

## MEETING REPORT

DATE OF MEETING: July 10, 1997

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

PERSONS ATTENDING: Members: Chair Jon Kvistad, Susan McLain and Ed Washington, Metro Council; Dave Lohman (alt.), Port of Portland; Don Wagner (alt.), ODOT; Dean Lookingbill (alt.), Southwest Washington RTC; Tom Walsh, Tri-Met; Mary Legry (alt.), WSDOT; John Leuthauser, City of Gresham (representing Cities in Multnomah County); Greg Green (alt.), DEQ; Charlie Hales, City of Portland; Rob Drake, Cities in Washington County; Tanya Collier, Multnomah County; Judie Hammerstad (alt.), Clackamas County; Craig Lomnicki, Cities in Clackamas County; and Roy Rogers, Washington County

Guests: Councilor Lisa Naito (JPACT alt.), Metro Council; Mayor Lou Ogden (JPACT alt.), City of Tualatin; Kay Walker, City of Cornelius; Tom VanderZanden, John Rist and Rod Sandoz, Clackamas County; Steve Dotterrer and Mark Lear, City of Portland; Bernie Bottomly, Tri-Met; Paul Silver, City of Wilsonville; Susan Lee and Kathy Busse, Multnomah County; Councilor Scott Rice, City of Cornelius; Jim Howell, AORTA; Meeky Blizzard, Office of Congressman Earl Blumenauer; Susie Lahsene, Port of Portland; John Rosenberger, Washington County; Gary Katsion, Kittelson and Associates; and Dave Williams, ODOT

Staff: Mike Burton, Executive Officer Andrew Cotugno, Richard Brandman, Mike Hogle, Chris Deffebach, Pamela Peck, Allison Dobbins, Larry Shaw, and Lois Kaplan, Secretary

Media: Gordon Oliver, The Oregonian; and Steve Clark, Community Newspapers

### SUMMARY:

The meeting was called to order and a quorum declared by Chair Jon Kvistad.

ANNOUNCEMENTS

Chair Kvistad reminded the members of the July 16 joint JPACT/MPAC/Transportation Planning Committee worksession on the Regional Transportation Plan.

He also welcomed and introduced Councilor John Leuthauser from the City of Gresham who was representing the cities of Multnomah County.

Councilor Washington then introduced his new Council Assistant, Pat Emmerson.

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Mayor Drake moved, seconded by Councilor McLain, to approve the June 12, 1997 JPACT minutes as submitted. The motion PASSED unanimously.

RESOLUTION NO. 97-2528 - ENDORSING THE RECOMMENDED SOUTH WILLAMETTE RIVER CROSSING OPTIONS FOR FURTHER EVALUATION AS CONTAINED WITHIN THE SCREENING RESULTS AND RECOMMENDATIONS REPORT, APRIL 1997

Chris Deffebach, Project Manager of the South Willamette River Crossing Study, explained that the resolution seeks endorsement of the South Willamette River crossing options to be carried forward into the evaluation phase. The purpose of the study is to identify river crossing improvement strategies between the I-205 and Marquam Bridges that will be recommended for inclusion in the *Regional Transportation Plan*. Chris noted that it was not the intent of this study to develop project design or alignment-level recommendations.

Problems identified include recognition that crossing demand exceeds capacity of the area, the need to comply with the 2040 Growth Concept, the Sellwood Bridge is approaching the end of its life span and is considered functionally obsolete, the narrow lanes on the Sellwood Bridge don't meet bike/pedestrian needs, and the fact that crossing alternatives lie within environmentally sensitive areas. Also, there are extensive maintenance costs incurred with the Sellwood Bridge, which is owned by Multnomah County. The value of maintaining the bridge as opposed to replacing it is being discussed.

The study process initially defined a broad range of alternatives; alternatives were then screened by staff and the Project Management Group; and seven options have been proposed to be carried forward into an evaluation stage. Recommendations

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brought forward include the improvement crossings, looking at investment alternatives to maintain the existing alternatives, and looking at ways to manage the demand. Improvements are being looked at for the Ross Island Bridge approaches and how corridor demand will be met. Also being addressed is the possibility of replacing the existing Sellwood Bridge with either a two or four-lane structure. Staff is also analyzing how Clackamas County demand could be shifted to a new crossing in Clackamas County and whether it would support our land use goals. Improvements in the I-205 corridor were also looked at.

