

## MEETING REPORT

DATE OF MEETING: January 9, 1997

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

PERSONS ATTENDING: Members: Chair Jon Kvistad, Ed Washington and Susan McLain, Metro Council; Gerry Smith, WSDOT; Dean Lookingbill (alt.), Southwest Washington RTC; Ed Lindquist, Clackamas County; Charlie Hales, City of Portland; Grace Crunican, ODOT; Rob Drake, Cities of Washington County; Tanya Collier, Multnomah County; Craig Lomnicki, Cities of Clackamas County; Greg Green (alt.), DEQ; and Dave Lohman (alt.), Port of Portland; Tom Walsh, Tri-Met; Roy Rogers, Washington County; and Jim Kight, Cities in Multnomah County

Guests: Lisa Naito (JPACT alt.), Metro Council; Scott Rice, City of Cornelius; Susie Lahsene, Port of Portland; Dick Feeney and Ron Higbee, Tri-Met; Benjamin Schonberger, NGI; Don Wagner (JPACT alt.), Jason Tell and Dave Williams, ODOT; Gary Obery, Parametrix; Mary Legry (JPACT alt.), WSDOT; Kim Warkentin, Northwest Strategies; Rod Sandoz and John Rist, Clackamas County; Kathy Busse, Multnomah County; Howard Harris, DEQ; Richard Ross, City of Gresham; Elsa Coleman and Steve Dotterer, City of Portland; Cynthia Thompson, City of Wilsonville; Kathy Lehtola, Washington County; and Meeky Blizzard, Office of Congressman Blumenauer

Staff: Mike Burton, Executive Officer  
Andrew Cotugno, Richard Brandman, Carol Kelsey, Mike Hoglund, Rich Ledbetter, Leon Skiles and Lois Kaplan, Secretary

### SUMMARY:

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

### INTRODUCTIONS

Chair Kvistad introduced Metro Councilor Ed Washington and Councilor Jim Kight representing the Cities of Multnomah County, both newcomers to JPACT. He noted that he would be serving as chair and that Councilor McLain would remain on JPACT. He also introduced Lisa Naito, newly elected to Metro Council, who will serve as alternate on JPACT along with Don Morissette.

### PRESENTATION TO BRUCE WARNER

In tribute to Bruce Warner's longstanding contribution to JPACT, he was presented with a plaque acknowledging his efforts on behalf of the region. Bruce expressed his belief that JPACT represented a unique forum and national model for cooperation. He thanked the committee for being able to participate in a group that concerned itself with vital regional transportation needs.

### MEETING REPORT

Mayor Drake moved, seconded by Commissioner Lindquist, to approve the December 12, 1996 JPACT meeting report as submitted. The motion PASSED unanimously.

### LIGHT RAIL FORUMS

Meeky Blizzard of the Office of Congressman Blumenauer, reminded the committee that, at the last JPACT meeting, an announcement was made of two upcoming light rail public forums sponsored by Congressman Blumenauer. She distributed a flier highlighting the two forums scheduled as follows:

Wednesday, January 29, 1997  
7:00 - 9:00 p.m.  
Grout Elementary School Auditorium  
3119 SE Holgate Boulevard, Portland

Saturday, February 22, 1997  
10:00 a.m. - noon  
Kaiser Town Hall  
3704 N Interstate Avenue, Portland

### RESOLUTION NO. 96-2435 - CERTIFYING THAT THE CITY OF WILSON-VILLE'S ADA PARATRANSIT PLAN FOR 1997 MEETS ADA REQUIREMENTS AND CONFORMS TO METRO'S REGIONAL TRANSPORTATION PLAN

Andy Cotugno explained that the MPO must certify that any transit districts in the area have a plan to meet the Americans with Disabilities Act (ADA) requirements. Andy introduced Cynthia

Thompson, Transit Director of South Metro Area Rapid Transit (SMART) in Wilsonville, who briefed the committee on SMART's compliance with the ADA service criteria.

Cynthia spoke of the services provided by SMART, which include fixed routes; Dial-A-Ride service for curb-to-curb service in Wilsonville (open to the general public); a service connecting customers to transportation services within a 25-mile radius outside Wilsonville's city limits (LINK); and scheduled door-to-door lunch trips to the senior center.

SMART coordinates its rides with Tri-Met and works with employers toward achieving the ECO rule. Once its fixed route program was in place, SMART began to reach compliance with the six service criteria requirements.

Cynthia reported that the subscription service is being eliminated for awhile until they can establish the demand level. They will contract with a private provider as back-up service (such as taxis) and perform a phone upgrade. In addition, they will also extend their Dial-A-Ride hours.

Action Taken: Councilor McLain moved, seconded by Mayor Drake, to recommend approval of Resolution No. 96-2435, certifying that the City of Wilsonville's ADA Paratransit Plan for 1997 meets ADA requirements and conforms to Metro's Regional Transportation Plan. The motion PASSED unanimously.

