

RESOLUTION OF THE  
METROPOLITAN SERVICE DISTRICT  
AND THE  
INTERGOVERNMENTAL RESOURCE CENTER

FOR THE PURPOSE OF ESTABLISH-	)	METRO RESOLUTION NO. 92-1549
ING AND MAINTAINING AN ORGANI-	)	IRC RESOLUTION NO. 1-92-2
ZATIONAL STRUCTURE FOR OVER-	)	
SEEING HIGH CAPACITY TRANSIT	)	
STUDIES	)	

WHEREAS, Metro was designated by the Governor of the State of Oregon as the Metropolitan Planning Organization (MPO) for the urbanized areas of Clackamas, Multnomah, and Washington Counties effective November 6, 1979; and

WHEREAS, IRC was designated by the Governor of the State of Washington as the Metropolitan Planning Organization (MPO) for Clark County effective January 1, 1979; and

WHEREAS, The Metro Council through the Joint Policy Advisory Committee on Transportation provides locally elected officials direct involvement in the transportation planning and decision-making process; and

WHEREAS, the IRC Board of Directors has established a Transportation Policy Committee to develop regional transportation policies subject to the review and approval of the full Board of Directors; and

WHEREAS, the Washington State Legislature established the High Capacity Transit Act of 1990 (HB 1825) and subsequent amendments (HB 1677, HR 2151) and set aside funds to support Portland/Vancouver HCT planning studies in the 1991 First Extraordinary Session; and

WHEREAS, C-TRAN established the Joint Regional Policy Committee consisting of the C-TRAN Board of Directors and a representative from the Washington State Department of Transportation as the Policy Forum required by the High Capacity Transit Act of 1990 as amended (RCW 81.104.030); and

WHEREAS, Metro adopted Resolution No. 91-1407 and IRC adopted Resolution No. 91-03-02 adopting the 1992 Unified Work Program; and

WHEREAS, Metro adopted Resolution No. 91-1501A and IRC adopted Resolution No. 09-19-01 revising the 1992 Unified Work Program to include the I-5 North Portland/Vancouver Preliminary Alternatives Analysis; and

WHEREAS, the 1992 adopted and revised 1992 Unified Work Program calls for an I-205/Milwaukie Preliminary Alternatives Analysis, an I-5/I-205 Portland/Vancouver Preliminary Alternatives Analysis and a Regional HCT Study; and

WHEREAS, Metro adopted Resolution No. 90-1179 and IRC adopted Resolution No. 89-11-03 for the purpose of establishing an organizational structure for overseeing High Capacity Transit Studies; and

WHEREAS, Metro adopted Resolution No. 91-1456 and IRC adopted Resolution No. TPC 6-91-2 establishing a strategy for High Capacity Transit studies, and affirming that after the Westside LRT Project to Hillsboro, construction of the next LRT corridor in the Portland/Vancouver metropolitan area will include a terminus in Clackamas County; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District and the Board of the Intergovernmental Resource Center hereby adopt the revised organizational structure for the oversight of High Capacity Transit studies as defined on Figure 1 (Exhibit A).

ADOPTED by the Council of the Metropolitan Service District this 23rd day of January, 1992.



\_\_\_\_\_  
Jim Gardner, Presiding Officer  
Metro Council



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David Sturdevant, Chair  
IRC Transportation Policy Committee

## EXHIBIT A

### Organizational Structure for Overseeing High Capacity Transit Studies

#### I. I-205/Milwaukie Preliminary AA, AA/DEIS, and PE/FEIS

##### A. JPACT

1. Policy oversight for HCT development studies within the I-205/Milwaukie corridor will be provided by JPACT.
2. TPAC will make recommendations for policy decisions to JPACT

##### B. Project Management Group

A single Project Management Group will be shared between the I-205/Milwaukie and the I-5/I-205 Portland/Vancouver studies. For the I-205/Milwaukie studies the PMG will:

1. Ensure coordination with the I-5/I-205 Portland/Vancouver Preliminary AA.
2. Ensure consistency of assumptions between with the I-5/I-205 Portland/Vancouver AA.
3. Provide oversight of the general management of the study, concentrating on schedule, scope of work, budget and policy decisions to be forwarded to TPAC and JPACT.
4. Recommend the screening of alternatives and the selection of a priority corridor to advance into Alternatives Analysis; define the alternatives to be considered in the Alternatives Analysis.
5. Approve the DEIS.
6. Recommend the locally preferred alternative.
7. Approve the FEIS.

