

MEETING REPORT

DATE OF MEETING: February 13, 1997

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

PERSONS ATTENDING: Members: Chair Jon Kvistad, Ed Washington and Susan McLain, Metro Council; Charlie Hales, City of Portland; Ed Lindquist, Clackamas County; David Yaden (alt.), Tri-Met; Jim Kight, Cities in Multnomah County; Craig Lomnicki, Cities in Clackamas County; Grace Crunican, ODOT; Dave Lohman (alt.), Port of Portland; Tanya Collier, Multnomah County; Dean Lookingbill, Southwest Washington RTC; Mary Legry (alt.), WSDOT; Mel Gordon, Clark County; Rob Drake, Cities in Washington County; and Roy Rogers, Washington County

Guests: Lisa Naito (JPACT alt.), Metro Council; Meeky Blizzard, Office of Congressman Blumenauer; Rod Sandoz and John Rist, Clackamas County; Marc Zolton and Steve Dotterer, City of Portland; Gerald Fox, Bernie Bottomly and G.B. Arrington, Tri-Met; John Magnano, ODOT/WSDOT Rail Passenger Program; Ben Schonberger, NGI; Bob Post, BRW, Inc.; Jennifer Nielsen and Gary Obery, Parametrix; Susan Lee, Multnomah County; John Charles, Cascade Policy Institute; Jim Howell, AORTA; Ron Bergman, Clark County; Susie Lahsene, Port of Portland; Scott Rice, City of Cornelius; Rick Brickman, Citizen; Art Lewellan, LOTI; John Rosenberger, Washington County; Gary Katsion, Kittelson & Associates, Inc.; Len Bergstein, Northwest Strategies; and Dave Williams, ODOT

Staff: Mike Burton, Executive Officer
Andrew Cotugno, Richard Brandman, Leon Skiles, Rich Ledbetter, Gina Whitehill-Baziuk, and Lois Kaplan, Secretary

MEDIA: Gordon Oliver, The Oregonian; Dawn Phillips, KXL Radio; and Bruce Solberg, Daily Journal of Commerce

SUMMARY:

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

MEETING REPORT

Commissioner Lindquist moved, seconded by Mayor Drake, to approve the January 9, 1997 JPACT meeting report as submitted. The motion PASSED unanimously.

RESOLUTION NO. 97-2455 - FILLING A VACANCY ON THE TRAFFIC RELIEF OPTIONS STUDY TASK FORCE

Andy Cotugno explained that Delna Jones had resigned from the Traffic Relief Options Study Task Force because of other commitments. This resolution would appoint Betty Atteberry, representing similar interests, to fill that vacancy.

Action Taken: Commissioner Lindquist moved, seconded by Councilor Washington, to recommend approval of Resolution No. 97-2455, filling a vacancy on the Traffic Relief Options Study Task Force. The motion PASSED unanimously.

RESOLUTION NO. 97-2458 - ESTABLISHING PRINCIPLES REGARDING IMPLEMENTATION OF LRT TO PORTLAND INTERNATIONAL AIRPORT

Commissioner Hales thanked everyone for their continuous effort on the light rail extension to the airport. He noted that the idea was a joint venture with the Port, its developer and other agencies. He cited the need to ensure that this project fits in with the whole transportation agenda, commenting that it has good prospects.

Action Taken: Commissioner Hales moved, seconded by Commissioner Lindquist, to recommend approval of Resolution No. 97-2458, establishing principles regarding implementation of light rail to Portland International Airport.

In discussion on the motion, Grace Crunican asked for clarification regarding the relationship of the airport light rail to the South/North light rail project, this project's timing, and the role of the two committees and Metro.

In response, Andy explained that the project moved up because of Congressional timing. The ISTEA Position Paper, adopted last month, was to have been adopted in March. The directive from Bud Shuster, Chair of the House Committee on Transportation and Infrastructure, is that these project requests must be submitted by February 24. It was, therefore, sent in as a transmittal from the South/North Steering Committee.

Commissioner Hales indicated that the region supports the strategy of a light rail extension to the airport and acknowledges that airport funding should be pursued if it can help the South/

North light rail project. Further discussion centered on the fact that this project could get in the way, the region should be sensitive toward funding on the federal level, and what it means in terms of working with the Federal Government.

Commissioner Lindquist noted that Oregon City was quite concerned but he did not personally feel that this project competes with the South/North LRT project. He felt that everyone was in agreement with the language contained in the resolution.

Mayor Lomnicki wanted to be assured that the region was not being inconsistent with its goal and questioned whether the language is clear enough relating to the second phase to Oregon City. It was noted that the overall project is identified from Oregon City to Clark County.

Chair Kvistad commented that Westside south should also be considered as a placeholder in the future.

In calling for the question, the motion PASSED. Commissioner Gordon abstained.

RESOLUTION NO. 97-2460 - ENDORSING THE SOUTH/NORTH LIGHT RAIL PROJECT FINANCE PLAN

Andy Cotugno explained that Resolution No. 97-2460, distributed at the meeting, endorses the South/North LRT finance plan transmitted by the South/North Steering Committee. This is a follow-on to last month's JPACT meeting. A lot of attention has been given to define a way to provide a budget for maximum benefit and service to the community.

There are components to be deferred such as shortening of the alignment in the Clackamas Town Center area and in the downtown area. In addition, there are changes in scope, lower impact designs and cost changes, recognizing a change in cost methodology. Utility relocation is no longer required of the project as per Ballot Measure 47.

