-Met; Jim Kight, Cities in Multnomah County; and Rob Drake, Cities in Washington County

Guests: Scott L. Rice, Cornelius City Council; Steve Dotterer and Elsa Coleman, City of Portland; Karen Schilling, Multnomah County; John Rist, Clackamas County; Kathy Lehtola, Washington County; Janette Palmer, SMART Transit; Beckie Lee, Multnomah County; Martha Bennett, City of Milwaukie; Betty Atteberry, Westside Economic Alliance; Bob Behnke, Aegis Transportation; Phil Carver, Oregon Office of Energy; and Rod Park, Metro Council

Staff: Richard Brandman, John Houser, Chris Deffebach, Mike Hogle, Tom Kloster and Jan Faraca, recording secretary

Media: Gordon Oliver, *The Oregonian*

### SUMMARY:

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

#### 1. Meeting Report of June 17, 1999.

The Meeting Report was approved with one correction on page 9, where language will be changed to read: "a report from certain professors at Portland State University," because the report is not an official Portland State University report.

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2. Regional comments to Federal Rail Administration and Federal Transit administration on proposed policy concerning shared use of railroad tracks by freight and passenger services.

Richard Brandman explained the rationale driving regional comments being prepared in response to a recently-issued draft FRA/FTA joint policy proposal on the shared use of the general railroad system by conventional railroads and light rail systems (see yellow handout). The draft policy statement suggests there be total time-of-day (temporal) separation between freight trains and commuter trains on the use of any tracks. (The federal proposal is that freight trains could run at night and commuter trains could run during the day, with no mixing of the two.) Staff believes this policy is far too restrictive and would cost too much because commuter train operators may have to pay freight operators for track use during idle periods. This is a big issue nationwide where transit projects are trying to move forward utilizing railroad system tracks, and for the region as well, especially in Washington County. Right now, the only alternative solution proposed by the FRA is to have trains of equal weight running on tracks at the same period of the day. Staff believes that technology now exists to ensure safety without the need for total time-of-day separation. Fred Hansen urged that the region's comments be crafted with very specific language. Roy Rogers and Charlie Hales offered advice also. Karl Rohde mentioned that in March he attended a meeting with FRA, and they appeared firm in their position. Rob Drake suggested the issue could be pursued later in the day when Senator Gordon Smith would be meeting with local officials on commuter rail at Beaverton City Hall. Kay Van Sickel suggested conversations with experienced Southern California commuter rail officials could provide insight; Kathy Lehtola indicated that some talking had taken place.

Action Taken: Chair asked if there was a motion to move forward; Councilor Rohde moved to complete the crafting of the response to the call for comments and to submit them in the prescribed manner; Mayor Drake seconded. The motion was approved unanimously.

3. Resolution No. 99-2808 - Amending the Metropolitan Transportation Improvement Program (MTIP) to program Wilsonville's SMART Transit Job Access grant (Welfare to Work).

Mike Heglund (see buff handout) described the ISTEA Job Access and Reverse Commute grant program, previously the Welfare to Work program, which was intended to foster innovative methods for people to get from where they live to where the jobs are. In 1998, the first of the TEA-21 grant programs was authorized. An earlier jobs access grant was submitted by Tri-Met and approved as an MTIP action in the spring of 1999. This is the second, submitted by the Oregon Office of Energy with the SMART program of Wilsonville and Aegis Transportation of Tigard participating. It would develop a low-cost, semi-automated, telecommunications-linked car or van pool system. First-year federal financing has been awarded and would be matched with local capital and in-kind services. In this action, staff proposes amending the MTIP to reflect the award of \$150,000 in federal grant funds subject to five conditions including 1) Provide results of previously implemented pilot projects by Aegis Transportation; 2) Development of cost and

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ridership estimates by Aegis and post-implementation evaluation by Oregon Office of Energy and SMART; 3) the establishment of a project steering committee; 4) Recognition and reimbursement of costs to SMART to implement the proposal; and 5) Metro staff participation as the project moves through implementation.

David Bragdon questioned the proposed program's overhead costs. Bob Behnke of Aegis Transportation Information Services and Phil Carver of the Oregon Energy office described the start up program, which would require an initial capital investment. They indicated that a second year grant application would help distinguish ongoing operating costs from initial start-up costs. The project is planned for five years. Karl Rohde questioned the administrative costs reflected in the budget. He was assured they would be lower in subsequent years, but are high initially because they are start-up costs. Karl directed the committee's attention to screening and safety, both for riders and drivers. Fred Hansen sees three basic areas to consider when looking at safety: 1) the quality of the equipment, especially the autos; 2) background checks of the operators for felony convictions and the use of drugs and alcohol (which is an ongoing issue); and 3) what security procedures to use as a starting model. Richard said technical amendments to the resolution need to be incorporated.

Action Taken: Mayor Drake moved to recommend amending the Metropolitan Transportation Improvement Program (MTIP) to program Wilsonville's SMART Transit Job Access Grant; seconded by Councilor Rohde. The motion was approved unanimously.

4. Resolution No. 99-2809 - Amending the Metropolitan Transportation Improvement Program to program Section 5309 funds for rehabilitation and expansion of the Powell Bus Garage.

Richard outlined this resolution (see green handout): Tri-Met requests approval of this resolution that would amend the MTIP to approve \$16.5 million of Section 5309 funds for design and construction of improvements to the Powell Bus Garage maintenance facilities. These improvements are needed to accommodate the Region's overall expansion of transit service and the bus fleet, including new additions recently approved in the Priorities 2000 allocation. An application for grant funds has been filed with the federal government, and Tri-Met anticipates federal appropriation of funds for the project. Tri-Met is requesting \$500,000 for design in FY 00, and then another \$16 million for construction to be appropriated over the two years following. Approval of the resolution would allow Tri-Met to be reimbursed for expenditures made before an appropriation is received.