Membership: Senior Management Staff from affected agencies including Metro, Tri-Met, C-TRAN, ODOT, WSDOT, Portland, Milwaukie, Oregon City, Lake Oswego, Port of Portland, Vancouver, Multnomah County, Clark County, Clackamas County and IRC.

C. I-205/Milwaukie Technical Advisory Committee

1. Monitor and review technical aspect of the study, concentrating on the development of methodologies, analysis, alignment and operations assumptions and evaluation of alternatives.
2. Recommend screening of alternatives and alternatives to be included within the DEIS.
3. Oversee preparation of results reports, the DEIS and FEIS.
4. Two sub-committees of the TAC will meet regularly, one concentrating on the I-205 corridor and one concentrating on the Milwaukie Corridor.

Membership: Technical Staff from affected agencies including Metro, Tri-Met, ODOT, Portland, Milwaukie, Oregon City, Lake Oswego, Port of Portland, Multnomah County, and Clackamas County.

D. Citizens Advisory Committee

1. The CAC will be made up of a variety of citizens from throughout the corridor.
2. The CAC will be asked to prepare independent recommendations to JPACT on all policy decisions requested of JPACT, such as the screening of alternatives, the selection of a priority corridor, and the selection of a locally preferred alternative.
3. The CAC will meet periodically and will receive reports from the project manager and other technical staff.
4. The CAC will provide opportunity for public testimony at its regular meetings.

E. Expert Review Panel

An Expert Review Panel, consistent with the Washington State's High Capacity Transit Act requirements, will be shared between the I-205/Milwaukie and the I-5/I-205 Portland/Vancouver Preliminary AAs. For the I-205/Milwaukie Study the ERP will:

1. Provide independent review of project assumptions, methods and products to ensure that adequate and appropriate information of the highest quality is

available to local decision makers to assist them in the screening of alternatives and the selection of the priority corridor.

2. The Panel will include 5 to 10 experts in the fields relevant to the analysis and development of high capacity transportation systems.
3. Selection of the ERP members will be made by Washington's Chair of the Legislative Transportation Committee, Secretary of Transportation and Governor, the Chair of JPACT and ODOT's representative to JPACT. The panel appointments will be by consensus of the appointment body.

II. I-5/I-205 Portland/Vancouver Preliminary AA, AA/DEIS, and PE/FEIS

A. JPACT

1. Policy oversight for HCT development studies within the I-5/I-205 Portland/Vancouver corridor will be provided by JPACT.
2. TPAC will make recommendations for policy decisions to JPACT

B. Project Management Group

A single Project Management Group will be shared between the I-205/Milwaukie and the I-5/I-205 Portland/Vancouver studies. For the I-5/I-205 Portland/Vancouver studies the PMG will:

1. Ensure coordination with the I-205/Milwaukie studies.
2. Ensure consistency of assumptions between with the I-205/Milwaukie studies.
3. Provide oversight of the general management of the study, concentrating on schedule, scope of work, budget and policy decisions to be forwarded to TPAC and JPACT.
4. Recommend the screening of alternatives and the selection of a priority corridor to advance into Alternatives Analysis; determine whether to

proceed concurrent with or following the Alternatives Analysis from Portland to Clackamas County; define the alternatives to be considered in the Alternatives Analysis.

5. Approve the DEIS.
6. Recommend the locally preferred alternative.
7. Approve the FEIS.

Membership: Senior Management Staff from affected agencies including Metro, Tri-Met, C-TRAN, ODOT, WSDOT, Portland, Milwaukie, Oregon City, Lake Oswego, Port of Portland, Vancouver, Multnomah County, Clark County, Clackamas County and IRC.

C. I-5/I-205 Portland/Vancouver Technical Advisory Committee

1. Monitor and review technical aspect of the study, concentrating on the development of methodologies, analysis, alignment and operations assumptions and evaluation of alternatives.
2. Recommend screening of alternatives and alternatives to be included within the DEIS.
3. Oversee preparation of results reports, the DEIS and FEIS.
4. Subcommittees of the TAC will meet as needed.

Membership: Technical Staff from affected agencies including Metro, IRC, Tri-Met, C-TRAN, ODOT, WSDOT, Portland, Vancouver, Clark County.

