

MEETING REPORT

DATE OF MEETING: March 11, 1993

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

PERSONS ATTENDING: Members: Chair George Van Bergen, Jon Kvistad and Roger Buchanan, Metro Council; Bob Post (alt.), Tri-Met; Bruce Warner, ODOT; Mike Thorne, Port of Portland; Craig Lomnicki, Cities of Clackamas County; Bruce Hagensen, City of Vancouver; Gerry Smith, WSDOT; Gary Hansen, Multnomah County; Ed Lindquist, Clackamas County; Steve Greenwood (alt.), DEQ; Roy Rogers, Washington County; Dave Sturdevant, Clark County; and Rob Drake, Cities of Washington County

Guests: David Knowles, Chair of Expert Review Panel (ERP); Richard Lakeman, Architect, City Club Committee; Tamy Linver Bob Tepper and Harold Weight, City Club; Jim Ebert (JPACT alt.), City of Oregon City; G.B. Arrington and Gerald Fox, Tri-Met; Kathy Busse, Multnomah County; Steve Dotterrer, City of Portland; Molly O'Reilly, Citizen; Geoff Larkin, ERP; David Lohman (JPACT alt.), Susie Lahsene and Brian Campbell, Port of Portland; Pat Allen, Congressman Kopetski's office; Tim Rutten, Senator Hatfield's office; Eric Herst, Oregon Trucking Association; Don Briggs, Clark County; John Rosenberger, Washington County; Richard Ross, Cities of Multnomah County; Steve Siegel, SMSA; Dave Williams, ODOT; Les White (JPACT alt.) and Kim Chin, C-TRAN; Rod Monroe (JPACT alt.), Metro Council; Dean Lookingbill, Southwest Washington RTC; Keith Ahola and Mary Legry, WSDOT; and Rod Sandoz, Clackamas County

Staff: Rena Cusma, Executive Officer; Andy Cotugno; Richard Brandman; John Cullerton; Gina Whitehill-Baziuk; Karen Thackston and Lois Kaplan, Secretary

MEDIA: Robert Goldfield, Daily Journal of Commerce

SUMMARY:

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

MEETING REPORT

The February 12 JPACT Meeting Report was approved as written.

RESOLUTION NO. 93-1769 - APPROVING THE FY 94 UNIFIED WORK PROGRAM AND RESOLUTION NO. 93-1770 - CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Andy Cotugno explained that the two resolutions are companion documents, one approving the FY 94 UWP, and the other certifying that the region is in compliance with federal regulations. He highlighted the work tasks included in the Unified Work Program, noting that the full Alternatives Analysis for the North/South Transit Corridor Study is included.

Action Taken: Ed Lindquist moved, seconded by Jon Kvistad, to recommend approval of Resolutions 93-1769 and 93-1770 as presented. The motion PASSED unanimously.

LOCAL DUES ASSESSMENT

Andy Cotugno noted that, at the last JPACT meeting, there was concurrence that local dues be sought from the jurisdictions on a voluntary, rather than a mandatory, basis. Jurisdictions have been notified and responses on intent are requested to be sent back to Metro by April 15. Andy encouraged Committee support for inclusion of such dues in their respective budgets.

RESOLUTION NO. 93-1771 - ENDORSING THE REGION'S PROPOSED NATIONAL HIGHWAY SYSTEM AS REQUIRED UNDER THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991

Andy Cotugno explained that the National Highway System will comprise 150,000 miles nationwide. The emphasis is on the major interstate/intercity corridors and how arterials and highways extend into the metropolitan area to serve major population centers, port, marine and air facilities. All the corridors that exit the metropolitan area are reflected in the state's draft. Andy noted that the Sunset Highway is now reflected on both the state and region's proposed NHS.

Andy clarified that NHS funds can be spent on Modernization projects and that improvements on parallel routes and transit are eligible as well. He explained that the state's funding allocation is not driven by the number of NHS miles, although some states have expressed concern over that aspect.

In response to a question raised over whether light rail for the North/South Transit Corridor is included in the NHS, Andy responded that the NHS does not designate LRT corridors. He further clarified that the corridors being considered in the North/South Study are also highway corridors on the NHS and therefore transit in these corridors is eligible.

Action Taken: Ed Lindquist moved, seconded by Bruce Warner, to recommend approval of Resolution No. 93-1771, endorsing the region's proposed National Highway System as required under the 1991 ISTEA. The motion PASSED unanimously.

NORTH/SOUTH CORRIDOR TRANSIT STUDY

Richard Brandman provided an overview on the preliminary findings and recommendations for the two light rail corridor studies to the south (I-205/Milwaukie) and north (I-5/I-205). He asked that JPACT release these findings and recommendations for presentation to the general public at a public hearing on March 30 at 7:30 p.m. An open house will be held just prior to the public hearing at 6:00 p.m.

During review, Richard described the roles of the Citizens Advisory Committee and Project Management Group in selecting the priority corridors. He indicated that we are nearing the conclusion of Phase 1. He noted that no terminus option, mode or alignment is being selected at this time.

Richard indicated that Phase 2 would begin immediately and conclude in July and would entail narrowing the wide range of alignments for proceeding into the EIS. In addition, an action plan for non-priority corridors will be developed. At the end of that phase, a financing strategy will be developed with subsequent application submitted to the Federal Transit Administration.

The nine evaluation criteria reviewed included: traffic and transit ridership; operations and maintenance cost; environmental sensitivity; cost-effectiveness; funding options; land use and economic development; capital cost; equity; and public opinion.

Richard noted that the study was aided by an Expert Review Panel (ERP) comprised of outside experts that analyzed the criteria, methodologies, and results of the analyses conducted. He introduced David Knowles, formerly a Metro Councilor, who served as co-chair of the Expert Review Panel.

