

MEETING REPORT

DATE OF MEETING: July 9, 1998

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

PERSONS ATTENDING: Members: Chair Ed Washington, Susan McLain and Jon Kvistad, Metro Council; Commissioner Roy Rogers, Washington County; Commissioner Ed Lindquist, Clackamas County; Dave Lohman (alt.), Port of Portland; Kay Van Sickle (alt.), ODOT; Commissioner Sharron Kelley, Multnomah County; Dean Lookingbill (alt.), Southwest Washington RTC; Councilor Karl Rohde, Cities of Clackamas County; Councilor Jim Kight, Cities of Multnomah County; Bob Stacey (alt.), Tri-Met; Mayor Rob Drake, Cities of Washington County; Commissioner Charlie Hales, City of Portland; and Don Wagner, WSDOT

Guests: Mayor Lou Ogden (JPACT alt.), Cities of Washington County; Councilor Rod Monroe (JPACT alt.), Metro Council; Mary Legry (JPACT alt.), WSDOT; Howard Harris, DEQ; Dick Feeney, Tri-Met; Gary Katsion, Kittelson & Associates; Chris Hagerbaumer, OEC; Steve Dotterer and Mark Lear, City of Portland; Meeky Blizzard, Citizens for Sensible Transportation; Carolyn Tomei, Mayor of Milwaukie; Karen Schilling and Susan Lee, Multnomah County; Rod Sandoz, Clackamas County; Susie Lahsene, Port of Portland; Councilor Scott Rice, City of Cornelius; Elizabeth Humphrey, Office of Representative Blumenauer; Jim Howell, AORTA; Ron Papsdorf, City of Gresham; Len Bergstein, Northwest Strategies; and Paul Silver, City of Wilsonville

Staff: Andy Cotugno, Richard Brandman, Mike Hoglund, Leon Skiles, and Lois Kaplan, Secretary

Media: Gordon Oliver, The Oregonian

SUMMARY:

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

Welcomes were extended to Elizabeth Humphrey from the Office of Representative Blumenauer; newly appointed Metro Councilor Rod Monroe; Milwaukie's Mayor, Carolyn Tomei; and Multnomah County Commissioner Sharron Kelley.

MEETING REPORT

Councilor Rohde moved, seconded by Metro Council Presiding Officer Kvistad, to approve the June 11, 1998 JPACT meeting report as submitted. The motion PASSED unanimously.

RESOLUTION NO. 98-2674 - ADOPTING THE LOCALLY PREFERRED STRATEGY FOR THE SOUTH/NORTH LIGHT RAIL PROJECT

Richard Brandman explained that adoption of the South/North Locally Preferred Strategy (LPS) defines the alignment, terminus, and sequencing of the full South/North Light Rail Project. It culminates six years of study in the corridor.

Richard then reviewed the options that were studied and the decisions made on which alternatives and design options should move forward.

This recommendation was approved by the South/North Project Management Group, Citizen Advisory Committee, Downtown Portland Oversight Committee, Steering Committee, Portland City Council, Tri-Met Board, Clackamas County Commissioners, Milwaukie City Council and the Southwest Washington Regional Transportation Council. It is also the result of a far-reaching public involvement effort. Richard noted that the public involvement effort was recognized as extraordinary for a study of this magnitude.

The data, relating to cost, ridership and impacts, was developed through the course of the Environmental Impact Statement and was reviewed by an Expert Review Panel comprised of technical experts from around the country. The panel recommended that the full project studied through the DEIS be moved forward and that it be built in three distinct construction segments.

The South/North Light Rail Project will be constructed in three Interim Operating Segments. The first segment (IOS 1) will concentrate on the Rose Quarter Transit Center to the Linwood park-and-ride lot and include the downtown Portland Full Transit Mall Alternative. The second segment (IOS 2) will extend the south leg from the Linwood park-and-ride lot to the North Clackamas Town Center Transit Center and include a work extension from the Rose Quarter Transit Center to Kenton. The third segment for construction (IOS 3) will be Kenton to Vancouver/ Clark College. Richard noted these segments could change following discussions with FTA.

The project would encompass 68,000 trips per day in 2015 and 14 million new transit trips per year. Richard also cited benefits such as light rail being faster than buses, the air quality benefits, and avoidance of highway costs.

Richard pointed out that the extension to Clackamas Town Center would be on the north side of the Clackamas Town Center, that the Highway 224 alignment is being recommended over the Railroad Avenue alignment, and that the Caruthers Crossing is being supported. The Portland State University to Union Station alignment is being recommended in the downtown Portland segment. Richard also noted that a study needs to be initiated to locate the future Eastside transit connector between OMSI and the Rose Garden arena as well as a study for options to Oregon City.

Immediately following the conclusion of selecting this Locally Preferred Strategy, staff will be initiating a Final Environmental Impact Statement (FEIS), which is anticipated to be complete by year end.