D. Citizens Advisory Committee

1. The CAC will be made up of a variety of citizens from throughout the corridor.
2. The CAC will be asked to prepare independent recommendations to JPACT on all policy decisions requested of JPACT, such as the screening of alternatives, the selection of a priority corridor, and the selection of a Locally Preferred Alternative.

3. The CAC will meet periodically and will receive reports from the Project Manager and other technical staff.
4. The CAC will provide opportunity for public testimony at its regular meetings.

E. Expert Review Panel

An Expert Review Panel, consistent with the Washington State's High Capacity Transit Act requirements, will be shared between the I-205/Milwaukie and the I-5/I-205 Portland/Vancouver Preliminary AAs. For the I-5/I-205 Portland/Vancouver Study, the ERP will:

1. Provide independent review of project assumptions, methods and products to ensure that adequate and appropriate information of the highest quality is available to local decision-makers to assist them in the screening of alternatives and the selection of the priority corridor.
2. The Panel will include 5 to 10 experts in the fields relevant to the analysis and development of high capacity transportation systems.
3. Selection of the ERP members will be made by Washington's Chair of the Legislative Transportation Committee, Secretary of Transportation and Governor, the Chair of JPACT and ODOT's representative to JPACT. The panel appointments will be by consensus of the appointment body.

III. Regional High Capacity Transit Study

A. JPACT

1. Policy oversight for the Regional HCT Study will be provided by JPACT.
2. TPAC will make recommendations for policy decisions to JPACT

B. Project Management Group

1. Ensure consistency of the studies assumptions with the adopted HCT element of the RTP.
2. Ensure consistency of assumptions with the Regional HCT Study and the I-205/Milwaukie and I-5/I-205 studies.



3. Provide oversight of the general management of the study, concentrating on schedule, scope of work, budget and policy decisions to be forwarded to TPAC and JPACT.
4. Recommend to JPACT the screening of alternatives and of a regional HCT system plan and staging strategy.
5. Recommend to JPACT the CBD alternative that will advance into AA/DEIS with the next corridor(s).

Membership: Senior Management Staff from affected agencies including Metro, Tri-Met, C-TRAN, ODOT, Portland, Multnomah County, Washington County, and Clackamas County.

C. Regional HCT Technical Advisory Committee

1. Monitor and review technical aspect of the study, concentrating on the development of methodologies, analysis, alignment and operations assumptions and evaluation of alternatives.
2. Recommend screening of alternatives and alternatives to be included within the system plan.
3. Recommend the CBD alternatives that will advance into AA/DEIS with the next corridor(s).
4. Subcommittees of the TAC will meet as needed.

Membership: Technical Staff from affected agencies including Metro, Tri-Met, C-TRAN, ODOT, Portland, Multnomah County, Washington County and Clackamas County.

D. Downtown Citizen's Advisory Committee

1. The CAC will be made up of a variety of citizens (e.g., business owners, residents, employees, and retail and service users) from within the Portland downtown area.
2. The CAC will be asked to prepare independent recommendations to JPACT on all policy decisions requested of JPACT concerning the CBD element of the Regional HCT Study.
3. The CAC will meet periodically and will receive reports from the Project Manager and other technical staff.

4. The CAC will provide opportunity for public testimony at its regular meetings.
5. Membership on the CAC will be determined through the TAC, PMG, TPAC and JPACT.

IV. High Capacity Transit Finance Committee -- Transportation Managers Advisory Committee (TMAC)

- A. Refinement of regional policies for public-private coventure funding; approval of corridor-specific public-private funding recommendations.
- B. Develop recommendations for a systemwide HCT financing strategy consistent with the Regional HCT System Plan and staging strategy determined within the Regional HCT Study and the priority corridor(s) to be advanced into AA/DEIS as determined within the I-205/Milwaukie Preliminary AA and the I-5/I-205 Portland/Vancouver Preliminary AA.

Membership: Senior Management Staff from Metro, Tri-Met, C-TRAN, ODOT, Portland, Multnomah County, Clackamas County, and Washington County.