RESOLUTION NO. 96-2442 - ENDORSING A REGIONAL POSITION ON REAUTHORIZATION OF ISTEА

Distributed at the meeting was a replacement packet for Resolution No. 96-2442 reflecting action taken at the January 3 TPAC meeting. Also distributed was a proposed amendment to the Position Paper and Resolution offered by ODOT that was also approved at the January 8, 1997 South/North Steering Committee meeting.

Andy Cotugno reported that ISTEА will expire September 30, 1997. This regional Position Paper has been developed in readiness of the next update. Andy cited the importance of the regional Position Paper, noting that ISTEА's Reauthorization sets the framework for a six-year direction. He indicated that an actual authorization is needed in ISTEА or federal funds won't be appropriated. ISTEА Reauthorization provides the region with the tools needed to set policy direction to work cooperatively through the MPO and the transit providers in making regional funding decisions. Andy noted that much of the proposed language merely reaffirms that which was previously recommended.

In review of ODOT's proposed South/North amendment, Andy explained that many people believe it would be premature to list the dollar amount (\$600 million) until it is clearly determined what the region should ask for. This change would affect the second Resolve in the Resolution as well as the paragraph on page 8 of the Position Paper relating to the South/North LRT project. A discussion followed on the amount of match that must be raised locally.

Mayor Drake pointed out a line missing at the bottom of page 5 of the Position Paper relating to Oregon's donor status. Commissioner Hales noted that it should read as follows: "11. Many of the highway funding distribution formulas are biased against Oregon, resulting in the state being in a "donor" status, paying more into the federal trust fund than returns through ISTEA. These formulas should be revisited to correct this problem."

Councilor McLain cited the importance of a timeframe and amount being included. Andy responded that the region wants a definite dollar figure in ISTEA.

Commissioner Rogers expressed concern about whether the \$475 million is really available to the region and whether the \$55 million (for transfer downstate) is easily transferred. He wanted to be assured that those figures could be earmarked. In response, Andy noted that the \$55 million is referred to as federal Regional STP funds and is allocated directly to the Metro area. In fact, there is some question about whether it could have been transferred outside the region as was proposed in Measure 32. Grace Crunican commented that ODOT would have been the agency to transfer those funds; the difficulty would have been in the transfer of those funds; and that the language provides for further discussion with the legislators.

A discussion followed on reports that some legislators were concerned that they were not included in this process the last time around.

Andy then reviewed the policy and project issues of the Position Paper. He noted that the three significant projects listed under "Project Priorities" are included for approval as a means of enlisting lobbying support for funding. He indicated that the Columbia River Ship Channel Deepening project is not connected to ISTEA but that its link to truck and railroad access is of consequence.

Commissioner Collier asked whether, in view of Ballot Measure 32, there needs to be another regional vote on local match for South/North light rail. Andy indicated that a vote may be necessary after we learn what funds will be available through ISTEA.

Commissioner Lindquist noted that, in the past, the region had designated for the Legislature the South/North light rail alignment to be in the vicinity of the Clackamas Town Center through downtown Portland to the Rose Garden. He did not wish to create an impression at the public hearings that that alignment was going to be changed. Mike Burton felt that some confusion stemmed from the designated termini and the alignment of routes. The designation from the CTC to downtown Portland has never changed and there is no indication that it will. Mike cited the objective of getting sufficient ridership and development in connection with land use and making a strong argument to look for potential dollars. He also spoke of the need to create a public transit system that deals with growth along that line.

Commissioner Lindquist reaffirmed that the agreement reached in the planning stage was that it be called the South/North light rail alignment and that nothing should be done to detract from that south portion. He felt that Clark County and the City of Vancouver will eventually proceed with light rail. If funding can be secured for the north portion, the region will strive toward that objective. Commissioner Lindquist wanted to be assured that those public commitments would be upheld.

Councilor McLain emphasized that JPACT's commitment should reflect a project that is worth committing to. In terms of reinforcing voter confidence and credibility in the Councils they represent, she felt that the differences between the alignment/designation terms should be carefully explained, the costs involved with an airport extension defined, and the focus to remain on the study area. Councilor McLain felt it will be Metro's responsibility to explain those issues at the open houses.

Mayor Lomnicki cited the need to define the goal as getting from Clackamas Town Center/Oregon City to Vancouver.

Councilor Washington concurred in the need to make sure the legislators have a good understanding of the South/North issues. Commissioner Rogers felt there is a lot of interest in the airport route but spoke of longstanding commitments to Clackamas County. He also felt there is confusion over whether the airport route is yet another option and wanted to know whether there is regional interest.

Commissioner Hales indicated his comments on the airport extension were made in the belief that the airport connection would aid completion of the South/North light rail route. He did not regard it as a tradeoff but was supportive if there was a feasible means to accomplish it. A discussion followed on whether the airport extension should be considered separately or

as part of the South/North package. Commissioner Hales reminded the committee that while success leads to success, the region's first commitment is to the South/North light rail project. Chair Kvistad felt proposals beyond the basic South/North alignment should be looked at as a series of "add on" projects.

