

MEETING REPORT

DATE OF MEETING: May 12, 1994

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

PERSONS ATTENDING: *Members:* Chair Rod Monroe, Susan McLain & John Kvistad, Metro Council; Bernie Giusto, Cities of Multnomah County; Earl Blumenauer, City of Portland; Howard Harris, DEQ; Tanya Collier, Multnomah County; Craig Lomnicki, Cities of Clackamas County; Royce Pollard, City of Vancouver; Dave Lohman (alt.), Port of Portland; Tom Walsh, Tri-Met; Roy Rogers, Washington County; Gerry Smith, WSDOT; Ed Lindquist, Clackamas County; Dave Sturdevant, Clark County; Rob Drake, Cities of Washington County; and Bruce Warner, ODOT

Staff: Andrew Cotugno, Richard Brandman, Mike Hoglund, Dan Riordan, Gail Ryder and Berthe' Carroll, Metro

SUMMARY:

The meeting was called to order at 7:30 a.m. by Metro Councilor Rod Monroe, Committee Chair.

MEETING REPORT OF APRIL 14, 1994

The minutes of the April 14 meeting were approved as written.

Andrew Cotugno, Metro, introduced and welcomed Henry Hewett, Chair of the Oregon Transportation Commission, to the Committee. Mr. Hewett has been attending the Transportation Hearings.

REVIEW OF DRAFT 1995 METRO TRANSPORTATION IMPROVEMENT PROGRAM (INCLUDING ODOT COMPONENT)

Mr. Cotugno initiated the review of the 1995 Transportation Improvement Program (TIP). Draft material was included in the agenda packets, and will be finalized for adoption at the June meeting. Mr. Cotugno stated that the Oregon Transportation Commission will be considering adoption of the State TIP in July, which will include the Metro TIP. Approval by the Federal

Transit Administration (FTA) and the Federal Highway Administration (FHWA) is anticipated for October 1, 1994 (start of their new fiscal year).

Mr. Cotugno referred the Committee to the Bruce Warner, ODOT, letter that was included in the agenda packet. The letter responded to issues raised by Dave Williams, ODOT, (his letter was also included in the agenda packet), and identified the areas meriting further discussion. The issues discussed included the Hillsboro Extension, Description of the Rest of the Alternative Mode Package, the Highway Component of the TIP and the Transit Portion of the STIP.

Mr. Cotugno continued with a review of the Bruce Warner letter. In regard to the Hillsboro Extension, Mr. Cotugno has proposed that \$9 million from each ODOT and Metro STP fund be used to fund the \$18 million project. Furthermore, he proposed consolidating the remaining Metro STP "Regional Reserve" with the remaining ODOT "Reserve" into a single ODOT/Metro Region 2040 Reserve.

In regard to the Highway Component of the TIP, it has been determined that the I-84 project is \$2 million higher than previously estimated to include the cost of the railroad structure east of the 238th interchange. Furthermore, the cost impact has been mitigated by reducing the length of the facility being widened from four lanes to six lanes and moving a bike path out of the I-84 right-of-way and onto Halsey. With that, Mr. Cotugno has recommended including a \$2 million addition in the final STIP and reducing the shift to alternative modes from \$36 million to \$34 million.

It has also been determined that the recommendation adopted by JPACT and the Metro Council funded an I-5/Kruse Way Phase I project to address the critical freeway-to-freeway movements and that ODOT does not expect the cost to change. Additionally, the Phase II project at \$8 million addresses earthquake proofing, shoulder widths and less critical auxiliary lanes on I-5 and can be deferred until later. Neither Phase I nor Phase II address critical local circulation issues in the area. With that, Mr. Cotugno has recommended retaining Metro's previous action to fund the Phase I project only at this time.

Mr. Warner added that there are many property owners that are not pleased with the project, and have put together a Task Force with the City of Tigard which Mr. Warner will participate in.