V. Joint JPACT and IRC TPC Meetings

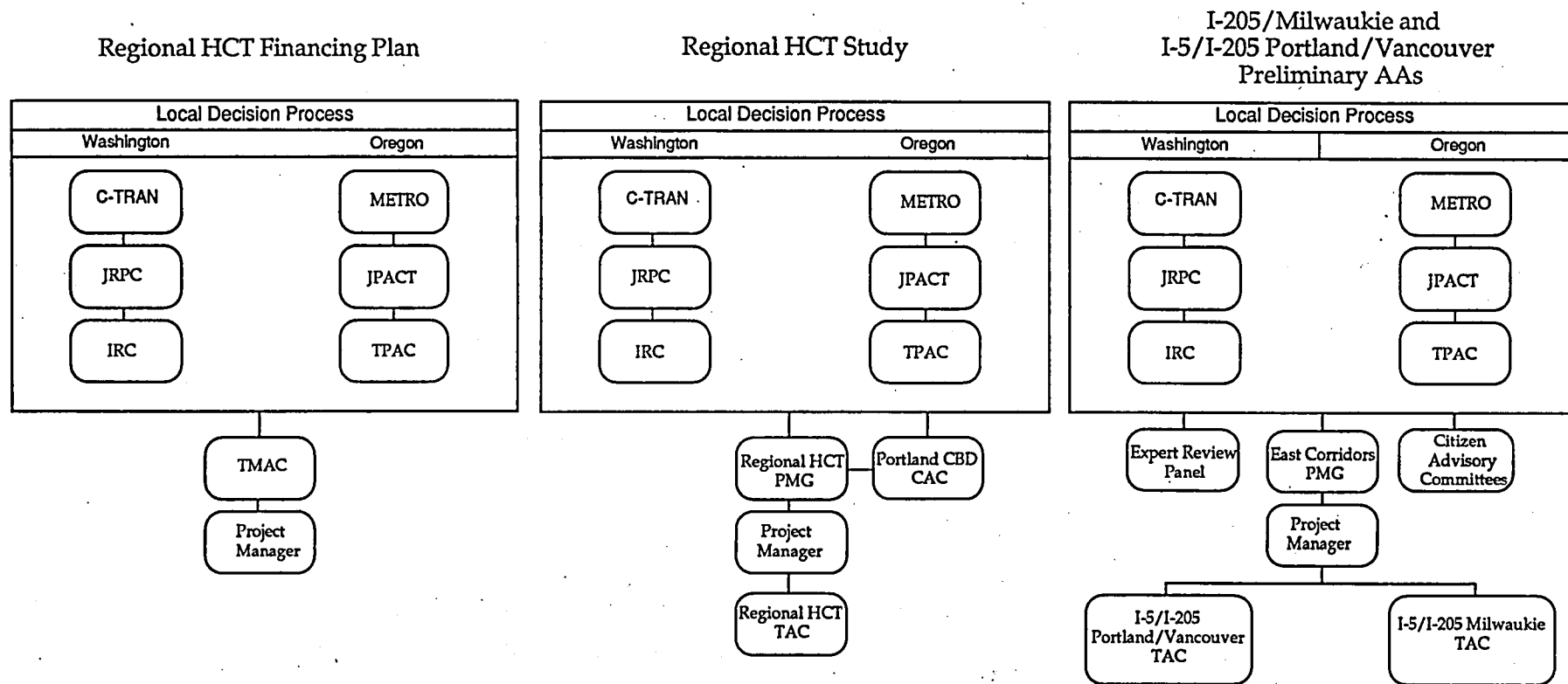
Joint JPACT/IRC Transportation Policy Committee meetings will be periodically convened to oversee bi-state corridor planning and to review decisions involving regional priorities and financing of any HCT corridor after the Westside Corridor prior to consideration for adoption by JPACT or IRC.

VI. Individual Responsibilities of JPACT and IRC Transportation Policy Committee

In each of their respective jurisdictions (JPACT in Oregon and IRC in Clark County), JPACT and the IRC Transportation Policy Committee will have the following responsibilities.

- A. Adopt amendments to the RTP adding or deleting potential long-range HCT corridors.
- B. Approval of Final decisions relating to trade-offs between corridors.
- C. Adoption of priorities for funding from regional and federal resources.
- D. Authorization for a corridor to proceed into AA/DEIS or PE/FEIS and joint approval of the required Unified Work Program amendment.