Chris noted that, using the benefit of pricing options in the Traffic Relief Options Study, staff is also looking at ways to reduce demand.

The public review process has begun and a public hearing was held on July 8. Seven people testified. Concerns expressed included the impact on land use goals and livability. In addition to the public hearing, Chris noted staff have made themselves available to speak before Councils and business groups.

Commissioner Collier wanted to be sure that other alternative use and investment of the existing Sellwood Bridge were being considered, citing bike/pedestrian use as an example, and questioned whether such language shouldn't be included in the resolution.

Commissioner Rogers asked whether commuter rail was taken into consideration, whether it would affect the numbers, and whether language shouldn't be provided to include it in the resolution. Chris responded that the potential demand that could be accommodated on commuter rail will be taken into consideration in the study.

Commissioner Hales distributed a City of Portland resolution, passed by City Council on July 9, in support of the recommendations of the South Willamette River Crossing Study. He spoke of the opportunity this presents for the region and reminded the committee that it is the land use policy that drives our transportation decisions, citing the need to demonstrate that concept. He noted that the 2040 Growth Concept has designated SE Tacoma Street as a Main Street and zoning has been applied to support that designation. Commissioner Hales noted that the Neighborhood Association has also supported Tacoma as a Main Street. He expressed support for the study but felt that, at some point, criteria will be needed that not only defines transportation improvements but which conform to the land use plan. He emphasized the need to apply the region's philosophy to its investments.

Mayor Lomnicki felt there will be growing sensitivity to this study and cited the need to be sensitive to land use issues as well as transportation usage.

Councilor McLain noted that, at the July 8 Transportation Planning Committee meeting, there was some discussion over some of the alignments and choices being dropped. She questioned whether there is need to review other potential options if the Sellwood Bridge is going to be reserved for smaller use. Chris noted that Option 6 (a new bridge near Ochoco Street) is one that would extend from Highway 43 to the northern part of the Waverly Golf Course or the vicinity of Ochoco Street. The option would directly affect a public park or historic site and was therefore set aside for more feasible options. The 8b option (a new bridge south of the Railroad Bridge) has had no engineering feasibility study but a bridge in the vicinity of the existing rail bridge is being looked at.

A discussion followed on the National Environmental Policy Act (NEPA) requirement that states that you must demonstrate that nothing else is available recommending an option that would impact a park.

Action Taken: Commissioner Collier moved, seconded by Councilor McLain, to recommend approval of Resolution No. 97-2528, endorsing the recommended South Willamette river crossing options for further evaluation as contained within the *Screening Results and Recommendations Report* dated April 1997, with the following text and map changes:

- . That Resolve 4 be changed to read:

"4. That the evaluation of these options and option combinations identify traffic impacts on arterial, collector and neighborhood streets leading to the crossing, changes in travel patterns and trip lengths, environmental impacts, cost and financing feasibility."

- . That the following new Resolves be incorporated:

"5. Examine and evaluate alternative uses and investment opportunities for the existing Sellwood Bridge.

"6. That the evaluation consider options to manage demand and reduce the need for roadway capacity expansion including commuter rail."

- . That Option 6 remain as a set-aside on the map and list until evaluation of No. 5. It would only apply if there are no other choices.

In discussion on the motion, Commissioner Hales indicated he would be interested in receiving NEPA's regulatory language. Also, Councilor Washington commented that the study was going to become a hot issue and spoke of the need for thorough citizen involvement.

In calling for the question, the motion PASSED unanimously.

RESOLUTION NO. 97-2529 - ENDORSING THE PHASE 1 INTERIM STRATEGY FOR THE U.S. 26 (PORTLAND TO CANNON BEACH) CORRIDOR

Andy Cotugno reviewed the Staff Report/Resolution that would endorse the Phase 1 interim strategy for the U.S. 26 (Portland to Cannon Beach) corridor and highlighted TPAC's proposed language changes as reflected in the Staff Report.

Action Taken: Councilor Washington moved, seconded by Mayor Drake, to recommend approval of Resolution No. 97-2529, endorsing the Phase 1 interim strategy for the U.S. 26 (Portland to Cannon Beach) corridor. The motion PASSED unanimously.

