

MEETING REPORT

DATE OF MEETING: March 9, 1995

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

PERSONS ATTENDING: Members: Chair Rod Monroe, Susan McLain and Patricia McCaig, Metro Council; Tom Walsh, Tri-Met; Earl Blumenauer, City of Portland; Dean Lookingbill (alt.), Southwest Washington RTC; Tom Walsh, Tri-Met; Mary Legry (alt.), WSDOT; Tanya Collier, Multnomah County; Rob Drake, Cities of Washington County; Gregory Green (alt.), DEQ; Ed Lindquist, Clackamas County; Claudiette LaVert, Cities of Multnomah County; and Dave Sturdevant, Clark County

Guests: Les White, C-TRAN (JPACT alt.); Douglas Bollam, Clackamas County citizen; Kate Deane, Steve Dotterrer, and Meeky Blizzard, City of Portland; Matthew Garrett, Office of Senator Hatfield; Bob Post (JPACT alt.), Dick Feeney, G.B. Arrington and Laurie Garrett, Tri-Met; Ron Bergman, Clark County; Darin Atteberry, City of Vancouver; Jim Howell, AORTA; Kathy Lehtola, Washington County; Kathy Busse, Multnomah County; Rod Sandoz and John Rist, Clackamas County; Richard Ross, Cities of Multnomah County; Susie Lahsene, Port of Portland; Molly O'Reilly, Citizen; Paula Calvin, Tri-Met (PBQD); Renee Cannon, Assistant to Don Morissette, Metro Council; Tom Coffee, City of Lake Oswego; and Dave Williams, ODOT

Staff: Mike Burton, Executive Officer; Andrew Cotugno, Richard Brandman, Leon Skiles, Mike Hogle, Merrie Waylett, Casey Short and Lois Kaplan, Secretary

Media: Gordon Oliver, The Oregonian

SUMMARY:

The meeting was called to order and a quorum declared by Chair Rod Monroe. He noted that Andy Cotugno had some announcements to make prior to consideration of agenda items.

Andy Cotugno noted that balloting for JPACT members/alternates for the Cities of Washington and Clackamas Counties has been completed. Rob Drake (Mayor of Beaverton) and John Godsey (Hillsboro Councilor) will serve as member and alternate, respectively, for the Cities of Washington County and Craig Lomnicki (Mayor of Milwaukie) and Heather Chrisman (Lake Oswego Councilor) will serve as member and alternate, respectively, for the Cities of Clackamas County. Their terms are effective March 9, 1995 through March 13, 1997.

Included in the packet was a flier announcing Monday, March 13, 1995, as Oregon's Transportation Legislative Day. Andy stressed the importance of this event and the opportunity it affords to support the state transportation finance package which focuses on transportation interests across the state and across the modes.

Also distributed was a resolution adopted by the Cowlitz-Wahkiakum Council of Governments urging Congress to fund Amtrak improvements in the Cascadia Corridor.

Action Taken: Commissioner Lindquist moved, seconded by Commissioner Collier, that a letter be drafted endorsing continuance of funding for Amtrak. The motion PASSED unanimously.

Andy reported that the Portland region will be hosting a national rail conference, "Rail-Volution: Building Successful Communities with Rail," on September 16-18, 1995. He indicated that over 1,500 participants are anticipated and that the Rail-Volution Committee is seeking papers for presentation at the workshops. Conference topics include light rail planning and development; moving from citizen vision to implementation; downtown revitalization; station community planning; the Urban Growth Boundary; infill housing; integrating transportation investments with land use; regional planning; TOD case studies; Cascadia and the high-speed rail connection. Jurisdictional support and papers were solicited for the conference, noting that it would be an ideal time to loop others into a rail coalition.

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Commissioner Lindquist moved, seconded by Councilor LaVert, to approve the February 9, 1995 JPACT meeting report as written. The motion PASSED unanimously.