Figure 1: Organizational Structure for Oversight of High Capacity Transit Studies



**Purpose:**

- Develop systemwide financing strategies and Corridor Financing Plan that are consistent with the conclusions of the Regional HCT Study and the Preliminary AA Studies.
- Coordinate HCT Financial Planning Study with other transportation and transit financing efforts.

**Purpose:**

- Develop an HCT System Plan and Staging Strategy.
- Determine systemwide infrastructure and operational needs.
- Determine CBD requirements and Staging Strategy.

**Purpose:**

- Advance the SE Priority Corridor into AA/DEIS; define alternatives to pursue.
- Decide whether the North Priority Corridor should advance concurrently with or following the S.E. Corridor; define alternatives to pursue.

## TRANSPORTATION AND PLANNING COMMITTEE REPORT

RESOLUTION NO. 92-1549, For the Purpose of Establishing and Maintaining an Organizational Structure for Overseeing High Capacity Transit (HCT) Studies

Date: January 16, 1992

Presented by: Councilor McLain

COMMITTEE RECOMMENDATION: At the January 14, 1992 Transportation and Planning Committee meeting, Councilors Devlin, Gardner, and myself voted 3 to 0 to recommend Council adopt Resolution No. 92-1547. Councilors Bauer and Buchanan were excused.

COMMITTEE DISCUSSION/ISSUES: Bill Barber from the Transportation Department High Capacity Division presented Resolution No. 92-1549 which replaces Resolution No. 90-1179 and establishes a new oversight structure for Metro's High Capacity Transit (HCT) studies.

Mr. Barber noted a number of study and project plan changes occurred since July 1990, when Resolution No. 90-1179 was adopted, including the Federal Transportation Administration (FTA -- formerly UMTA) denial of the region's Alternatives Analysis (AA) funding application for the I-205/Milwaukie corridor study. The FTA suggested a "transitional" or Pre-AA study. Metro adopted Resolution No. 91-1456 last Summer, outlining policies to establish an HCT study strategy, including initiating an FTA/UMTA funded Pre-AA study for the I-205/Milwaukie corridors and initiating a locally funded Pre-AA study for the I-5/I-205 Portland/Vancouver corridors.

Highlights of the proposed HCT oversight structure include maintaining separate Financing and Study management components, as was done with the Westside LRT project; establishing an Expert Review Panel (ERP) to meet Washington State's High Capacity Transit Act requirements for receiving Pre-AA funding; and incorporating the Joint Regional Policy Committee (JRPC) as a policy forum for HCT issues in Clark County, Washington.

It was noted Citizen Advisory Committee membership criteria will be determined in the HCT workplan development.

The Committee did not raise any concerns with Resolution No. 92-1549, but Councilor Devlin asked Transportation staff to report back on the status of funding for the Pre-AA applications.

STAFF REPORT

CONSIDERATION OF RESOLUTION 92-1549 FOR THE PURPOSE OF  
ESTABLISHING AND MAINTAINING AN ORGANIZATIONAL STRUCTURE FOR  
OVERSEEING HIGH CAPACITY TRANSIT STUDIES

Date: January 6, 1992

Presented by: Leon P. Skiles

PROPOSED ACTION

This resolution would amend the established organizational structure for the oversight of High Capacity Transit (HCT) studies, as originally established through Metro Resolution 90-1179 and IRC Resolution No. 89-11-03, to reflect recently approved and proposed HCT studies and work plans.

TPAC has reviewed this amendment and recommends approval of Resolution No. 92-1549.

FACTUAL BACKGROUND AND ANALYSIS

I. Summary of Metro Resolution No. 90-1179 and IRC Resolution No. 89-11-03

Metro Resolution No. 90-1179 and IRC Resolution No. 89-11-03, which established an organizational and oversight structure for the region's HCT studies, were adopted as a joint resolution in June, 1990. The resolutions adopted the following general oversight structure:

▪ I-205/Milwaukie Alternatives Analysis/DEIS

JPACT. Policy oversight of the coordinated I-205/Milwaukie AA/DEIS was to be provided through JPACT.

Project Management Group. A Project Management Group (PMG) made up of senior management staff from Metro, Tri-Met, ODOT, Portland, Milwaukie, Oregon City, Clackamas County, Multnomah County, Port of Portland, Clark County IRC, C-TRAN and WSDOT would provide management direction for the study to ensure consistency between the evaluation of alternatives in the I-205 and the Milwaukie corridors and to oversee the preparation of a DEIS and selection of a Locally Preferred Alternative.

