



METRO

Meeting: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Date: August 12, 1993

Day: Thursday

Time: 7:30 a.m.

Place: Metro, Conference Room 370

- *1. MEETING REPORT OF JULY 8, 1993 - APPROVAL REQUESTED.
- *2. RESOLUTION NO. 93-1829 - ENDORSING THE REGION'S PRIORITY FY 95-97 CONGESTION MITIGATION/AIR QUALITY PROGRAM PROJECTS FOR SUBMISSION TO THE OREGON TRANSPORTATION COMMISSION FOR INCLUSION OF THESE PROJECTS - APPROVAL REQUESTED - Andrew Cotugno/Mike Hoglund.
- *3. JOINT MEETINGS WITH MPAC - DISCUSSION - Andrew Cotugno.

*Material enclosed.

PLEASE NOTE: There are 30 parking spots available with four-hour parking limits marked "Visitor" in Metro's parking structure accessible from Irving Street, so we would encourage you to take transit. Some of you, however, may need to seek off-street parking or park in nearby lots.

MEETING REPORT

DATE OF MEETING: July 8, 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; Tom Walsh, Tri-Met; Bruce Warner, ODOT; Mike Thorne, Port of Portland; Craig Lomnicki, Cities of Clackamas County; Les White, C-TRAN; Keith Ahola (alt.), WSDOT; Ed Lindquist, Clackamas County; Steve Greenwood (alt.), DEQ; Dave Sturdevant, Clark County; Bonnie Hays (alt.), Washington County

Guests: Rod Monroe (JPACT alt.) and Susan McLain, Metro Council; Jim Ebert (JPACT alt.), Cities of Clackamas County; Dave Lohman (JPACT alt.), Port of Portland; Eric Herst, Citizen; David Lawrence, City of Hillsboro, Kathy Busse, Multnomah County; Stan Ghezzi, Multnomah County; Christy Smith, Office of Senator Hatfield; Dean Lookingbill, Southwest Washington RTC; Dale Chambers and John Rosenberger, Washington County; G.B. Arrington, Tri-Met; Bob Bothman, MCCI; Dave Williams, ODOT; David Knowles, City of Gresham; Howard Harris, DEQ; Susie Lahsene, Port of Portland; Richard Ross, Cities of Multnomah County; and Rod Sandoz, Clackamas County

Staff: Rena Cusma, Executive Officer; Andy Cotugno; Richard Brandman; Leon Skiles, Mike Heglund, and Lois Kaplan, Secretary

SUMMARY:

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

MEETING REPORT

Tom Walsh moved, seconded by Roger Buchanan, to approve the June 10, 1993 JPACT Meeting Report as written. The motion PASSED unanimously.

RESOLUTION NO. 93-1820 - RECOMMENDING SELECTION OF A LOCALLY
PREFERRED ALTERNATIVE AND MAKING AN ASSOCIATED LAND USE ACTION
FOR THE HILLSBORO CORRIDOR PROJECT

Leon Skiles, Project Manager for the Hillsboro Corridor Study, provided an overview of Resolution No. 93-1820, recommending the extension of LRT to downtown Hillsboro using the Washington Street alignment as the region's Locally Preferred Alternative for the Hillsboro Corridor project and related land use action. He reported that the Citizens Advisory Committee, Planning Management Group, Westside Steering Group, Washington County and the City of Hillsboro have unanimously approved the recommendation of LRT to the Central Business District via the Washington Street alignment.

Leon noted that this resolution and its exhibits describe the alternatives considered, the Locally Preferred Alternative recommended using the Washington Street alignment, a draft financial plan and defined mitigation issues. Leon noted that mitigation issues will be dealt with in Preliminary Engineering and the Final Environmental Impact Statement (FEIS). He spoke of the development of mitigation plans and the possible need to refine the facility design where the alignment comes into contact with streets and facilities and design issues relating to the location of some park-and-ride lots.

Action Taken: Councilor Kvistad moved, seconded by Bruce Warner, to recommend approval of Resolution No. 93-1820, recommending selection of a Locally Preferred Alternative and making an associated land use action for the Hillsboro Corridor project. The motion PASSED unanimously.