RESOLUTION NO. 95-2089 - AMENDING THE TRANSPORTATION POLICY ALTERNATIVES COMMITTEE (TPAC) BYLAWS

Chair Monroe explained that JPACT action was deferred on this resolution at last month's meeting so that TPAC could further discuss the issue. The proposed TPAC bylaws reflect how representatives and alternatives are nominated through the solicitation process and later confirmed by the Presiding Officer and Metro Council.

Action Taken: Commissioner Lindquist moved, seconded by Councilor LaVert, to recommend approval of Resolution No. 95-2089, amending the TPAC bylaws.

In discussion on the motion, Molly O'Reilly reported that the resolution, as submitted, passed TPAC unanimously. She wanted to remind people that there are reasons for alternates being selected that share the same viewpoint as the citizen member and hoped that factor would be taken into consideration in the selection process.

Chair Monroe praised Molly for her hard work on this issue. He felt that, through her efforts, a compromise was reached in the selection process for TPAC members.

The motion PASSED unanimously.

RESOLUTION NO. 95-2102 - APPROVING THE FY 1996 UNIFIED WORK PROGRAM

Andy Cotugno explained that the FY 1996 Unified Work Program describes the transportation planning work elements for the coming year and this resolution would authorize submittal of grant applications to the appropriate funding agencies for those tasks. He noted that a slightly revised UWP funding summary table was distributed with changes reflected in the additional footnotes that denote caveats about funding.

On the work scope, caveats noted include footnotes relating to 2040 implementation which is yet to be resolved.

Andy reported on TPAC discussion regarding the Technical Assistance work element and its relationship to STP funds and how it's evaluated. He felt there should be further TPAC discussion on

that issue. In addition, the scope of the Clackamas County 2040 pass-through funding is still under discussion.

Action Taken: Commissioner Lindquist moved, seconded by Commissioner Collier, to recommend approval of Resolution No. 95-2102, approving the FY 1996 Unified Work Program. The motion PASSED unanimously.

RESOLUTION NO. 95-2103 - CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Andy Cotugno explained that this resolution is a companion resolution to approval of the Unified Work Program and certifies that the region is in compliance with federal transportation planning requirements.

Action Taken: Tom Walsh moved, seconded by Commissioner Collier, to recommend approval of Resolution No. 95-2103, certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements. The motion PASSED unanimously.

AMENDMENT TO SOUTH/NORTH FINANCING PLAN

Andy Cotugno noted that the South/North financing plan was adopted by JPACT last month under Resolution No. 95-2090. Included in the resolution was a directive to come back to JPACT with other phasing alternatives. This is an attempt to provide direction on that set of recommendations. An addendum to that document was distributed at the meeting.

Andy reviewed several key aspects of the South/North financing plan, including: the uncertainty of what will happen in Clark County; the acknowledgment that we are continuing to pursue a bi-state project; and the intent that the Environmental Impact Statement will continue to pursue a bi-state project. It also recognizes that we can proceed with the original phasing strategy if Clark County is successful in obtaining their funding; if not, the intent is to move forward with an Oregon-only project. The EIS process will help define the South/North LRT project. Andy spoke of fiscal constraints relating to the resources and size of the project. For \$1.5 billion, the project would consist of the south piece and provide Clark County time to get to the next ISTEA. He noted there would be several opportunities for the project to be constructed as a bi-state project. If Clark County's funding does not materialize, a project in North Portland will be considered.

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Dick Feeney referred the Committee to Page 2 of the revised South/North Funding Plan which details that Tri-Met would seek a provision in the Full-Funding Grant Agreement (FFGA) to allow for a future amendment to expand the scope of the project for Segment-2 to North/Northeast Portland or Clark County subject to a commitment of C-TRAN/Washington funds, employing the "contingently committed" federal funds. If Segment-1 is not part of a phased project to Clark County, Tri-Met would hold an advisory vote on the project segment(s) set forth in the Full-Funding Grant Agreement prior to issuance of Tri-Met bonds or disbursement of State of Oregon funds to the project.

