

## MEETING REPORT

DATE OF MEETING: May 13, 1999

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

PERSONS ATTENDING: Members: Chair Jon Kvistad, Ed Washington and David Bragdon, Metro Council; Dave Lohman (alternate), Port of Portland; Jim Kight, Cities of Multnomah County; Kay Van Sickel, ODOT Region 1; Don Wagner, WSDOT; Royce Pollard, City of Vancouver; Sharron Kelley, Multnomah County; Craig Pridemore, Clark County; Bill Kennemer, Clackamas County; Charlie Hales, City of Portland; Roy Rogers, Washington County; Fred Hansen, Tri-Met; Rob Drake, Cities of Washington County; Karl Rohde, Cities of Clackamas County; and Greg Green (alternate), DEQ

Guests: Rod Monroe, Metro Presiding Officer; Mike Burton, Metro Executive Officer; Lou Ogden (JPACT alt.), Cities of Washington County; Susan McLain, (JPACT alt.), and Rod Park, Metro Council; Bob Stacey, Dick Feeney, and G.B. Arrington, Tri-Met; Pat Collmeyer, Neil Goldschmidt, Inc.; Ted Spence, Citizen; Mayor Chuck Becker and Ron Papsdorf, City of Gresham; Ed Abrahamson, Harold Lasley, and Susan Lee, Multnomah County; Gary Katsion, Citizen; Elsa Coleman, Marc Zolton, Steve Dotterrer and Roger Geller, City of Portland; John Williams, Mayor of Oregon City; Nancy Kraushaar, City of Oregon City; Rod Sandoz, Clackamas County; Dan Bartlett, City of Milwaukie; Dean Lookingbill, Southwest Washington RTC; Paul Silver, City of Wilsonville; John Rosenberger, Washington County; Judy Edwards, Westside Transportation Alliance; Meeky Blizzard, Citizen; Jessica Hamilton, Office of Representative David Wu; Kathy King, Oregon Office of Energy; Rex Burkholder, Coalition for a Livable Future; Karen Whitman, Pioneer Courthouse Square; Tom Fuller, Shiels Oblatz Johnson; N. Kay Walker, City of Cornelius; Jim Howell, AORTA; Susie Lahsene, Port of Portland; Dave Williams, ODOT; Catherine Ciarlo, Bicycle Transportation Alliance; and Lynn Dingler, City of Gresham

Staff: Andy Cotugno, Richard Brandman, Mike Hoglund, Gina Whitehill-Baziuk, Bill Barber, Chris Deffebach, and Lois Kaplan, Recording Secretary

Media: Gordon Oliver and Jonathan Nicholas, The Oregonian

## SUMMARY:

The meeting was called to order and a quorum declared by Chair Jon Kvistad. Distributed at the meeting was a South Willamette River Crossing newsletter. Andy Cotugno announced a joint JPACT/Metro Council Transportation Planning Committee hearing scheduled on June 14 at 5:30 p.m. on the South Willamette River Crossing Study. He encouraged JPACT participation, particularly from the South Corridor.

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Mayor Drake moved, seconded by Fred Hansen, to approve the April 8, 1999 JPACT meeting report as submitted. The motion PASSED unanimously.

## TRI-MET SERVICE PLAN

Fred Hansen, Tri-Met's General Manager, provided an overview of Tri-Met's service plan as recommended by the Transit Choices for Livability (TCL) Committee. The recommendations of that committee reflect different and better types of service in the suburban areas. The expansion of that service across the region will focus transit investments and help to achieve 2040 goals. Tri-Met will strive to attain livability and 2040 goals. The proposed three-year service plan was aimed as a step towards the TCL sketch plan.

Fred commented that this is the first time that Tri-Met has developed a service plan for more than one year. It provides a description of what they are trying to achieve over that three-year period. The plan addresses service time and other needed improvements, such as shelters. Capital investments will be made not just for service but for the amenities that encourage people to use transit. He cited the need to dramatically increase ridership.

Specific corridors to implement "Rapid Bus" improvements have been identified in the document and include Division, Barbur and McLoughlin. Tri-Met plans to provide 15-minute daytime service and cross-regional connections in those corridors. In the service plan document, \$16 million was identified as necessary from the MTIP over the next four years to implement the TCL program. TCL has been allocated \$4 million for the four-year period. As a result, a lot of the goals in that three-year plan will not be achieved without additional funds. The service plan has tried to adjust to that. Tri-Met recognizes that roads are an important part of the integrated transportation system that combines transit along with bike/pedestrian projects.

