

MEETING REPORT

DATE OF MEETING: November 10, 1993

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

PERSONS ATTENDING: Members: Chair George Van Bergen, Roger Buchanan and Jon Kvistad, Metro Council; Earl Blumenauer, City of Portland; Les White, C-TRAN; Gerry Smith, WSDOT; Craig Lomnicki, Cities of Clackamas County; John Kowalczyk (alt.), DEQ; Gary Hansen, Multnomah County; Ed Lindquist, Clackamas County; David Lohman (alt.), Port of Portland; Bruce Warner, ODOT; Rob Drake, Cities of Washington County; and Roy Rogers, Washington County

Guests: Rod Monroe (JPACT alt.) and Susan McLain, Metro Council; Jerry Baker, City of Lake Oswego; G.B. Arrington, Tri-Met; Steve Dotterer, City of Portland; Mike Cook, Mentor Graphics; Richard Ross, City of Gresham; David Knowles, City of Portland; Pat Allen, Office of Congressman Kopetski; Ben Altman, Urban Solutions; Dave Williams, ODOT; Susie Lahsene, Port of Portland; Jerry Krummel, City of Wilsonville; Bob Bothman, MCCI; John Rosenberger, Washington County; Kathy Busse, Multnomah County; Mary Legry, WSDOT; Molly O'Reilly, Citizen; Eric Herst, Citizen; Troy Horton, Friends of Cedar Springs; and Rod Sandoz, Clackamas County

Staff: Andrew Cotugno, Richard Brandman, Sharon Kelly Meyer, Terry Whisler, Gail Ryder, and Lois Kaplan, Secretary

MEDIA: Gordon Oliver, The Oregonian

SUMMARY:

The meeting was called to order and a quorum declared by Chair George Van Bergen.

MEETING REPORT

Minutes of the October 14, 1993 JPACT Meeting Report were approved as written.

RESOLUTION NO. 93-1868 - ADOPTING AN INTERGOVERNMENTAL AGREEMENT
FOR MANAGEMENT OF THE WILLAMETTE SHORE LINE RIGHT-OF-WAY

Sharon Kelly Meyer explained that the purpose of the Intergovernmental Agreement was to establish a management policy and set regional direction for management of right-of-way in the corridor along the western bank of the Willamette River from the base of the Marquam Bridge to the City of Lake Oswego. She noted that a consortium of affected jurisdictions has been formed for preservation of the right-of-way until its future use as a high-capacity transit corridor has been determined. Sharon noted that the draft resolution is provided for information only at this time and will be considered as an action item at JPACT's December 9 meeting.

Sharon reviewed the material in the agenda packet which included a Staff Report/Resolution, a September 14, 1993 public meeting summary, a draft Intergovernmental Agreement (IGA) that would execute the policy, and the Willamette Shore Line right-of-way management policy. She noted that the September 14 public meeting drew over 100 of the adjacent property owners following notification to approximately 600 property owners in the affected area.

Sharon noted that members of the consortium are addressing issues relating to crossings and use of the right-of-way and are concerned about encroachment and safety factors. She noted new development is occurring up to the right-of-way line and, in some cases, within the right-of-way. Lack of a prior management policy for the right-of-way has caused numerous problems. Sharon pointed out that the IGA only deals with managing the land owned by the consortium and significantly limits new private at-grade crossings. The consortium is also hopeful of upgrading public crossings for safety reasons. The IGA does allow for some temporary landscaping within the right-of-way. The other policy is that it assumes LRT standards as the standard to be used in reviewing development.

Sharon commented on this corridor's relationship to the Regional Transportation Plan. Chair Van Bergen asked who would be staffing this effort. In response, Sharon reported that the tasks are distributed among all members of the consortium, with the jurisdictions handling the permits and Metro and Tri-Met staffing the consortium.