Andy noted that the project entails a \$1.3 billion budget and is longer with higher ridership than what went to the ballot in November. The focus is on the first segment for the first ISTEAs. The project relies on the three sources of funds available in the region: the \$475 million bond measure, the Regional STP funds and \$10 million from the Clackamas Town Center Tax Increment District. Andy indicated that the Environmental Impact Statement (EIS) does not reflect some of these changes so a future amendment will be necessary after ISTEAs dollars are made known.

Commissioner Rogers asked whether a contingency plan is in place if ISTEA is not appropriated. He noted that the bond measure language approved by the voters was contingent upon having federal funds. Andy indicated that we would not lose the Regional STP funds. The life span on STP funds is over a four-year period. A discussion followed on whether there is enough flexibility for surface transportation projects or bridges should ISTEA funds not be available. Andy indicated that there is flexibility for use of the funds on something else and that, if these STP funds are not used for South/North, they would be available for regional allocation.

Grace Crunican assured the committee that the state never allows any STP dollars to lapse in the region in order to maximize its use. The state serves as a partner banker to help with timing issues related to roads and transit.

Dave Yaden reminded the committee that, historically, the funding was passed with the expectation that it be used for transit. If it is not spent on light rail, he didn't want any immediate presumptions that it would be allocated to roads.

Commissioner Rogers was uncertain whether the General Obligation bond was in hand and cited the need for a contingency plan. Andy Cotugno suggested the following amendment to Clause 2 of the resolution:

"2. Excludes State Transportation Improvement Plan funding from Fiscal Year 1998-2001 from the South/North Finance Plan with the exception of the \$55 million of Regional STP funds committed to the project."

Motion: Commissioner Lindquist moved, seconded by Council McLain, to amend Clause 2 of the Resolution 97-2460 with acceptance of the language proposed by Andy Cotugno. The motion PASSED. Commissioner Gordon abstained.

Motion: Commissioner Lindquist moved, seconded by Commissioner Hales, to recommend approval of Resolution No. 97-2460 as amended. The motion PASSED. Commissioner Gordon abstained, noting that the Clark County Board has not as yet taken a position on this issue.

Commissioner Gordon indicated he personally supports light rail, commented on traffic across the I-205 bridge, and abstained from the vote because the Clark County Board has taken no position on this matter. Chair Kvistad noted that the region is willing to assist Clark County with regard to land use and transportation issues.

Commissioner Lindquist cited the action as a monumental moment in time for Clackamas County and JPACT in view of the long-term effort and its submittal to Congress for funding. He commented that it represents the third segment of light rail, that it was a pleasure to be part of the effort, and noted that there would be additional hurdles to cross. Commissioner Lindquist recalled that the effort has been ongoing since the 70's and thanked the region and staff for being supportive and moving the project forward.

Grace Crunican extended compliments to Commissioner Lindquist for his direction, fine work, and partnership on this project, which was met by a round of applause.

Mayor Drake supported the resolution, citing a great deal of Beaverton citizen support. He indicated that he had received a call from a constituent questioning his support of the South/North light rail project in view of Ballot Measure 47. He noted that the citizens of Beaverton have supported light rail and that it was easy to support as it represents one segment of a multi-modal solution to keeping the region livable and free of congestion.

In commenting on his recent trip to Washington, D.C., Chair Kvistad reported that Congressman DeFazio had raised questions concerning alignment changes and the status of the bond measure, noting that tough discussions took place in D.C.

TRANSMITTAL OF ISTEА POSITION PAPER TO OREGON CONGRESSIONAL DELEGATION

There was committee consensus to endorse the letter transmitting the region's adopted position paper for ISTEА reauthorization to the Oregon Congressional delegation. The letters were circulated for signature at the meeting.

TRANSMITTAL OF LETTER ON OREGON TRANSPORTATION INITIATIVE

Andy Cotugno reviewed the proposed letter endorsing the overall principles of the Oregon Transportation Initiative for submittal to Senator Ken Baker and Representative Tom Brian, chairs of their respective finance committees. He cited the need for good local and regional funding sources, commenting that the letter acknowledges that the bill introduced by the Governor does address those issues and urges the Legislature to find a "real" solution rather than a stop-gap measure. Andy noted that the letter also requests that auto/truck equity issues be addressed.

Andy proposed that discussions take place with Senator Baker and Representative Brian and suggested that the JPACT Chair appoint

some JPACT representatives to make personal contact. Chair Kvistad felt it would be a positive step to take such action.

TGM GRANT CYCLE

Lidwien Rahman, ODOT's Portland Regional Transportation and Growth Management (TGM) Grant Manager, explained that the purpose of her visit is to alert jurisdictions that staff is getting geared for its biennial process to review potential TGM grants. Grants are awarded to local governments and special districts to implement the state's quality community objectives. Preapplications must be submitted by March 3, 1997. An additional two points is awarded for submittal of preapplications.

Lidwien reviewed the objectives of the TGM Program which include compliance with the Transportation Planning Rule (TPR); integration of transportation/land use; use of TGM that is supportive of modal choice and meets transportation objectives; and the preservation and enhancement of urban livability.

TGM awards will be granted by late July. Information relating to contacts, eligible activities and criteria were distributed. Lidwien noted that this program is similar to the previous one. The emphasis is on meeting the TPR and the quality community objectives. She cited the need for the product to be adoptable and implementable and should result in plan or ordinance amendments with evidence of local or political support.

ANNOUNCEMENT

Commissioner Hales announced that the City of Portland's Rail Summit has been reformatted. It will be held at Benson High School on April 26, co-sponsored by Metro, and called the Regional Transportation Summit.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members