

MEETING REPORT

DATE OF MEETING: April 11, 1991

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

PERSONS ATTENDING: Members: Chair David Knowles, Richard Devlin and George Van Bergen, Metro Council; Pauline Anderson, Multnomah County; Earl Blumenauer, City of Portland; Larry Cole, Cities of Washington County; Carter MacNichol (alt.), Port of Portland; Keith Ahola (alt.), WSDOT; Bob Bothman, ODOT; Fred Hansen, DEQ; Dave Sturdevant, Clark County; Bob Liddell, Cities of Clackamas County; Marge Schmunk, Cities of Multnomah County; Roy Rogers, Washington County; Ed Lindquist, Clackamas County; Ron Hart, City of Vancouver; and Bob Post (alt.), Tri-Met

Guests: Mary Weber, Tualatin Valley Economic Development Corporation; Jack Lindquist, Citizen; Craig Lomnicki (JPACT alt., Cities of Clackamas County); Denny Porter and Diane Dimon Snow, Tri-Met; Tuck Wilson, Port of Portland/Tri-Met; Margo Nousen, Office of Senator Hatfield; Grace Crunican and Steve Dotterrer, City of Portland; Ted Spence and Don Adams (JPACT alt.), ODOT; Les White and Kim Chin, C-TRAN; Steve Jacobson, WSDOT; Bebe Rucker, Port of Portland; Richard Ross, City of Gresham; Steve Greenwood (JPACT alt.) and Andy Ginsburg, DEQ; Pat Allen, Office of Congressman Kopetski; Rick Root, City of Beaverton; Dan Saltzman, Citizen; Tom VanderZanden and Rod Sandoz, Clackamas County; Jim Howell, ORBARP/CBT; Ray Polani, Citizens for Better Transit; Susie Lahsene, Multnomah County; Peter Fry, Central Eastside Industrial Council; Bruce Warner, Washington County; Molly O'Reilly and Gil Mallery, Intergovernmental Resource Center

Staff: Andrew Cotugno, Richard Brandman, Mike Hoglund, Leon Skiles, Karen Thackston, Rich Carson and Lois Kaplan, Secretary

MEDIA: Robert Goldfield, Daily Journal of Commerce

SUMMARY:

The meeting was called to order and a quorum declared by Chair David Knowles.

Chair Knowles announced that Senate Bill 706 would have an impact on JPACT inasmuch as membership would be appointed by the Governor and subject to Senate confirmation. A memo received from Burton Weast, Western Advocates, Inc. and lobbyist for Metro, suggests that the jurisdictions write the Senate Government Operations Committee supporting the current process.

Membership of the Operations Committee includes: Senators Glenn Otto, Chair; Dick Springer; Pat Smith; and Jane Cease.

Chair Knowles reported that Metro's Transportation and Planning Committee had initiated a resolution on the question of supporting an amendment to the State Constitution (HJR 15 and SJR 10) regarding flexibility for use of vehicle-related fees. He noted that, while this has not gone through the JPACT process, it has received support from many jurisdictions. Metro supports modification on use of vehicle-related revenues to allow these revenues to be used for coordination, planning, financing, development and operation of public transportation systems within this state. He indicated that the resolution reflects the position of the Metro Council and not necessarily JPACT or other jurisdictions.

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The March 14 JPACT Meeting Report was approved as written.

RESOLUTION NO. 91-1424 - RECOMMENDING THE WESTSIDE CORRIDOR PROJECT LOCALLY PREFERRED ALTERNATIVE AND ASSOCIATED LAND USE ACTION

Resolution No. 91-1424 reflects the recommendations of the Westside LRT Citizens Advisory Committee, Planning Management Group and Steering Group. Accompanying the resolution are the Decision Document (Exhibit A) and the Mitigation Options list (Exhibit B), which Tri-Met is committed to pursue.

Andy Cotugno reviewed two amendments for consideration: 1) provision for routing traffic from Golf Creek Apartments northward to the intersection of Barnes Road at Leahy Road; and 2) development by Tri-Met of refined cost estimates toward development of a Sylvan station after negotiation of the Full-Funding Agreement.

If approved, the language as contained in the proposed amendments would be incorporated into the resolution.

Bob Post, Assistant General Manager of Tri-Met, indicated that the Westside light rail process began over two years ago and has involved consideration by a Citizens Advisory Committee (CAC), a Planning Management Group (PMG), and a Steering Group. The first recommendation made was that of the CAC in a decision process culminated and based on public comment. The Planning Management Group involved senior level staff that formed a recommendation based on consensus of the eight involved jurisdictions. Six of the eight jurisdictions have taken action to date, recommending the Preferred Alternative to the Tri-Met Board. Bob indicated that the votes have been nearly unanimous so it represents a strong consensus. The Tri-Met Board will meet on April 12 to consider adoption of the Westside Corridor project's Preferred Alternative.