COMMENT LETTER ON DRAFT TOLLWAY ADMINISTRATIVE RULES

Andy Cotugno highlighted the significant comments contained in the July 10 draft letter to the Oregon Transportation Commission on the Tollway Administrative Rules.

Action Taken: Commissioner Lindquist moved, seconded by Commissioner Rogers, to approve the draft July 10, 1997 letter on the Tollway Administrative Rules as submitted for forwarding to the Oregon Transportation Commission. The motion PASSED unanimously.

RESOLUTION NO. 97-2540 - FILLING A VACANCY ON THE TRAFFIC RELIEF OPTIONS STUDY TASK FORCE

Andy Cotugno noted that this resolution, if approved, would appoint Mark Gorman, Commute Reduction Coordinator at Intel, to fill the vacancy on the Traffic Relief Options Study Task Force created by Mike Salsgiver. He has TDM experience and would be a valuable asset to the task force.

Action Taken: Mayor Drake moved, seconded by Commissioner Rogers, to recommend approval of Resolution No. 97-2540, filling a vacancy on the Traffic Relief Options Study Task Force. The motion PASSED unanimously.

TRAFFIC RELIEF OPTIONS UPDATE

Andy Cotugno noted that the Traffic Relief Options Study is approaching committee level as an action item. Forty different

options were investigated. The task force focus centered on factors such as transportation performance and availability of alternatives, equity, and public acceptance. An effort was made to ensure that the options for further study included a good mix of types and locations. Committee members were asked to review the nine proposed options to see whether they would be appropriate for continued study. This issue will be brought up for approval at the August 14 JPACT meeting.

Councilor Washington suggested that the committee familiarize itself with the TRO study as calls are being generated on this subject.

#### REGIONAL TRANSPORTATION FUNDING

Mike Burton noted that, over time, the governments of this region had put together a funding package that addressed maintenance, operations and the potential for flexible funding. The region set aside its endeavors, as requested by the Governor, in support of a statewide funding package.

In view of the Legislature's failure to support a transportation funding package, Mike asked the jurisdictions to go back to their respective councils/commissions to see if there is consensus for pursuing a gas tax or increase in the vehicle registration fee. He didn't feel the Legislature would be going back into special session. Mike acknowledged the hard work of Representatives Brian and Montgomery and Senator Baker as deserving of the region's respect.

A discussion followed on the amount of misinformation being generated. One of the disturbing comments made by one of the senators at a recent meeting implied that there is enough money in ODOT's budget to cover everything in the STIP. No one at that particular meeting could challenge that comment. Committee members agreed that it is unfortunate that such comments have gained acceptance. On a local and state basis, there's not enough money to cover all multi-modal needs. Committee members suggested going directly to the public as a means of keeping them better informed.

Chair Kvistad asked for feedback from committee members on the role Metro should play. He noted that the jurisdictions have been good partners in moving the package forward but wanted to be reassured that their respective Councils/Commissions were still in support of such a package before Metro makes any commitment.

Commissioner Rogers spoke of Washington County's success with several major road levies and a commitment to move forward with another transportation funding package that was postponed when

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Governor Kitzhaber asked them to put their effort aside pending action by the Legislature. Washington County proposes to continue with its capital improvement program on its own and would like each jurisdiction to be responsible for its own gas tax. The County is supportive of the region seeking an increase in the vehicle registration fee, which they envision as Metro's role. He emphasized, however, that Washington County would prefer to pursue funds for capital improvements on its own. The County is not supportive of subsidizing any state projects.

Commissioner Collier agreed with Commissioner Rogers that it was appropriate to set aside plans for the Governor but noted that the region keeps getting further behind. A discussion followed on the potential components of a transportation funding package.

Commissioner Hammerstad felt it would be useful if all reasonable options were defined on a matrix with the advantages and disadvantages to each county laid out. She noted that Clackamas County has significant projects, does not wish to subsidize state projects, but would favor a regional plan.

Mayor Ogden expressed concern about the issue of being a regional partner and the need for a transportation system in terms of the degree of success. He wanted a transportation funding package the public would support. A discussion followed on the regional goals to be achieved and the need to address the public directly. Mayor Ogden felt we need to be sensitive to our regional partners' individual needs and how best to accomplish those goals.

Mayor Lomnicki favored a regional approach. He spoke of one proposal during the legislative session that looked at putting more resources into the unincorporated areas of Clackamas County rather than the cities. He felt the region is interrelated in terms of infrastructure and the importance of seeking a regional approach to solve the region's problems.