Councilor Naito felt that some legislators aren't aware the South/North route is still alive at this point. She cited the need for a concerted strategy to educate the legislators on what is going on with South/North. She asked whether the local portion was based on a specific project or contingent on state funding sources. The response indicated that it was for a project from the Clackamas Town Center to Milwaukie to Portland to Vancouver with the expectation there would be matching funds available from federal sources. Andy indicated that the lack of state funds doesn't necessarily trigger a vote.

Councilor Kvistad noted that Councilor Naito will be heading up Metro's Governmental Affairs Committee this year and working with the legislators and that Councilor Washington will be chairing the Transportation Planning Committee.

Mike Burton commented that we need to completely indicate that the airport LRT project won't interfere with or take away from the objectives of the region. Comments centered on the fact that a lot of Oregon legislators are new this year and should be briefed. They need to realize that the region is moving forward with the South/North light rail project and that no other projects should detract from that project.

Commissioner Collier reported that there have been discussions in Multnomah County about the airport leg and the South/North project being phased. She cited the need to define the region from north to south and east to west.

Action Taken: Commissioner Rogers proposed, and the committee concurred, that a policy statement be articulated as a proposed framework for updating the legislators for consideration at the February 13 JPACT meeting.

Dave Lohman noted that the Port is exploring the possibility of trying to build an extension to the airport that does not require any federal or state funds and would not impede progress of the South/North light rail project. This would involve an RTP systems task force that would take into account all expansion.

Motion: Councilor McLain moved, seconded by Councilor Washington, to recommend approval of Resolution No. 96-2442, endorsing a regional position on reauthorization of ISTEA with acceptance of ODOT's proposed amendment.

Motion to amend: Grace Crunican moved, seconded by Commissioner Collier, to recommend acceptance of the package of amendments reviewed at the meeting for South/North, which include the following:

- . That references to the \$600 million be dropped from the second page of the Staff Report and second Resolve;
- . Acceptance of ODOT's proposed changes as submitted;
- . Deletion of "commuter rail" from the fourth bullet on page 2 of the Staff Report and the second paragraph of clause 13 on page 6 of the Regional Position Paper;
- . Deletion of "approved by the voters in 1994," as noted in the third paragraph relating to South/North LRT - Phase I on page 2 of the Staff Report and the same reference in the third Resolve;
- . That efficiently using existing infrastructure be inserted after the word "standards" in the seventh line, first page of the ISTEA Reauthorization Regional Position Paper;
- . That the language relating to Oregon's "donor" status at the bottom of page 5 of the Position paper be picked up. It should read: "Many of the highway funding distribution formulas are biased against Oregon, resulting in the state being in a "donor" status, paying more into the federal trust fund than returns through ISTEA. These formulas should be revisited to correct this problem."; and
- . That the amount of "\$14 million" under the Sunnybrook Interchange - FHWA Demo project on page 9, clause 2 of the Regional Position Paper, be changed to \$19 million.

In discussion on the motion to amend, Grace Crunican cited possible national liabilities if "commuter rail" isn't deleted from the ISTEA paper. Commissioner Lindquist felt that it would change the whole national movement if commuter rail were included. He indicated that Newberg to Oregon City rail is considered intercity rail. For clarification purposes, it was noted that commuter rail is funded from Section 3 funds.

Dave Lohman commented that, in terms of flexibility, the Port did not feel there was enough attention paid to freight mobility through ISTEA and will be working with other ports on that issue. He indicated, however, that he would be supportive of the Resolution.

Action Taken: In calling for the question on the "motion to amend," the motion PASSED unanimously.

Action Taken: In calling for the question on the main motion as amended, Resolution No. 96-2442, inclusive of amendments noted above, PASSED unanimously, endorsing a regional position on reauthorization of ISTEAA.

MTIP/STIP UPDATE

A flier was distributed at the meeting relating to the public meetings scheduled for the MTIP/STIP update. Andy Cotugno explained that a draft set of proposals will be released for the four public meetings scheduled as follows:

Wednesday, 1-22-97  
Gresham City Hall Conference Center  
1333 NW Eastman Parkway, Gresham

Thursday, 1-23-97  
Gregory Forum, Clackamas Community College  
19600 South Molalla, Oregon City

Tuesday, 1-28-97  
Metro Regional Center

Thursday, 1-30-97  
Aloha High School Cafeteria  
18550 SW Kinnaman Road, Aloha

Public input from this process is in readiness for March 13 action by JPACT on use of those funds.

CHANGE OF MEETING TIME

Action Taken: Grace Crunican moved, seconded by Councilor Washington, that JPACT meetings be moved from 7:15 a.m. to 7:30 a.m. from this point on.

In discussion on the motion, it was suggested that "action" items be moved to the forefront of the agenda to accommodate those members who must leave for another meeting.

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