ODOT HBR PROGRAM - LETTER OF JPACT SUPPORT

Kathy Busse, TPAC representative for the Port of Portland, explained that ODOT's HBR funds are the primary source of funding for bridge projects statewide. Thirty-five percent is allocated toward local bridges with a 65 percent allocation for state bridges. Kathy noted that past allocations have favored small rural bridges over large local bridges. In 1992, JPACT, through Resolution No. 92-1617, requested that the OTC re-examine its process for distribution of bridge funds, supporting the formation of a unified statewide bridge program. Accordingly, an Expanded Bridge Criteria Committee was formed, resulting in the recommendations presented.

Elements of the draft proposal include the concept of a centrally administered, jurisdictionally blind bridge program based on deficient bridge needs for small (under 30,000 square feet) and

large (30,000 square feet and over) bridge projects. Rehabilitation and replacement project criteria are being developed for the two categories of bridges based on character of bridge and deficiencies. Kathy reported that 7 percent of the funds will be allocated to the Willamette River bridges during the last four years of ISTEA (through 1997), resulting in an \$8.4 million allocation. There is an intent that all new reprogrammed HBR funds should be dedicated to a jurisdictionally blind program.

Kathy felt that this concept represents a progressive program. In discussion concerning the split of funds between large and small bridges, she noted that the allocation is based on square footage of deficient bridges and that it represents about a 65/35 percent split. Chair Van Bergen questioned whether such funds are restricted to bridges for auto use alone or whether they could be used for LRT as well, raising the issue of what constitutes a bridge. Andy Cotugno responded that HBR funds are not intended for building new bridges but rather to replace or repair bridges. He explained that there are some restrictions on how much you can enhance a bridge.

Another question raised is whether a tunnel is considered a bridge. Stan Ghezzi, Multnomah County Bridge Engineer, responded that tunnels are considered under the HBR Program.

Action Taken: There was Committee agreement to endorse the letter of support (for submittal to Mike Hollern, Chair of the Oregon Transportation Commission) for adoption of a statewide jurisdictionally blind bridge program that categorizes small and large bridges by square footage.

RESOLUTION NO. 93-1825 - AMENDING THE FY 94 UNIFIED WORK PROGRAM TO INCLUDE THE SINGLE CORRIDOR SOUTH/NORTH ALTERNATIVES ANALYSIS/DRAFT ENVIRONMENTAL IMPACT STATEMENT WORK ELEMENT AND AMENDING THE FY 93 TIP ACCORDINGLY

Richard Brandman explained that this resolution would amend the FY 94 UWP to provide a single South/North AA/DEIS work element. He noted that this is a technical issue and would also amend the TIP to program Interstate Transfer funds from FY 94 to FY 93. We are requesting that \$987,950 of federal e(4) funds (old McLoughlin Boulevard AA/DEIS funds) be reprogrammed to help fund the overall study.

Richard reported that there are 45 miles of corridor that we are about to study. He spoke of a two-tiered process: 1) to narrow mode, terminus and alignment options to be studied in the EIS (a change in approach from previous studies); and 2) production of the EIS on the most promising options. Also being undertaken is

a financial analysis to look at possible revenue sources. Richard noted that it could potentially cost \$1.5 billion and only half that amount of revenue is anticipated to come from the Federal Government. They hope to be through the process in March of 1995. He noted that it may require being built incrementally and spoke of the magnitude of effort. Richard reported that \$2.5 million has been offered by the Washington State High-Capacity Transit Fund Account for the study, also noting the use of lottery, e(4) and local match funds.

In summary, Richard noted that this resolution amends the FY 94 UWP, amends the FY 93 TIP to reprogram the \$987,950, and approves the revenue budgeted. He also pointed out that if this approach doesn't work, the UWP will be amended again. He noted, however, that a conceptual agreement was reached about a month ago with FTA regarding this approach and he felt confident this approach would be formally approved at the end of Tier I.

Also discussed was the amount of funds remaining in the e(4) program.

Action Taken: Tom Walsh moved, seconded by Councilor Buchanan, to recommend approval of Resolution No. 93-1825, amending the FY 94 UWP to include the single corridor South/North AA/DEIS work element and amending the FY 93 TIP accordingly. The motion PASSED unanimously.

TIP STRATEGY - 10-YEAR CAPITAL IMPROVEMENT PRIORITIZATION PROGRAM

A replacement for Attachment 4 accompanying the memo was distributed at the meeting.