Commissioner Lindquist clarified that the full commitment is to make the South/North project work all the way to Clark County.

Councilor LaVert asked whether the Clackamas Town Center/Sunnyside terminus is a final conclusion. Andy responded that it was adopted as a policy decision for implementation through past JPACT action.

Mike Burton asked for clarification on provisions to go into the North Portland area and cited the need to go to at least Denver Avenue. The FFGA encompasses a Segment-1 project between downtown Vancouver and downtown Milwaukie at a cost of \$2.18 billion. If the project becomes an Oregon-only project, Segment-1 of the project would extend between the Town Center area in Clackamas County and the downtown Portland/Arena area; Segment-2 would then be to North Portland or Clark County.

Dave Sturdevant commented that Clark County does not want to be an obstacle in the path of the regional effort. They are examining their options and want to be a part of the process. Chair Monroe noted that a vote will take place in Seattle next week on this issue. Les White noted that, if the effort in Seattle fails, there will be two impacts: 1) the incentive to continue financing planning for high-capacity transit will be diminished; and 2) there will be no pressure to produce a financing package this year. He spoke of the necessity to find the state share by means of the refinery tax. He noted that the Washington State Legislature can't raise a gas tax without a vote of the people.

Les felt it will be more difficult to get state participation in the planning area. He noted two polls taken in Seattle recently which indicated support at 60 percent on one and 45 percent on the other.

Chair Monroe asked whether it would be premature to vote on the amendment at this time. Commissioner Blumenauer felt we are experiencing the consequence of people not moving forward

combined by a failure to act over time. He cited the need to share this with our Legislature. If the next vote on the other side of the river is negative, he didn't want the region to be locked into that downward spiral. He expressed concern about needing to take advantage of this window of time to make it clear that it is an argument to move forward and heed concerns about delay. He felt the amendment should be subject to a caveat that we need to keep faith with the folks in North Portland.

Commissioner Blumenauer distributed a resolution being considered for submittal to the Portland City Council as a means of reaffirming support for the South/North light rail project with a commitment to working with its regional partners and citizens in making the project a reality.

Mike Burton noted that the region has a positive momentum going on this side of the river, didn't want to see it deterred, and supported moving forward with the project. The outcome of the vote in Seattle, if not positive, will be faced at that time. He suggested recommending approval of the revised funding plan for the South/North light rail project for forwarding to the Steering Group who will be meeting shortly. Les White concurred, noting that once you get negative momentum, you can go backwards very quickly.

Chair Monroe opened up the meeting for public testimony.

Jim Howell, representing AORTA, felt that approving the revised South/North funding plan is a step backwards that will bring about dire consequences. His main concern was that it would eliminate the north section of the route if Clark County is unsuccessful at the next ballot. He cited the need for relief of I-5 north on the system. He suggested going as far as Hayden Island with a transfer facility and, if that isn't the direction taken, there will be need to go back for a vote of the people. Jim pointed out that Hayden Island does serve Clark County. If there aren't enough funds to do the whole section, he suggested that Segment-1 be from Milwaukie north to Hayden Island.

Andy Cotugno explained that approval of this amendment to the financing plan would be consistent with the recommendation adopted by JPACT at its February 9, 1995 meeting. He noted that we don't have control over the resources so there may be future discussions on this issue.

Action Taken: Commissioner Lindquist moved, seconded by Mayor Drake, to amend the South/North funding plan adopted under Resolution No. 95-2090 and to forward the revised funding plan recommendation to the Steering Group.

In discussion on the motion, Commissioner Blumenauer cited the need for jurisdictions and grassroots interests to supplement our effort by direct communication with our legislators. Chair Monroe reported that a meeting was held with Representatives Carter and Gordly and assurances were given of a project that will go into North and Northeast Portland. He commended Commissioner Blumenauer on his proposed resolution in support of the South/North light rail project.