Technical Advisory Committees. Two separate Technical Advisory Committees (TACs) were to oversee the technical work in the AA/DEIS studies. The I-205 TAC was to have been made up of technical staff from all the jurisdictions represented on the PMG. The Milwaukie TAC would be made up of technical

staff from those same jurisdictions, except for the Port of Portland, WSDOT and C-TRAN.

- **Eastside Systems Studies (Bi-State)**

**Technical Advisory Committee.** A TAC was to be established to provide technical oversight of the Bi-State Eastside Systems Study. Made up of representatives from Metro, Tri-Met, ODOT, Portland, Multnomah County, Clackamas County, Port of Portland, Clark County IRC, WSDOT, C-TRAN, Vancouver and Port of Vancouver, the TAC's charge was to evaluate the adequacy of the adopted RTP for meeting future travel demands and to define the nature and extent of travel needs not met. The TAC was also to recommend to JPACT and the IRC Transportation Policy Committee whether to amend the RTP to add LRT extensions to Clark County and whether to add additional alignment alternatives within the City of Portland.

- **HCT Finance Committee**

The HCT Finance Committee was established to consider trade-offs in priority and/or timing between individual corridor recommendations in order to recommend to JPACT and the IRC Transportation Policy Committee the scope and timing of the full regional LRT system. This committee was to determine cost-effectiveness criteria for each corridor, to refine regional policies for public-private coventure funding, to make recommendations on the staging of the full LRT system, and to develop a financing strategy for the full LRT system. Membership was of senior management staff from Metro, Tri-Met, ODOT, Portland, Multnomah County, Washington County, Clackamas County, Port of Portland, C-TRAN, Clark County IRC and WSDOT.

- **Joint JPACT and IRC Transportation Policy Committee Meetings**

Joint JPACT and IRC TPC Committee meetings were to be held periodically to oversee bi-state corridor planning and to review decisions involving regional priorities and financing of any LRT corridor after the Westside Corridor prior to consideration for adoption by JPACT or IRC.

- **Individual Responsibilities of JPACT and IRC TPC**

Within their own respective jurisdictions, JPACT/Metro and IRC TPC would have the responsibility to adopt amendments to the RTP, approve final decisions relating to trade-offs between corridors, adopt priorities for funding, and authorize a corridor to proceed into AA/DEIS or PE/FEIS.

## **II. Implementation**

Since the adoption of Metro Resolution No. 90-1179 and IRC Resolution No. 89-11-03, several actions have been taken throughout the region that have affected the status of HCT studies:

### **■ I-205/Milwaukie AA/DEIS**

Work plans for the I-205 Corridor and Milwaukie Corridor AA/DEISs were submitted to UMTA in July 1990 for review and approval. UMTA denied the application, citing their rule that only one corridor at a time could advance into the project development phase (AA/DEIS and PE/FEIS). As the region's highest priority following the Westside Project to 185th Avenue, the region had advanced the Hillsboro Corridor into AA/DEIS in June 1990. UMTA suggested that the I-205/Milwaukie study should be transitional in nature, emphasizing the selection of a priority corridor, development of a problem statement, narrowing of alternatives, and establishment of preliminary evidence of cost effectiveness of the alternatives that would advance into AA/DEIS following the Hillsboro Corridor.

### **■ Eastside Systems Studies (Bi-State)**

The Bi-State Study has developed its findings of the adequacy of the RTP to meet future travel needs and the nature and extent of travel needs not met. In early 1992, the Bi-State TAC will forward recommendations resulting from the study to JPACT and the Clark County IRC Transportation Planning Committee. C-TRAN and the Clark County IRC have concluded their systems level study of HCT corridors within Clark County by:

1. Eliminating the cross-county corridor HCT alternatives from further consideration;
2. Limiting further consideration of the I-205 corridor from the Columbia River to I-5 and 179th to bus-oriented HCT alternatives; and
3. Retaining bus and LRT-oriented HCT alternatives within the I-5 corridor for further consideration.

The City of Portland has completed its assessment of possible LRT alignments through the Albina Community Plan.