Councilor Monroe noted that the recreational use of the rail line would be enhanced if it could be brought up to River Place. Sharon indicated that technical staff representing the consortium

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have discussed that proposal and plan to develop an interim capital improvement plan for the corridor. She noted that the next steps will involve a number of possible safety improvements and maintenance issues for safe operation of the trolley which, however, is not funded at this point. Councilor Monroe commented that the trolley is not handicap accessible for getting off the trolley. Sharon explained that the trolley is actually operated by a private operator under contract to the City of Lake Oswego but that such an upgrade could be arranged under the contract.

Councilor Monroe felt that one of our goals should be to enhance our tourist and convention center business.

UPDATE ON ODOT SIX-YEAR PROGRAM PROCESS, SCHEDULE AND CRITERIA

Andy Cotugno provided a status report on ODOT's Six-Year Program update. Information was included in the agenda packet from comments received at the October 21 public meeting on the cuts, a copy of the survey, and a copy of the preliminary ranked projects. Also distributed were letters received relating to the projects being considered for additions or cuts to the program.

Andy pointed out that the regional process undertaken parallels that of ODOT's process. ODOT plans to release a draft Six-Year Program on Wednesday, November 17, to be available for the public hearing. The program will be considered for approval by the OTC in March.

Andy explained that the first phase was to identify projects to be evaluated for possible cuts, define technical and administrative criteria, provide a preliminary ranking based on technical criteria, and determine whether further cuts should be made in order to permit programming of new alternative mode projects. Possible projects for consideration need to be evaluated if additional cuts are to be made. The scope of the issue has been defined and we have received a great deal of input. In addition, suggestions for criteria or modifications to criteria have been received.

The next phase is for staff to develop options involving cuts to meet the target and additional cuts to allow for programming of alternative mode projects. A public hearing on December 7 will follow release of the draft. After the public process, TPAC will formalize its recommendation for JPACT consideration on January 14.

Andy noted that there is a \$300 million pool of projects from which cuts will be made. In addition, he pointed out that one of the significant comments made by several parties is whether or

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not any projects should be constructed that involve increased capacity for single-occupant vehicles. Andy felt it could represent a significant shift in the program.

Bruce Warner reported that ODOT plans to have closure on projects for inclusion in the TIP in March and is hopeful of gaining regional consensus. In order to meet timelines, a draft document is being prepared. A more subjective analysis was done on how to cut out \$126 million.

Bruce distributed a list representing ODOT Region 1's proposal for projects to remain in the Construction Program or to be carried over to the Development Program. ODOT's criteria were based on OTC's commitment to the Sunset Corridor projects (both light rail and highway); what the local participation is relating to match; serious safety issues; severe congestion; the single-occupant vehicle issue (i.e., was an EIS completed by April 1992 in compliance with the interim congestion management system requirements?); the risk of slippage within the '95-98 timeframe; economic development opportunities; and geographic equity. He spoke of possible phasing of some projects and addressing critical components of others. The distributed list represented a balanced budget for ODOT.

Bruce cited some projects not to be constructed, including: the East Marquam/Martin Luther King, Jr. Boulevard ramps; and the linkage to I-5. The Water Avenue on-ramps are on the list for retention.

Commissioner Blumenauer asked what impact this list would have on VMT. Bruce responded that, essentially, ODOT looked at whether projects could be constructed in the four-year timeframe and have been through the EIS phase. Commissioner Blumenauer spoke of multi-modal issues and felt it would be helpful to see whether it is going to put us further behind on VMT consequences. He noted that it may be the most cost-effective way to advance multiple objectives but cited the need to examine the consequences.

Andy Cotugno pointed out that final action will be taken in March, after the OTC hearings. In April and May, the Air Quality Conformity Analysis will take the recommended TIP and forecast VMT and emissions with and without these projects. The final adoption of the TIP in June will look at those results to see if there needs to be adjustments made in order to meet those requirements. Andy noted that forecasting VMT and emissions is an expensive process, citing a cost of \$60,000 for the last effort. There was concurrence that those checks of VMT/capacity should be done at that time with and without the projects with a discussion following on whether it should be done on the three analyses. Bruce Warner cited the need to be on top of this effort by July.