Councilor McLain concurred in the need for grassroots efforts and the business community to solidify the effort for the region on Monday, March 13, at the Oregon State Capitol during Transportation Legislative Day. She asked everyone to reach out to citizenry in the three-county area in support of the project.

REGIONAL RESERVE EVALUATION CRITERIA

Andy Cotugno noted that a slightly revised version of Attachment B, relating to the recommended modal criteria for Metro's 2040 implementation program, was distributed. He commented that the criteria was structured and defined for individual modes as a means of evaluating the applications while attempting to establish some consistency between modes. Andy indicated there is 10 times the demand than resources. Judgments will need to be made on a mix of modes. March 16 is the deadline for project submittals. Following evaluation of the applications, there will be a hearing process, with adoption scheduled in May.

Andy explained that, of the \$27 million allocation, \$16 million are ODOT funds and \$11 million regional funds, but there will be a joint allocation recommendation.

Councilor LaVert asked whether the deadline for project submittals could be extended a week for further review. Mike Hogle explained the tight timeframe for evaluation and dissemination of information. He noted that a draft is proposed to be mailed out April 4 and cited the need to categorize all projects, define project status, assemble a huge amount of data, and work with ODOT staff, and felt it would hamper staff's ability to get something out to the public. He noted that the deadline was extended a week one month ago and he was afraid it would put off JPACT adoption until June if it were extended again.

After further discussion, it was agreed to extend the project submittal deadline to Monday, March 20, 1995, at 5:00 p.m.

Action Taken: Tom Walsh moved, seconded by Councilor LaVert, to recommend approval of the Regional Reserve Evaluation Criteria with a March 20, 1995 5:00 p.m. deadline for project submittals.

In discussion on the motion, Kathy Busse, TPAC representative from Multnomah County, commented on the fact that bridges are in the same category as roads but cost about five times more to repair and improve, which puts them at a disadvantage in the "Roads" category. She suggested using the state bridge standard measure for cost-effectiveness. Mike Hoglund felt it is a cost-effective measure and that bridges are very expensive relative to at-grade projects. Further discussion revealed the need to category them out.

Motion to amend: Commissioner Collier moved, seconded by Commissioner Lindquist, that the state bridge ranking system be considered for bridge evaluations. The amendment PASSED unanimously.

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

UPDATE ON THE GREENSPACES PROGRAM AND BOND MEASURE

Councilor McCaig distributed material relating to Ballot Measure 26-26 and provided an overview on how it would impact the region in terms of protecting our quality of life. The Greenspaces Program and bond measure consist of regional park target areas; regional trails and greenways; local government open space; and parks projects which would cost the electorate \$1.91 a month. One hundred fourteen different sites have been identified of value to the region.

Two maps and a fact sheet were distributed detailing the measure and its benefits. Councilor McCaig felt that this measure is as important as the 2040 process and light rail and would provide an opportunity to set aside some of the open spaces. She announced that the measure will be on the May 16 ballot, which is a vote by mail, and is more specific than the last greenspace measure as proposals are identified.

Councilor McCaig commented that if the measure were to fail on this ballot, we would not be able to go back to the voters for a long time. She asked for Committee support and that the emphasis of the measure be placed on the following: that it would protect the remaining open spaces; that it would maintain and improve fish and wildlife habitat; that it would encourage recreational opportunities; and that it would provide a legacy for our grandchildren.

Councilor McLain reported that the Tualatin Hills Park and Recreation District had endorsed this measure. She noted that there has been positive response from the business community and asked that anyone wishing to help canvass in the Hillsboro area the weekend of March 11-12 contact her.

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Contributions toward the open space/parks and streams campaign should be made payable to The Campaign for Open Spaces. Reportedly, the campaign has raised \$145,000 to date.

Chair Monroe thanked Councilor McCaig for her informative presentation.

INTRODUCTION

Chair Monroe introduced and welcomed Matt Garrett from the office of Senator Hatfield.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members

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