Action Taken: Commissioner Hales moved to recommend amending the Metropolitan Transportation Improvement Program (MTIP) to program Section 5309 funds for rehabilitation and expansion of the Powell Bus Garage; seconded by Mr. Hansen. The motion was approved unanimously.

5. Resolution No. 99-2810 - Authorizing release of the 1999 update to the Regional Transportation Plan (RTP) for jurisdictional and public comment.

Tom Kloster described the remaining outstanding issues pertaining to the RTP (see orange handout). The Transportation Policy Advisory Committee considered these issues at their June 25<sup>th</sup> meeting and forwarded the following for JPACT review, as proposed discussion items or as proposed consent items. (See attached detailed descriptions of both categories.) Tom outlined and discussed the reasoning for the two discussion items: (1) Revise the functional classification maps to reflect proposed improvements to TV Highway between Murray Boulevard in Beaverton and Brookwood Avenue in Hillsboro; and (2) Revise the functional classification maps to reflect impacts of Damascus and Pleasant Valley urban reserves on the function of Division Street, Powell Boulevard, 172nd Avenue and Foster Road. He named the proposed Consent Items: (3) Reflect the South Willamette Crossing Study recommendations on the RTP System Maps; (4) Reflect the Hollywood Town Center recommendations for Sandy Boulevard on the RTP System Maps; (5) Amend the Regional Bicycle System Map to reflect minor edits (listed); (6) Amend the Regional Freight System Map to include a portion of Foster Road as a freight connector; (7) Amend the Public Transportation System Map to reflect the current status of several areas of concern, and finally, (8) Add legend notation to explain the grouping of 2040 land use types on the RTP system maps. TPAC recommends releasing this configuration for public comment.

Action Taken: Mayor Drake moved that JPACT recommend the 1999 Update to the Regional Transportation Plan be released for jurisdictional and public comment; Councilor Rohde seconded. The motion was approved unanimously.

6. Resolution No. 99-2811 - Approving the South Willamette River Crossing Study Recommendations (and directs them to be incorporated into the RTP).

Chris Deffebach summarized the status of the study (see gray handout). The technical analysis was completed last winter; public meetings were held and recommendations developed. A subsequent public comment period resulted in the receipt of 44 comments with about 70% favoring the recommendations. A key finding is that the Sellwood Bridge can best support combined land use and transportation goals by either preserving the existing bridge or replacing it as a two-lane bridge; in either case, the bridge needs improvement to better serve pedestrians and bicycles. Chris noted that additional work needs to be done, both in deciding whether to build a new two-lane bridge and in how to address other areas of concern identified in the study. David Bragdon said that this is not a recommendation to do nothing; that there is travel demand in the area. Bill Kennemer commented on the imbalance between housing and jobs in Clackamas County and the need for improved roadways to move people to jobs. Fred spoke about the need for communicating the travel mode choices to the public and that transit improvements would be necessary to support the direction of the study. Karl supports bike/ped improvements to minimize the impact of auto traffic on communities. Sharron Kelley noted that Multnomah County is

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concerned about funding a replacement bridge, which has regional significance. Chris said that no funds are currently available for further analysis. Ed Washington asked if the next step would be to deal with funding. He expressed concern that the public may not be aware of the importance of these issues. In response to Councilor Washington's question about what the next step should be, Richard said that staff would recommend moving forward to the next phase to determine if the bridge is to be replaced or repaired and in what time frame. Commitments to support the project would then be needed, as well as funding, probably a cooperative effort. Kay Van Sickle noted the Ross Island Bridge as another problem to be dealt with; ODOT is already doing as much as they can for the Ross Island Bridge. Chair expressed concern that not allowing for expanded capacity in the corridor between Ross Island and I-205 may be a big mistake in the long range.

Action Taken: Councilor Rohde moved to recommend approval of the South Willamette River Crossing Study Recommendations; seconded by Commissioner Hales. The motion was approved unanimously.

#### 7. Confirmation of Bi-State Committee members.

Chris Deffebach provided an update on the status of the Bi-State Transportation Committee membership appointments (see orchid handout). JPACT approved the establishment of the JPACT/RTC committee in April. Five jurisdictions have forwarded nominees for approval as members and alternates, listed below:

Metro - Rod Monroe, member; Ed Washington, alternate

City of Portland - Charlie Hales, member; Elsa Coleman, alternate

ODOT - Kay Van Sickel, member; Dave Williams, alternate

Tri-Met - Fred Hansen, member; Bob Stacey, alternate

Three Counties (Multnomah, Clackamas and Washington) - Serena Cruz, member; Mike Jordan, alternate

Nominations, although still pending, are expected also from the Cities of East Multnomah County and the Port of Portland. Chair suggested that those nominations be approved when received.

Action Taken: Karl Rohde moved for approval of the nominations received to date to the Bi-State Transportation Committee; seconded by Jim Kight. The motion was approved unanimously.

**ANNOUNCEMENTS:** There will be no August JPACT meeting. The next meeting will be September 9, 1999. Fred said that he met with Senator Gordon Smith's staff in Washington, D.C. last week, and they were supportive of Interstate MAX. Next week, a kick-off for airport light rail is planned. Mort Downey will be in Portland to attend that event.

**ADJOURNMENT:** There being no further business, the meeting was adjourned at 8:45 a.m.