The Federal Transit Administration has rated the South/North Light Rail Project among the top projects going forward in the United States, so there are high prospects of securing the federal funding. They have been pleased with the technical work and the public involvement effort.

A discussion followed on how the light rail project will be funded. Bob Stacey indicated that Tom Walsh has taken on the responsibility of finding an approach that will fund the gap between the total cost and the \$475 million of bonds, \$55 million of available STP funds, and \$10 million in Clackamas County funds. Ways of recapturing property value in the corridor are also being explored. No direct property tax over and above the General Obligation bonds has been discussed. Commissioner Lindquist indicated that even though it is not actually a property tax, Clackamas County funds that come from new development in certain districts go toward the infrastructure. Commissioner Rogers also wanted to be assured that there would be no new taxes levied on the public in view of the endorsements made in the Voters Pamphlet. He didn't feel the match (50 percent) was in the same relationship as when those commitments were made.

A discussion followed on keeping faith with the voters. It was noted that the measure was clear that the project go forth to Clark County with the prospect of realization. Commissioner Rogers asked whether there is a proposal to work out the funding issues. He noted that the funding is critical to the region and asked what process would follow to resolve the issue. Bob Stacey indicated that a finance plan was being developed. A circuit judge is asked to approve the sale of bonds.

Commissioner Lindquist spoke of the project's early beginnings in the late 1970's, commenting that it has been a long process but one of the most rewarding. He noted that this region is recognized as the leader in the nation in both land use and transportation planning. He acknowledged the "naysayers," including the

Harvard professor who wrote the detracting article on light rail, but noted that the Expert Review Panel has looked at every process and alternative. He indicated that the National Association of Counties, representing counties from all over the United States, recognize this region as No. 1 in the nation in our planning efforts.

Commissioner Lindquist reported that Clackamas County is happy with the South/North Light Rail Project and that many changes have been made to satisfy people who were not happy with the alignment. He spoke of great overwhelming support, noting that its endorsement was unanimous by the Clackamas County Commissioners and was passed by the Milwaukie City Council. He acknowledged that the funding issue is still being worked on.

Commissioner Lindquist felt that the South/North Light Rail Project is a success story in the state of Oregon and the United States. He thanked all staff who worked on the project including Tri-Met, Metro, individual staff members, and elected officials, noting that it constitutes a monumental moment.

Richard reported that the Federal Government has expressed strong interest in supporting this project at the 50 percent level, citing it as one of the best projects in terms of the land use connection, strength of our operating plan, and return on the investment.

Councilor McLain felt the project constituted the following elements -- the integrity of the project; whether the system is complete without the South/North light rail going forward; that we continue to do good work and keep the integrity of the project; and the funding issue be resolved on the local level. She felt that the original project that went before the voters in 1995 will happen.

Councilor Rohde from Lake Oswego was supportive of the South/North Light Rail Project. With the support from Milwaukie, he felt confident that it is a project in the best interests of Clackamas County and that there would be a groundswell of support as it goes into the EIS.

Councilor Monroe spoke of property values being enhanced when placed in close proximity to light rail stations. He felt it represented good business, benefitted people, and cited the need to move forward with the project.

Action Taken: Commissioner Lindquist moved, seconded by Mayor Drake, to recommend approval of Resolution No. 98-2674, adopting the Locally Preferred Strategy for the South/North Light Rail Project.

Bob Stacey noted that he was distributing a recommendation from the technical staffs on the Locally Preferred Strategy in terms of what will be modeled for ridership and parking spaces, identifying those adverse impacts in the EIS rather than deferring it to a future study. The July 9, 1998 memo to Councilor Washington, proposing text changes for the technical amendment, is attached hereto and becomes a part of this record.

Motion to amend: Bob Stacey moved, seconded by Commissioner Lindquist, that the text that addresses the forecast need for park-and-ride capacity within the southern portion of the South/North Corridor, as defined in the proposed amendment, be incorporated in the South/North Locally Preferred Strategy (as it related to the Clackamas Regional Center, East Milwaukie and Milwaukie Regional Center park-and-ride lots).

In discussion on the proposed amendment, it was noted that the rationale dealt with the fact that, when the LPS was selected to stop at the north side of the town center in going out to Sunnyside and 185th, 1100 parking spaces were lost. Those spaces were needed to serve the ridership demand that is out there.

Dave Lohman indicated the Port was supportive of additional parking spaces, particularly where there is a change from one mode to another. He asked whether the amendment should be deferred. Councilor McLain suggested informally endorsing it with the understanding it would be going to the local jurisdictions. Mayor Drake noted that, if we support encouraging use of light rail, we also need to encourage park-and-ride so that people will get out of their cars to get on the train.

Committee members agreed to support Tri-Met's amendment but allow it to be formalized at the July 21 Transportation Planning Committee meeting, which would provide the affected jurisdictions an opportunity to gain input from their respective jurisdictions and make comment at the July 21 meeting.