▪ **Metro Resolution No. 91-1456 and IRC Resolution No. TPC 6-91-2**

In June 1991, based upon the recommended position agreed upon by Portland Commissioner Earl Blumenauer, Metro Council Member David Knowles, Clackamas County Commissioner Ed Lindquist, Tri-Met General Manager (designate) Tom Walsh, Vancouver City Councilor Ron Hart, Clark County Commissioner Dave Sturdevant, and Oregon Transportation Commission Chair Mike Hollern, Metro adopted Resolution No. 91-1456 and IRC adopted Resolution No. TPC 6-91-2 that included the following policies for establishing a strategy for HCT studies:

1. After the Westside Project to Hillsboro, the construction of the next LRT corridor in the Portland/Vancouver region will include a terminus in Clackamas County, either in the I-205 or Milwaukie corridors;
2. An UMTA-funded Preliminary AA will be initiated for the I-205 and Milwaukie corridors to select a priority corridor and to develop the necessary information to advance that corridor into AA/DEIS;
3. To initiate a locally funded Preliminary AA in the I-5/I-205 Portland/Vancouver corridors from Portland into Clark County to select a priority corridor and to develop the necessary information to advance that corridor into AA/DEIS either concurrently with or following the Clackamas County corridor;
4. That the two Preliminary AAs would be completed on a concurrent schedule;
5. That the region intends to initiate the Preliminary AAs with the support of UMTA;
6. That actions should be taken by the region to protect the I-205 bus lane withdrawal funds;
7. That any request by any party to pursue federal funds for transit or highway improvements will first be brought to JPACT for approval.

▪ **I-205/Milwaukie Preliminary AA**

The adopted 1991-92 Unified Work Program included the I-205/Milwaukie Preliminary AA in lieu of the two previously proposed AA/DEISs. A work team, TAC and PMG worked together to prepare a Work Plan that reflected the policy directions included within Metro Resolution No. 91-1456 and IRC Resolution No. TPC 6-91-2. Metro submitted the Work Plan and grant application for 85 percent of the \$1,173,000 in study costs to UMTA in September 1991 for their review and approval. The Work Plan



describes a study organizational structure that includes JPACT as the policy oversight body, with review by TPAC, and project management through a PMG. Also included is an Expert Review Panel (ERP), a Citizen Advisory Committee (CAC) and a TAC. In order to provide for the coordination of policy schedule between the I-205/Milwaukie Preliminary AA and the I-5/I-205 Portland/Vancouver Preliminary AA (described below), JPACT will provide policy oversight for both studies, and the two studies will share the same PMG and Expert Review Panel.

The PMG approved local matching shares for the required 15 percent local match as follows:

Tri-Met . . . . .	\$ 87,975.00
Metro . . . . .	14,662.50
ODOT. . . . .	14,662.50
Portland. . . . .	14,662.50
Clackamas County. . .	14,662.50
Multnomah County. . .	14,662.50
Milwaukie . . . . .	8,412.50
Port of Portland. . .	<u>6,250.00</u>
	\$175,950.00

▪ **Establishment of Clark County Joint Regional Policy Committee**

In order for the region to access High Capacity Transit Account funds that the Washington State Legislature set aside in the 1991 First Extraordinary Session to help fund the Preliminary AA study prescribed in Metro Resolution No. 91-1456 and IRC Resolution No. TPC 6-91-2, C-TRAN established in October 1991 a Joint Regional Policy Committee (JRPC) as a Policy Forum for HCT issues in Clark County. The JRPC is composed of the C-TRAN Board which includes elected representatives from the county and cities and a representative from the Washington State DOT.

▪ **I-5/I-205 Portland/Vancouver Preliminary AA**

In September 1991 Metro Council adopted Resolution No. 91-1501A and IRC adopted Resolution No. 09-19-01 that approved the addition of the I-5/I-205 Portland/Vancouver Preliminary AA to the 1991-92 UWP. A work team, TAC and PMG worked together to prepare the Work Plan that reflected the policy directions included within Metro Resolution No. 91-1456 and IRC Resolution No. TPC 6-91-2. C-TRAN submitted the Work Plan and grant application to WSDOT on December 13, 1991 for review and approval of an 80 percent grant from the Washington State HCT Development Account to help fund the \$1,800,000 study.