Denny Porter of Tri-Met provided a slide show that illustrated the alignments considered: the south side surface; the north side surface with the short tunnel, the long-tunnel option; the options in Beaverton and the highway options.

In reviewing the recommendations, Bob Post cited the selection of light rail transit as the preferred mode of transportation (based on a 1983 selection); Portal A with a surface alignment from 18th and Jefferson to downtown; the long tunnel with a zoo station in the canyon area with modifications to preserve a future option for a Sylvan station and a future station option in the Golf Creek Apartment area; entry into Beaverton Transit Center (preserving an option for an east Beaverton station in the vicinity of Highway 217) via the north option and west of Beaverton Transit Center via the Burlington Northern alignment; and terminus for the project at 185th, with stations at SW 158th, 170th and 185th.

Other improvements noted included those for the zoo interchange, Sylvan interchange, truck climbing lane, widening of Sunset at Sylvan to Highway 217 and widening of Highway 217. He spoke of modifications to the base project that included moving the highway near the zoo/Sylvan area north to avoid some of the impacts, keeping Canyon Court open and building a new westbound on-ramp to the zoo.

Bob Post noted that the three issues of debate have revolved around: 1) the downtown area -- the Goose Hollow neighborhood wants to revisit Option C-2 regarding the tunnel portal; 2) whether or not there should be a Sylvan station -- the Sylvan

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neighborhood does not want one and is concerned about impacts; and 3) opposition to road and highway access and circulation in the Golf Creek Apartment area by developers in the area. He indicated that these issues have all been debated at the local jurisdiction level.

Mayor Cole cited the need for a correction to be made on page 17 of the Decision Document inasmuch as T.V. Highway does not go to Highway 217. Andy Cotugno indicated it should be Canyon Road.

Andy Cotugno reviewed Amendment No. 1 regarding provision for routing traffic from the Golf Creek Apartment area north to Barnes Road (at Leahy Road).

Motion: Richard Devlin moved, seconded by Fred Hansen, to approve Resolution No. 91-1424, recommending the Westside Corridor project locally preferred alternative and associated land use action.

In opening up the meeting for public comment on the Westside light rail project, Chair Knowles announced that people wishing to testify should fill out a card and that comments will be limited to three minutes.

Dan Saltzman, citizen and member of the Westside LRT Citizens Advisory Committee, spoke in support of the Sylvan amendment and indicated that half of the CAC supported the amendment. He noted that a Sylvan station is expected to contribute 7 percent of overall ridership on the Westside light rail line, that the area is considered "ripe" for transit-friendly, multi-family and commercial development, and that the Sylvan Station study wouldn't begin until after signing of the Full-Funding Agreement.

Richard Ross, commenting as a worker in Gresham (also a member of TPAC), spoke in support of the Preferred Alternative and Amendment No. 2. He emphasized the fact that a strong station area traffic/parking program could alleviate the concerns that the Sylvan residents have over station area impacts. He spoke of his observation of commuter traffic along the MAX line and registered his support for Sunset Highway improvements.

Ray Polani, citizen member of TPAC, directed attention to Motion No. 3 of the Staff Report (relating to highway improvements on U.S. 26 and Highway 217) which failed at the March 29 TPAC meeting but was supported by all citizen members of TPAC. He cited the need to relieve traffic congestion on the highways by supporting light rail in place of highway expansion.

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Chair Knowles closed the public comment portion of the meeting.

Commissioner Lindquist expressed concerns over what would happen if UMTA backed away from the 75 percent funding commitment and wanted an understanding from JPACT that the issue would be referred back to JPACT to consider. Bob Post indicated that if the 75 percent funding commitment is not received, it would be referred back to JPACT. He noted there would be a series of minor elements that will be dealt with directly by Tri-Met in discussion with UMTA.

Responding to Commissioner Lindquist's comments, Fred Hansen cautioned sending any message to UMTA other than a full commitment to the project for the selected alternative.

Mayor Liddell expressed the Cities of Clackamas County's support of the Westside project but encouraged future support of the alternatives and issues for light rail in Clackamas County.

1st Motion to Amend: Roy Rogers moved, seconded by Bob Bothman, to support Amendment No. 1 (providing for routing traffic from Golf Creek Apartments northward to the intersection of Barnes Road at Leahy Road).

Mayor Cole spoke in support of the amendment as he felt it was important to the area in terms of public safety.

Bob Bothman indicated that the Oregon Transportation Commission has taken a different position on this in that they are committed to it on a "wish" list.

In calling for the question on Amendment No. 1, the motion PASSED unanimously.

2nd Motion to Amend: Mayor Cole moved, seconded by Councilman Hart, to support Amendment No. 2 (directing Tri-Met to undertake additional activities toward development of a Sylvan station after negotiation of the Full-Funding Agreement by the September 30, 1991 deadline).