David Knowles explained that the formation of the Expert Review Panel was required by Washington State legislation for grantees using its HCT Development Account. Washington's ERP is selected by the chair of the Legislative Transportation Committee, the

Secretary of the Department of Transportation, and its Governor. David noted that the role and purpose of the ERP was to provide an independent technical review to ensure that adequate and appropriate information is available to the decision-makers for any approved local funding sources. He reported that the North/South Transit Corridor ERP was put together by Metro and the State of Washington and is comprised of local and national experts. David reviewed the profiles of those represented on the panel, noting they represented disciplines from financial analysis, environmental review, economics, urban design, engineering, public opinion, travel demand forecasting techniques and costing.

The ERP was responsible for reviewing assumptions, methodologies and results of the analyses to provide a solid basis for decision-making. David reviewed the nine criteria developed, the study team of staff, and consultants to the ERP. Geoff Larkin (Oregon side) and Mary Jo Porter (Washington) served as independent staff to the ERP.

David commented that the work performed by the consultants was highly professional and that they were well-qualified. He noted that the travel-demand forecasts are considered the best in the country. The ERP has a lot of confidence in the work produced by the region. He reported that the methods used and data developed are technically sound, applauding the staff from all the jurisdictions for completing the analyses within the timeframe. He felt it was a tribute to the cooperative effort in this region. He indicated that the ERP endorsed use of the findings for the decisions at hand.

David spoke of the importance of an Oregon/Washington partnership, linking Portland and the City of Vancouver in a united effort. He felt that the Columbia River would begin to be recognized as a link rather than a barrier. He felt the process has worked well. David indicated there would be one more ERP meeting held in June where the data will be evaluated for the handful of promising alternatives and alignments.

Richard Brandman reviewed the pertinent findings and recommendations of the North/South Transit Corridor Study, pointing out the comparisons and negative and positive factors that emerged.

The CAC and PMG both recommend the Milwaukie Corridor to be the Priority Corridor in the South study area; the I-5 North Corridor to be the Priority Corridor in the North study area; and that staff further analyze the potential of a line to the airport. In addition, an action plan is recommended to concurrently prepare an AA and the DEIS on both the Milwaukie Corridor and I-5 North Corridor HCT alternatives and to concurrently secure financing

for an HCT alternative in both the Milwaukie and I-5 North Corridors. The CAC further recommends that the region be cognizant of its acknowledged commitment to the Clackamas Corridor as the next LRT corridor as specified under Resolution No. 91-1456.

Richard noted that a consultant is looking at a variety of state, local and federal funding sources. He indicated that there is sufficient authority available (at all levels) to proceed with further analysis. The overall objective will be to secure funding for both capital and operating expenses for the Milwaukie and I-5 North corridors and to pursue the corridors as a single integrated project.

Richard explained that we are trying to proceed more quickly than in the past and noted that there is tremendous support to proceed with both corridors simultaneously.

Commissioner Lindquist emphasized the importance of a cooperative effort with the State of Washington, the benefits of trying to fund the North/South corridors at one time through Congress, and the new administration in D.C.

Councilor Buchanan felt that the North/South Transit Corridor Study was a job well done, commending Richard Brandman and Andy Cotugno for their efforts.

In regard to the matter of cost, Richard Brandman noted that it was dependent on where the line was terminated.

Richard Brandman also elaborated on the extension to the airport and findings of the study area. The primary purpose of an HCT connection to the airport would be to serve passenger (nonwork) trips. After examining the technical and financial analysis, a determination will be made in Phase 2 on whether or not to recommend that the line should proceed to the airport.

Councilor Monroe reported that there is \$15 million left dedicated to the I-205 corridor. When the line is built to Sunnyside Road, there may be need for an enhanced busway to feed into Gateway LRT or to the Sunnyside station. He would like the funds to stay with I-205. His other concern involved limited funding sources in the state of Oregon. He spoke of past allocation of lottery funds toward economic development which has now opened up to education. He felt that source of local match could be jeopardized.

Dave Sturdevant commented on the Washington delegation's commitment to Clackamas County. He emphasized the opportunity and need for the Oregon/Washington people to link up for current and future funding of ISTEA in the region. He noted that, in Washington, D.C., a joint presentation was made. He cited the

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importance of treating the North/South corridor as one corridor with instructive language to FTA to recognize that as such. Clark County is encouraging its partner to unite this project into a single corridor for a united effort and financing. This action should make this a high priority for the Oregon/Washington delegations.

Les White reported that a hearing is scheduled before the Senate Appropriations Committee on May 6 to consider combining this work program into a single corridor and including it in the next ISTEA authorization.

Richard Brandman introduced and commended John Cullerton, Project Manager for the North/South Transit Corridor Study.

Andy Cotugno commented on the seven-year gap from the start-up of construction of MAX in 1986 to its 1993 opening. He was hopeful that it could be avoided with the North/South transit project by doing the developmental work earlier. He cited the following important milestones: The STA reauthorization may be renewed in 1995 and there has to be a project ready for its inclusion. In order for it to be federally earmarked, it is critical that there be efforts to get state and local funds prior to 1995. Andy felt we are in a much better position if we have the state contribution from the 1993 Legislature.

Andy reported that the Washington Legislature and the Oregon Legislature have a package in front of them that does just that. He felt that this action represents the beginning of the real effort.

Action Taken: Gary Hansen moved, seconded by Ed Lindquist, to release the findings and recommendations of the North/South Transit Corridor Study for presentation at a March 30 public hearing. The matter will be referred back to JPACT for a final recommendation at its April 8 meeting.

The motion PASSED unanimously.

Chair Van Bergen commented on the progress made by JPACT over the years in the area of cooperation.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members