Commissioner Hales expressed appreciation to the members of JPACT and the Steering Committee for allowing more time to resolve the issues of the alignment. The time spent was invaluable in resolving those issues and the necessary modifications were made. He also cited the need to stress that this was a success story in terms of how Metro has worked effectively with the staffs of the other jurisdictions in the region and how decisions are made in this region. He thanked Metro staff for their efforts, particularly Richard Brandman, Leon Skiles and Andy Cotugno. Other committee members felt that the South/North light rail effort has been an exciting process and were proud to be part of it.

The motion to amend PASSED unanimously.

In calling for the question, the amended motion PASSED unanimously.

Chair Washington commented that he felt this represented a broad-based decision.

RESOLUTION NO. 98-2680 - ADOPTING THE PROCESS AND CRITERIA FOR
PROJECT SELECTION FOR THE FY 2000-03 METRO TRANSPORTATION
IMPROVEMENT PROGRAM

Andy Cotugno explained that the proposed criteria would be used in the MTIP project evaluation process for allocation of funds. The deadline for submittal of projects is September 30. Andy reviewed the Staff Report/Resolution that would establish those guidelines.

Letters received, distributed and highlighted relating to the proposed guidelines included those from the East Multnomah County Transportation Committee (EMCTC), the City of Gresham, the City of Fairview, 1000 Friends of Oregon, and Washington County.

1000 Friends of Oregon is supportive of boulevard projects but suggests it be moved out of the administrative criteria and placed under technical criteria. In addition, it suggests a number of modifications relating to reducing congestion, accessibility, mobility and points given for boulevards. Lynn Peterson noted that 1000 Friends would be supportive of an "objectives" statement published within the MTIP criteria suggesting the need to move forward with the boulevard projects or putting the boulevard projects back in the technical point system.

EMCTC's comments were supportive of recognizing boulevard projects as long as such projects were not awarded bonus points. However, they did not support freight's "global competitiveness" as part of administrative criteria and suggested that those projects be evaluated based upon point criteria. They also expressed concerns relating to Metro evaluating local transportation funding decisions.

The Port proposed amending the 2040 freight criteria. The fourth criteria was eliminated. The third criteria was amended to reward projects related to large increases in industrial employment or that focuses benefits on "traded sector" businesses as an indicator of their contribution to global competitiveness.

The City of Fairview and the City of Gresham both oppose the "affordable housing connection" as a consideration in the administrative criteria for MTIP project selection.

Washington County's concerns were that there be criteria that recognize local funding efforts; that there be funding considerations to resolve deficiencies outside the city center, town centers and regional centers; and that past commitments be honored.

In discussion, Andy Cotugno noted that the criteria doesn't predetermine how funds are spent but ensures that there is complete information available on the characteristics relative to the project for the ranking process. He emphasized that the MTIP criteria's purpose is not to fund projects but rather to call out which projects are multi-modal, recognize those that are boulevards, include street design guideline information, narrow down the best projects in the modal categories, and help select the right mix of projects. All in all, it represents a scoring system -- not a prioritization system.

In further discussion, Councilor McLain spoke of the land use/transportation connection and the efficiency realized if both systems are tied together. She asked whether you get the best criteria with the point system or the called-out system through administrative criteria and wanted to be able to distinguish between the 60 and 70-point projects. She felt it was pragmatic the way the criteria was laid out.

Andy Cotugno indicated that the critical date is the September 30 date for application of funds. Criteria will be needed following that timeline. By approving the criteria at an earlier date, it would provide the jurisdictions more time to gather information on their projects. It was noted that the Metro Council does not meet the second half of August.

Mayor Ogden noted that the projects will be ranked based on this criteria, which will then determine what the best projects are in each mode. The projects to be funded will be recommended based upon the available allocated funds. That provides discretion for consideration of geographic equity and a proper mix of projects subject to JPACT approval.

Commissioner Rogers hoped that action could be deferred on this matter in order to resolve some issues.

Other issues for further discussion include the emerging parts of the transit system, how it relates to cost efficiency, and whether there will be a set-aside for freight mobility.

Bob Stacey supported the staff's recommendation on boulevards. He expressed some concern about those projects that don't rank well technically but are really good projects.

Action was deferred on this resolution inasmuch as committee members agreed on the need for further discussion on the MTIP criteria. A follow-up JPACT meeting is scheduled on July 16 at 7:30 a.m.

ANNOUNCEMENTS

It was noted that the joint JPACT/MPAC meeting has been moved to 5:00 p.m. on August 12; that the JPACT freight tour date is being scheduled; and that the JPACT Finance Committee will meet on July 22 at 5:00 p.m.

THANK YOU

A letter was distributed by Mayor Ogden expressing the City of Tualatin's appreciation for JPACT's recent decision on a \$40,000 allocation for the Tualatin Transportation Management Association (TMA). The funds will be used to help create vanpools and to maintain operation of the TMA Shuttle.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members

Attachment