In discussion on this motion, Fred Hansen felt that the estimated projection of 7 percent less ridership without the Sylvan station causes concern. In this regard, he offered the following friendly amendment to Amendment No. 2, which was supported, to read as follows:

"At the time bids are received, and based on the financial status of the remainder of the project as well as the need to protect

and preserve air quality, Tri-Met, in consultation with the region's participating governments and the appropriate state agencies, will assess whether or not to build a Sylvan station."

In calling for the question on Amendment No. 2, the motion PASSED unanimously.

The main motion (with Amendments 1 and 2 -- see Attachment for specific language) PASSED unanimously to recommend approval of Resolution No. 91-1424, recommending the Westside Corridor project locally preferred alternative and associated land use action.

I-205, MILWAUKIE AND I-5 NORTH LRT STUDY

Andy Cotugno reported that Clackamas County, the City of Portland, ODOT and Tri-Met met for the purpose of fine-tuning the light-rail study for Clackamas County. Commissioner Lindquist indicated that the intent is to coordinate all corridor studies and to reaffirm that the next rail priority will be Clackamas County. The issue was, however, deferred to the next JPACT meeting for consideration.

RESOLUTION NO. 91-1422 - ENDORSING COMMENTS AND RECOMMENDATIONS REGARDING DEQ'S COMPREHENSIVE EMISSIONS FEE PROPOSAL

Andy Cotugno explained that this resolution is a follow-up to Resolution No. 91-1388A which endorsed a set of principles associated with DEQ's comprehensive emissions fee proposal. In that resolution, TPAC was directed to work with DEQ in developing specific language related to air quality problems in the Portland metropolitan area for incorporation into HB 2175. Resolution No. 91-1422 responds to that directive and suggests language to be incorporated in that bill.

Andy Cotugno reviewed Exhibit A which details the approach for proceeding with the Portland area.

Fred Hansen commented that this has been a long process and spoke of the importance in finding creative and new solutions to deal with the air quality problem in the Portland metropolitan area. He urged support of the resolution.

Councilor Van Bergen questioned whether the 15 percent administrative cost was realistic, and Fred Hansen felt it was.

Bob Bothman felt that the bill falls close to the statewide effort with regard to the method of taxation for user fees. He cited the need to move the fee revenue into a Transit Trust Fund

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and the fact that this would help move selection of transportation projects dedicated to air quality into the Six-Year Program.

Fred Hansen noted that the Clean Air Act Amendments, signed into law in November 1990, is a major factor behind the \$25.00/ton statewide emission fee on polluting sources.

Commissioner Rogers indicated he had expressed prior concern about implementation of a parking fee on large employers. Washington County is confused about the thrust of Exhibit A and has received significant input about endorsing a regulatory process of DEQ. If the emissions fee program is not endorsed, Washington County has concerns about endorsing a regulatory process. Fred Hansen responded that this legislation is proposed as a means of avoiding a regulatory process. The TPAC subcommittee which drafted the amendments could not preclude the regulatory process. Instead, they attempted to provide an alternative to regulation.

Mayor Cole expressed the need for more time to study the bill as he was not comfortable supporting it. He did not feel that the concerns listed were complete and suggested additional review and input. Mayor Liddell shared Mayor Cole's concerns.

Motion: Carter MacNichol moved, seconded by Pauline Anderson, to recommend approval of Resolution No. 91-1422, endorsing comments and recommendations regarding DEQ's comprehensive emissions fee proposal.

Councilor Devlin questioned whether there are similar elements in the Senate version of the bill. Fred Hansen indicated that this would conceptually be applied to the Senate version but is not identical to HB 2175. He did not feel that it would have to come back to JPACT each time.

Councilor Van Bergen noted that he was not in support of the resolution.

Chair Knowles asked for clarification from the Committee on authorization to testify about these provisions on behalf of JPACT.

Commissioner Blumenauer spoke of the need for all jurisdictions to work with DEQ and become more involved with the air quality problem. He asked that each jurisdiction think about what they are prepared to do, citing concerns emanating from the Bi-State Study. Bob Bothman felt we are heading into the air quality issue and that this represents an opportunity toward solving the

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opportunity of addressing a series of regulatory approaches through the Administrative Rule process.

In calling for the question, the motion PASSED. Councilor Van Bergen dissented.

RESOLUTION NO. 91-1425 - WESTERN BYPASS STUDY INTERGOVERNMENTAL AGREEMENT

This resolution would authorize execution of the Intergovernmental Agreement for the Western Bypass Study between Metro, ODOT, Washington County, and the cities of Washington County.

Motion: Commissioner Rogers moved, seconded by Councilor Devlin, to recommend approval of Resolution No. 91-1425, authorizing execution of an Intergovernmental Agreement on the Western Bypass Study. Motion PASSED unanimously.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members

ATTACHMENT