The PMG approved local matching shares for the required 20 percent local match as follows:

C-TRAN . . . . .	\$180,000
Metro. . . . .	45,000
Portland . . . . .	45,000
ODOT . . . . .	45,000
Tri-Met. . . . .	45,000
	<u>\$360,000</u>

■ **Regional HCT Study**

The 1991-92 UWP includes a work element for the Regional HCT Study, with the objectives of determining the HCT needs within the CBD, the system infrastructure needs (including maintenance facilities, vehicle requirements, etc.), the staging of the regional HCT plan following the I-205/Milwaukie and I-5/I-205 corridors, and the systemwide financial needs for HCT development. The study will develop a Regional HCT System Plan and staging strategy based upon the adopted RTP. In November 1991, a work team and TAC were formed to guide the development of a Work Plan for the Regional HCT Study. As the work was initiated, it was determined that the financial element should be removed from within the Regional HCT Study and should be developed as a separate study effort with its own organizational oversight structure. It was also determined that the Regional HCT Study should receive its oversight through a separate regional PMG and through JPACT. The Work Plan for the Regional HCT Study will be finalized in January 1992.

■ **Systemwide HCT Financial Plan**

As noted above, the 1991-92 UWP included the development of a systemwide HCT financial plan within the Regional HCT Study, and, as work on that study progressed, it was decided to separate the financial element into a separate study with a separate oversight structure. The Systemwide HCT Financial Plan will develop a regional financing strategy for the development of the next corridor(s) to advance into AA as determined through the Preliminary AA studies, and for staging of the Regional HCT System Plan as determined through the Regional HCT Study.

The Transportation Managers Advisory Committee (TMAC) has functioned as the HCT Finance Committee for the Westside Project to Hillsboro. TMAC is made up of upper-level transportation managers from jurisdictions throughout the region. It has developed the financial plan recommendations for the Westside Project to Hillsboro, including local, state and federal funding options. It also developed recommendations for funding the local match obligations for the I-205/Milwaukie and I-5/I-205 Portland/Vancouver Preliminary AA

studies. TMAC is proposed to continue its function as the HCT Finance Committee under the revised organizational structure for oversight of HCT studies.

### **III. Revised HCT Planning Oversight Structure**

Because of the large amount of HCT planning underway in the region, and because many of those planning efforts are new or have different scopes than were envisioned when Metro adopted Resolution No. 90-1179 and IRC adopted Resolution No. 89-11-03, it is necessary to adopt a revised organizational structure for the oversight of HCT studies described above.

The proposed oversight structure described in Exhibit A of proposed Metro Resolution No. 92-1549 and the proposed IRC Resolution No. 1-92-2 follows the following overall principles:

1. The process focuses on the LRT issues after the Westside Project to Hillsboro which is designated the region's number one priority.
2. Decisions regarding financing and regional priorities will be done in the context of the priorities already set which calls for the decision of the next corridor after the Westside to Hillsboro to be finalized through the I-205/Milwaukie Preliminary AA, and that the I-5/I-205 Portland/Vancouver Preliminary AA will determine whether a North priority corridor should advance concurrently with or following the I-205 or Milwaukie Corridor.
3. Committees are combined where significant overlap of issues or alternatives exist and separation is recommended to maintain the focus of the correct set of committee members on their area of interest.
4. Overall policy oversight is provided through the existing JPACT and IRC Transportation Policy Committee structure rather than through a new committee.
5. Membership on individual committees is targeted only to those affected by the studies they oversee.
6. The scope of work for a Preliminary AA and a Regional HCT study are significantly greater than the Eastside Systems Study and require a higher level of management oversight. As such, a "Planning Management Group" is recommended for the Preliminary AA, AA/DEIS and PE/FEIS phases of the HCT corridor planning, and for the Regional HCT Study.
7. A regional HCT Finance Committee (TMAC) is maintained to make recommendations affecting the development of a Systemwide HCT Financial Plan addressing the conclusions of the corridor

Preliminary AA studies and the Regional HCT Study. This committee has a balanced regionwide membership.

8. Decision-making is focused on Oregon and Washington jurisdictions for decisions pertinent to their area with a significant need for bi-state coordination on issues affecting the I-5/I-205 Portland/Vancouver study, coordination with the I-205/Milwaukie study, systemwide issues to be addressed within the Regional HCT Study, and the development of a regional HCT financial strategy.

EXECUTIVE OFFICER'S RECOMMENDATION

The Metro Executive Officer has reviewed this proposed amendment and recommends approval of Resolution No. 92-1549.

LS:lmk  
92-1549.RES  
1-6-92