Mr. Cotugno continued by briefly reviewing the Transit Portion of the STIP section of the Bruce Warner memo. The transit portion of the STIP would be \$27 million. Bus acquisitions was the main issue being that most of the \$27 million is allocated to be used for such (\$23 million). There were two other areas in the expansion category: 1) ADA Disability Service (\$1.25 million); and 2) Service Increase (\$2.70 million).

Mr. Cotugno concluded by reiterating that the material provided was, at this time, in draft form and will be finalized at the upcoming June meeting.

REGION 2040 PUBLIC INVOLVEMENT PROCESS

Mr. Cotugno continued with a review of the Region 2040 Public Involvement process. The Committee was referred to the 2040 Schedule, which was provided in the agenda packet. Mr. Cotugno stated that staff will be available following the meeting to review information on the 2040 options.

The media campaign will begin on June 1 and run through June 13. Following that campaign, the 2040 tabloid report will be mailed to regional households. The tabloid report will provide information on the 2040 issues and ask for feedback in the form of a survey card. Mr. Cotugno stated that the full concept report, which is in more detail than the tabloid, would be made available for Committee members for their review.

A proposed June 8 date was included on the schedule for a Joint JPACT/MPAC meeting to review the concept report and video. The Committee agreed that the evening of June 8 (5:00 or 5:30 p.m.) could be confirmed.

There will be a total of eight public meetings to be held in Gresham, Milwaukie, Hillsboro, Portland, Tualatin, Metro, Beaverton and Oregon City.

July will be the month to build the pieces of a recommended strategy. July 12 will be the deadline for public comment/survey returns. July 23 has been scheduled as a tentative date for a proposed JPACT/MPAC/Future Vision Commission/Metro Council Workshop, preferably from Noon - 6:00 p.m. Being that many Committee members appeared to have a conflict on that date, it was not confirmed.

REPORT FROM THE JPACT FINANCE COMMITTEE

Ed Lindquist, Clackamas County, initiated the JPACT Finance Committee review. One major area of concern was that of the Road Program and how it ties in with the South/North Transit Corridor Study. If the Road Program is to be pursued, that decision needs to be made no later than June. The next JPACT Finance Committee meeting is scheduled for Tuesday, May 24, at 7:30 a.m. A Saturday worksession has also been scheduled for June 4, preferably morning (subsequently rescheduled).

Mr. Cotugno continued with a review of the Five-Year Funding Program. A matrix was produced and provided to the Committee for review. It described the issues that need to be dealt with along with their timelines. The JPACT Finance Committee has been working on the finance issues for the Program. The transportation system and major highways have been identified as major areas of concern.

In relation to ISTEA, 1997 is a critical time period for funding the South/North project. Congress will be adopting a new ISTEA in 1997 which is when funding for the South/North Study should be secured. There should be, however, some level of commitment for funding the

Study by 1996. It was stressed that in order for Congress to commit to the size of money necessary to fund the South/North Study, it will be essential to have the project in order (i.e., community support, resources, etc.).

Starting with 1995, there should be at least a preliminary transportation finance package. The Transportation Finance Coalition will have a recommendation this coming fall on what to introduce to the Legislature in 1995.

Mr. Cotugno continued with the Washington State portion of the Five-Year Funding Program. It was recommended that the Washington side be added to the existing matrix. For Washington, 1996 will be a critical time -- transit vote.

The Committee was referred to a Regional Arterial Program Timeline which was distributed. The timeline identified items that will lead to a Road Vote. Finalizing the package would take place from May 18 through June 29. The recommended adoption period would be from July 1 through August 10. Finally, the referral period would be from August 11 through November 8 (election day).

The next JPACT Finance Committee workshop, which will include all the Metro Councilors, has been scheduled for May 25. The Regional Arterial Program will be a topic of discussion at that workshop. It will also be an opportunity to see how the Metro Council feels about the proposal.

OTHER

A 15 minute 2040 slide show was available to those wishing to remain, following the meeting.

The meeting was adjourned at 8:10 a.m.

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