Commissioner Blumenauer spoke of a meeting held with EPA and difficulties noted with the state on how to correlate ISTEA, the Clean Air Act Amendments (CAAA), and air quality and traffic congestion issues. Bruce Warner reported that a new agreement has been signed by FHWA and FTA on new rules for project development through ISTEA and for compliance with the CAAA.

Commissioner Rogers indicated that the WCTCC is supportive of the I-5/Highway 217/Kruse Way project and is comfortable with the \$126 million baseline cut.

Mayor Lomnicki reported receiving seven letters supportive of the I-5/Stafford Road interchange and one for the I-5/Highway 217/Kruse Way project. Bruce Warner clarified that ODOT's draft TIP list distributed at the meeting was not in priority order.

Andy Cotugno felt it would be appropriate to have JPACT participation at the December 7 meeting that will address the alternatives. He suggested that the meeting not be presided over by ODOT.

ANNOUNCEMENT

Commissioner Lindquist announced that there would be a JPACT Finance Subcommittee meeting on Monday, November 15, at 7:30 a.m. in Room 370 at Metro.

112TH AVENUE LINEAR PARK PROJECT

Two letters were distributed at the meeting relating to the 112th Avenue linear park project being considered for Transportation Enhancement funds. Andy Cotugno reported that, while JPACT had recommended approval of the 112th Avenue linear park project under Resolution No. 93-1858, Metro Council adopted the resolution without the 112th Avenue project, directing JPACT to review the ranking process, the criteria, and its recommendation. A separate hearing is proposed on the 112th Avenue linear park to give ample time for all sides, and a summary of comments received will be brought before JPACT for further consideration. An alternative would be to take testimony at an upcoming JPACT meeting. Mayor Drake agreed to serve as chair of the hearing if he didn't have a conflict and would be assisted by Metro staff.

Dave Lohman asked whether a public hearing would need to be held every time one of these projects gets challenged. Andy Cotugno responded that a meeting was held with members of Metro's Committee for Citizen Involvement (MCCI) to initiate a process that will be presented to JPACT as a broader package for future consideration.

INTERMODAL MANAGEMENT SYSTEM

Susie Lahsene stated that the objective of the Intermodal Management System, one of six management systems under ISTEA for implementation in January 1995, is to improve efficiency and operation of passenger movement and freight between modes of transportation. The system will be updated periodically for improvements.

Susie described the two phases of the IMS: Phase I will involve a scoping exercise to describe the IMS network, identify available data, and develop a work scope for implementation in Phase II; Phase II will evaluate the network for efficiency and implementation. The analysis will provide a better understanding of commodity and freight issues. To develop the system, it is broken down into the scoping phase and development of the management system. January, 1995 is the target date for implementation.

Susie indicated that the scoping exercise will define the system, the local responsibilities, the public involvement process in association with its management, and the scope of work for managing the system. Committee involvement includes formation of a Technical Advisory Committee (comprised of representatives from local governments, ports and the state); an Intermodal Transportation Council (comprised of representatives from the private sector that move freight); and a Passenger Services Task Force (public/private passenger service providers) that will serve in an advisory capacity.

A draft resolution was introduced for establishing the Intermodal Transportation Council (ITC). It recognizes the ITC as the group to be consulted on freight/passenger issues.

Chair Van Bergen noted that a number of Committee members have been meeting with V-PACT, gathering information that will probably be reviewed by JPACT in the future. JPACT members involved in V-PACT and the High-Speed Rail groups include Dave Lohman, Craig Lomnicki, Ed Lindquist and George Van Bergen.

Molly O'Reilly noted that the Staff Report/Resolution omitted any mention of the intent of this effort to meet regional goals and the Clean Air Act. As a former neighborhood association president, she spoke of neighborhood impacts, such as noise, and felt such issues should be addressed. In response, Susie Lahsene explained that the intent of Phase I is to identify a process for involving the public. She pointed out that this is a scoping exercise that has an eight-week timeframe. It will then be directed toward gathering community concerns.

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Andy Cotugno noted that TPAC had some concerns about the membership of the Task Force.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members