Councilor McLain also supported a regional approach in order to improve the infrastructure needed to get people to their jobs across the region. Decisions to be made include whether or not to go forward with a ballot measure and how to proceed. She favored updating the package the committee formerly endorsed and balancing its benefits for each county. She asked whether there is regional consensus to move in that direction.

Mayor Drake wanted the committee to support regional options. As regional partners, he felt the challenge should be accepted to move forward and provide the leadership needed to preserve the quality of life and seek solutions to our transportation problems.

Councilor Washington asked Metro staff to take the information provided by our regional partners and bring back to JPACT some options that would be sensitive to the needs of the counties, cities and Port. He supported moving forward to address the transportation needs of the region.

Don Wagner, on behalf of the OTC, extended his thanks to JPACT and Metro for support of the state's transportation funding package. While the OTC preferred to have a statewide package in place, they recognize the needs of the region and the scarcity of funds. Local areas throughout the state are trying to formulate a package that would meet their needs.

Chair Kvistad indicated that Councilor Washington/Executive Officer Burton/he have agreed to work together in this effort but wanted some direction from the committee. He also cited the need for good public outreach and to look beyond the boundaries of Metro if a tri-county package is developed. Mike Burton concurred in the importance of good public outreach, further suggesting that a matrix defining possible options be developed.

During discussion, it was noted that the diesel/weight-mile concern must be resolved at the state level. The importance of timing of a ballot measure was also discussed.

Chair Kvistad spoke of the vulnerability of this agency pursuing a transportation funding package ballot measure at this time and wanted assurance that its regional partners were supportive of such an effort.

Councilor Naito spoke of the willingness of Metro Council to provide leadership in support of this effort if there is regional consensus among its partners.

Dave Lohman noted the Port's support of a regional transportation funding effort that would enable people and freight to cross the region to their jobs and air terminals, respectively. He suggested that the JPACT Finance Committee be convened to review the funding package agreed to in the past.

Tom Walsh commented that there is need to listen to the public's directive over the last six years -- that there is no urgency. He spoke of Steve Clark's actions on behalf of the elderly and disabled and the business community. He cited the need to determine the real message from our constituency.

Commissioner Hales understood why the public and our legislators didn't feel the urgency about this package but questioned what should be done to fill that gap. Most motorists and citizens don't notice the street problems until there are real potholes.



He stressed the need to better communicate with our citizenry. He supported a regional package but wanted better research on how best to communicate those problems to the public.

Commissioner Collier concurred that there are two needs to be met: problem identification for the public and putting the package together. She felt the process broke down due to a political bottleneck but favored moving forward. In the short term, the gas tax and vehicle registration fee need to be addressed. Commissioner Collier wanted to see how we can get past some of the barriers.

Councilor John Leuthauser of the City of Gresham, representing the cities of Multnomah County at this meeting, cited the need to be realistic in terms of what can be achieved. If taxes are to be raised, he felt the public must be convinced that they are necessary and a decision must be made on what is prudent and workable.

Mike Burton noted that results from recent surveys indicate that the public's concern revolves around issues such as congestion, road conditions and schools. The transportation funding package passed the House but did not pass the Senate because of other matters attached to it. Mike also acknowledged the public's disconnect on what transportation problems exist and felt there needs to be better outreach or businesses will be moving out of the area.

Commissioner Hammerstad supported the JPACT Finance Committee reviewing the problems, discussing how the problems should be solved, and putting together a package of reasonable options for further consideration at the next JPACT meeting. To address the public disconnect, discussion centered around the need to clearly explain deferred maintenance, the fact that projects are behind schedule, and growth impacts.

The filing deadline for the ballot initiatives is September 4.

Chair Kvistad asked that each jurisdiction discuss these issues with their respective boards/councils during the next few weeks and report back with a recommendation. In the meantime, the JPACT Finance Committee will be convened on July 17, at 3 p.m.

Jim Howell, representing AORTA, commented that a regional gas tax will not pass because of its current restrictions. He felt that, in order to pass, it needs to be broadened. He noted that a statewide poll in 1994 revealed that 21 percent of the respondents favored more roads while 73 percent discouraged auto traffic.

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ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

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JPACT Members