Fred explained that they can pilot programs (contract out) for up to 36 months. Tri-Met is looking at better service rather than more transit service. Seventy percent of riders on Tri-Met's system have their own automobiles. There is an opportunity with this MTIP to increase the level of TCL implementation. Tri-Met wants to expand both the McLoughlin Corridor and look at the Barbur Corridor in South Washington County.

G.B. Arrington explained that Tri-Met can afford within existing resources 1.5 percent/year expansion which would be allocated for increases in services and investment in additional buses to deal with congestion. With the \$4 million of the current MTIP recommendation, Tri-Met will continue to pledge to continue service in Clackamas County and the McLoughlin Corridor. If they are allocated \$6 million, improvements could be made in the Barbur or Division Corridor. The next corridor slated for improvements would likely be the Barbur Corridor and Tri-Met would be able to extend service. If there's additional funding, they would turn to the Division Corridor. Based on different levels of funding, Tri-Met will do what it can afford. A flexible approach has been laid out. Capital investments could be geared toward better customer information, better waiting areas, and better marketing.

Chair Kvistad thanked Fred Hansen for his presentation.

RESOLUTION NO. 99-2778 - ESTABLISHING A BI-STATE COMMITTEE OF THE JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT) AND THE SOUTHWEST WASHINGTON RTC

Mayor Drake informed the committee that he had been called by Mayor Becker of Gresham regarding the composition of the Bi-State Committee, pointing out the lack of small city representation from Multnomah County. He concurred with the recommendation that there be a small city representative from Multnomah County included on the committee.

Chair Kvistad felt that the formation of this committee would be beneficial for the long-term vision of the region and wanted everyone to be comfortable with its membership. He proposed further review and consideration at the June 17 meeting.

Action Taken: Councilor Washington moved, seconded by Mayor Drake, to recommend approval (rather than deferral to June 17) of Resolution No. 99-2778, establishing a Bi-State Committee of the Joint Policy Advisory Committee on Transportation (JPACT) and the Southwest Washington Regional Transportation Council (RTC).

1<sup>st</sup> Motion to Amend: Mayor Drake moved, seconded by Mayor Pollard, to amend the membership outlined for the Bi-State Committee in the Intergovernmental Agreement to include a representative from the smaller cities of Multnomah County.

In discussion on the motion to amend, Fred Hansen felt it would only be fair to have a counterpart from the state of Washington. Councilor Washington pointed out that the makeup of the committee is balanced at this time, six representatives on each side. He cited the need to maintain that balance and that adding one more representative would be appropriate if the new person would replace the county representative. Mayor Pollard, however, indicated that he wanted to move the formation of this committee forward and didn't have any problem with the additional representative from Multnomah County's smaller cities. Commissioner Pridemore of Clark County was also in agreement with the recommendation.

2<sup>nd</sup> Motion to Amend: Fred Hansen moved, seconded by Charlie Hales, to amend the language of the Intergovernmental Agreement to read: "Any member of JPACT or the RTC Board may request referral of an item to the Bi-State Transportation Committee for consultation prior to action but it takes a majority of the JPACT or RTC Board to refer an item to the Bi-State Transportation Committee."

Dave Lohman expressed some reservation about the frequency of the Bi-State Committee meetings and the Port's responsibility for oversight on both sides of the river. He wanted to be sure he understood the implications.

Mayor Drake commented on the shared air shed, mass transit and transportation issues that affect both sides of the river and the need for bi-state involvement as a region. If we are going to work as one region, he felt we need to honor the request for small city representation from Multnomah County.

Mayor Pollard wanted everyone in the region to be comfortable with formation of the Bi-State Committee and its role and to raise any unanswered questions.

Motion to Table: Dave Lohman moved, seconded by Don Wagner, to table this matter. The motion FAILED.

In calling for the question on the first motion to amend, the motion PASSED for inclusion of a Smaller City of Multnomah County representative on the Bi-State Committee.

In calling for the question on the second motion to amend, the motion PASSED, amending the language under "Role" of the Intergovernmental Agreement to read as follows: "Any member of JPACT or RTC Board may request referral of an item to the Bi-State Transportation Committee for consultation prior to action but it takes a majority of the JPACT or RTC Board to refer an item to the Bi-State Transportation Committee."