Andy Cotugno explained that this programming effort is an attempt to identify regional revenue sources for the next 10 years, taking into consideration RTP policies, RUGGO, the OTP, ISTEA and Goal 12 Transportation Planning Rule. Over a 10-year period, he cited the need for an Arterial Fund and to determine which funds are targeted for the voters.

Andy noted that this approach started with a \$1 billion total revenue estimate with a preliminary cut made between roads and transit. Candidate projects were considered from an overprogrammed \$2 billion total which will then be prioritized for funding from the \$1 billion of estimated available funds. It is intended that projects would be prioritized by mode. The draft regional capital requests by jurisdiction include: local/state arterials; bike and pedestrian projects; TSM/TDM improvements; transit projects; LRT; and intermodal facilities. Once the \$1 billion list is prioritized, the approach will be directed at

funding. The TIP Subcommittee hopes to be strategic on placement of funds.

Andy Cotugno spoke of some uncertainties and pressures, notably the Arterial Fund. It is hoped that the Legislature will create the STP Shift Program through implementation of the gas tax increase. He acknowledged the need for this 10-year planning effort but also cited the importance of flexibility of funds and a good mix of projects. Andy noted that staff is now starting to define criteria for these projects.

Les White questioned whether revenue expectations for Section 3 "New Start" funds were included. Andy responded that LRT is included because of the issue of how much state and regional funds will be dedicated to LRT in the next corridor and therefore what the Section 3 expectation is.

Bruce Warner felt it was an excellent exercise and questioned why it was only a 10-year effort and whether it should be modally blind. The response indicated it was an arbitrary period of time, and that looking at revenue sources beyond 10 years is pretty speculative. Andy Cotugno indicated he was skeptical about having one set of criteria for all modes. He felt that, once you go across modes, there is more policy judgment involved.

Bob Bothman commented that the CCI has dealt with this issue in Washington County. He felt that prioritizing across the modes can be done.

CONGESTION MANAGEMENT/AIR QUALITY (CMAQ) PROJECTS FOR SECOND-ROUND SOLICITATION

Mike Hoglund, CMAQ Project Manager, explained that a package of proposed CMAQ projects will be submitted for consideration at the August 12 JPACT meeting. The purpose of the CMAQ Program is to fund transportation projects or programs that contribute to attainment of air quality standards. The second round of solicitation covers the years 1995 through 1997. Mike noted that over \$30 million in projects have been submitted for a three-year program which will total between \$11-12 million.

Mike reported that the TDM Subcommittee's ranking was based on the project's ability to reduce VMT, reduce hydrocarbon and carbon monoxide, and its cost-effectiveness. An attempt is being made to pare down the list of projects. A final list will emphasize projects that provide clean air improvements, but may include some geographic distribution. The list will primarily be a list of regionwide projects intended to decrease ozone precursor emissions. Ozone is the primary air quality concern in the region.

The prioritization process has included jurisdictional solicitation, project review and ranking of projects. Funding in the first round of the program covered FY 92-94 and included 20 projects totaling \$11.1 million for bicycle/pedestrian projects, TDM projects, transit projects, and an arterial signal improvement. In the second round, there needs to be a commitment to funding for those projects which are studies in the first round. The commitment is an FHWA program guideline.

The TDM Subcommittee will conclude their activities this month, with a recommendation forthcoming at the August 12 JPACT meeting. A public workshop is scheduled for Monday, July 19, at 7:00 p.m. at Metro to gain public input.

Mike noted that the Port of Portland has submitted an intermodal project for the Slough Bridge which is eligible under the program. Also, freight is encouraged under ISTEA. The project would allow for better movement of goods and freight (by use of the railroad for long-haul benefits as opposed to truck movement) with resulting air quality benefits. Mike noted that there are also circulation benefits derived by using rail. He added that freight movement and trucks may be exempt from the VMT reduction issue which is tied to Rule 12. Consequently, the project was second both with and without its potential for VMT reduction.

Mike Thorne explained that the Port concept encompasses a loop project in the Rivergate area to increase efficiency in moving freight. He felt it was indicative of the pressure to accommodate the long haul, and spoke of the opportunity to alleviate some of the truck travel as being very real. Mike cited the need to look at the issue in terms of a total system with tremendous long-term benefits. He noted that the fastest route to the East Coast for many goods happens to be through Portland. The bridge in question would cross the Slough and would create a loop concept. Cost of the total project is estimated between \$6-7 million. The Port is asking for a \$1.0 million CMAQ share.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members