In calling for the question on the main motion as amended, the motion PASSED.

RESOLUTION NO. 99-2791 - APPROVING THE FY 2000 MTIP MODERNIZATION PROGRAM DEVELOPED THROUGH THE PRIORITIES 2000 PROCESS

Chair Kvistad thanked everyone connected with TPAC, JPACT and Transportation Department staff for all the meetings held relating to the Priorities 2000 project considerations. He praised both process and leadership that led to the recommendations in the agenda packet.

Andy Cotugno described the organization of the MTIP packet, the process, the choices, and the focus of attention (Attachment D, the matrix). Also included was a list of add-back actions. The project list represents TPAC's base recommendation plus an unallocated \$1.5 million of funds. The recommendation includes \$33 million of STP funds; \$37 million of Congestion Mitigation/Air Quality (CMAQ) funds, projects that reduce vehicle emissions; and \$4.9 million of

Transportation Enhancement funds, restricted for projects that enhance a transportation project. Examples given of Transportation Enhancement projects included wetlands mitigation, bike/pedestrian improvements, transportation museums, and scenic projects. Also included on the matrix is Phase 3 of ODOT's US 26 Sylvan Interchange project. Approval of the projects will be contingent on the next step, which is the air quality conformity process and the need to stay within that emissions cap.

Additional funds not reflected here are formula-based transit funds and highway funds for preservation, safety, bridge and routine transit projects which will be approved when the final Transportation Improvement Program is adopted later this year.

Andy commented that there had been a significant year-long public outreach program for Priorities 2000. Public input has been summarized and was distributed at the meeting. Identified on the chart are the road-related projects for funding with STP funds and the non-road projects to be funded with CMAQ and Enhancement funds. The recommendation reflects a mix of projects that includes Road Modernization, Road Reconstruction, Bridge, Freight, Boulevard, Pedestrian, Bike/Trail, Transit Demand Management (TDM), Transit-Oriented Development (TOD), and Transit categories of projects.

Commissioner Hales asked whether a leveraging analysis had been done on whether the rest of the projects could be done using future STP funds. Chair Kvistad cited the need to be flexible with the dollars that come out of the Legislature, noting 2 cents being considered for dedication toward capital projects. Andy noted that the 2-cent bonded program is an ODOT capital program and that the 4-cent combination gas tax proposed will be split into city and county needs. He indicated that any funds approved by the Legislature will be for road-restricted projects. It was the consensus of JPACT that after we know what the Legislature has done, we re-examine these allocations.

Commissioner Rogers felt that the proposed recommendation represented a fair list based on available funds. He proposed leaving the unallocated \$1.5 million as a contingency, allowing the region to look at opportunities to leverage those funds. He asked for a policy debate on that issue and wanted to deal with the recommended list as submitted. If any projects were to be removed, he wanted discussion.

1<sup>st</sup> Motion: Commissioner Kennemer moved, seconded by Commissioner Rogers, to accept the base program recommended by TPAC (both MTIP and ODOT Modernization).

In discussion on the motion, Commissioner Hales commented on the public testimony provided. He was impressed with the quality of the testimony from all over the region. One of the exceptions was the bike lane project on the Morrison Bridge. He spoke of discussions taking place at the Legislature for a \$10.00 vehicle registration fee increase for high-growth counties dedicated to bridges. He felt there might be a fair chance to build that project once it is designed.

This motion eventually PASSED later in the meeting as amended.

2<sup>nd</sup> Motion: Commissioner Kelley moved, seconded by Commissioner Hales, approval of the Morrison Bridge bike lane Preliminary Engineering at \$250,000 to be funded from the residual.

In discussion on the motion, Commissioner Kelley pointed out that it requires 18 months of design work and would cost \$100,000 to \$150,000.

This motion was later withdrawn.

3<sup>rd</sup> Motion: Councilor Bragdon moved, seconded by Council Washington, to add back the following three items:

- \$0.25 m. Morrison Bridge PE
- 0.789 m.. Division Boulevard
- 1.006 m. TOD  
\$2.045 m.

and cut:

- \$1.345 m. 207<sup>th</sup>
- 0.2 m. Telecommute
- 0.5 m. Pioneer Square  
\$2.045 m.

It was noted that this motion would result in a revenue-neutral position.

This motion was later withdrawn.

4<sup>th</sup> Motion: Fred Hansen moved, seconded by Mayor Drake, to take the unallocated \$1.5 million and dedicate it to Transit Choices for Livability for Barbur/99W Corridor service enhancement.

This motion was later withdrawn.

5<sup>th</sup> Motion: Dave Lohman moved, seconded by Commissioner Hales, to add back \$500,000 to Marine Drive, recognizing the 40-mile loop may need to be deferred and sound mitigation may need to be downscoped.

Dave Lohman spoke of the safety and rehabilitation issues surrounding the Marine Drive project and the fact that the roadbed has quickly deteriorated. It is the Port's No. 1 freight project and will require special stormwater treatment. The Port intends to contribute \$7 million toward the project which will be phased. Also contributing to the project will be the City of Portland (\$1 million), resulting in a \$2 million gap. Lower cost approaches for sound mitigation are being pursued.

This motion was later withdrawn.

6<sup>th</sup> Motion: Commissioner Rogers moved, seconded by Mayor Drake, that the unallocated \$1.5 million be left as a contingency fund until there is a thoughtful process for review and allocation of those funds.

This motion was later withdrawn.

7<sup>th</sup> Motion: Commissioner Rogers moved, seconded by Mayor Drake, to add back:

- \$1.8 m. Cornell Boulevard
- 0.852 m. Fanno Creek
- 0.175 m. Washington County Bus Stops  
\$2.827 m.

This motion was later withdrawn.

8<sup>th</sup> Motion: Councilor Kight moved, seconded by Councilor Bragdon, to reduce Multnomah County/Gresham Intelligent Transportation System by \$500,000 and shift that amount to the Division Boulevard project.

This motion was later withdrawn and combined with another motion.

9<sup>th</sup> Motion: Commissioner Kennemer moved, seconded by Councilor Rohde, to reduce Clackamas County's Intelligent Transportation System by \$200,000 and shifting that amount to the Willamette Boulevard/West Linn project. The motion PASSED unanimously.

10<sup>th</sup> Motion: Mayor Drake moved, seconded by Commissioner Rogers, to cut:

- \$0.5 m. Pioneer Square
- 0.129 m. Portland Bike Signage
- 0.250 m. 47<sup>th</sup>  
\$0.879 m.

and deposit that to unallocated reserve, increasing it to \$2.379 m.

This motion was later withdrawn.

11<sup>th</sup> Motion: That the \$1 million Murray Overcrossing allocation be allocated to:

- First, complete the Murray Overcrossing project; and

- Second, be used to:
  - a. Initiate Hall Boulevard PE up to \$45,000
  - b. Fund Cornell Boulevard right-of-way up to \$540,000
  - c. Fund Washington County/Tri-Met bus stops up to \$500,000

And delete the \$0.5 million allocation to Washington County bus stops, thereby increasing the unallocated Reserve.

The motion PASSED unanimously with the agreement that Washington County and Tri-Met work together to coordinate Barbur TCL service expansion with bus stop enhancements and that Washington County, Metro and Tri-Met determine the appropriate splits between the four authorized projects.

12<sup>th</sup> Motion: Councilor Bragdon moved, seconded by Councilor Kight, that \$500,000 of Gresham/Multnomah County ITS funds be shifted to Division Boulevard with the conditions that:

- Multnomah County consider restoring the \$0.5 million for ITS from state gas tax increases.
- Multnomah County and Portland agree to spend up to \$150,000 for the initial phases of the Morrison Bridge bike path PE.

The motion PASSED unanimously.

13<sup>th</sup> Motion: As the project sponsor, Fred Hansen moved, seconded by Commissioner Rogers, to reduce their Pioneer Square request from \$0.5 million to \$0.2 million and that, together with the Washington County bus stops deletion, increase the unallocated Reserve to \$2.3 million and to allocate that to:

- \$0.1 m. Morrison Bike PE
- 0.5 m. Marine Drive
- 1.7 m. Transit Choices for Livability - Barbur Boulevard
- \$2.3 m.

In discussion on this motion, Fred Hansen proposed developing a Regional Reserve over the next six months from either state or federal funds. In fairness to the efforts of JPACT and citizen groups, he felt the committee should consider whether there are other small projects that are being overlooked. Commissioner Rogers was supportive of Fred Hansen's proposal as was Chair Kvistad who spoke of a commitment to develop that Regional Reserve fund.

The motion PASSED unanimously.

In calling for the question on the MTIP list as amended, including the ODOT section, the motion PASSED unanimously.



ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton  
JPACT Members