

## MEETING REPORT

DATE OF MEETING: June 13, 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; Steve Greenwood (alt.), DEQ; Jim Cowen, Tri-Met; Ron Hart, City of Vancouver; Craig Lomnicki (alt.), Cities of Clackamas County; Roy Rogers, Washington County; Bob Bothman, ODOT; Gary Demich, WDOT; Ed Lindquist, Clackamas County; and Marge Schmunk

Guests: Don Adams, Denny Moore and Ted Spence, ODOT; Keith Ahola, WDOT; Tom Vanderzanden and Rod Sandoz, Clackamas County; Steve Dotterer and Grace Crunican, City of Portland; Susie Lahsene, Multnomah County; Gil Mallery, Intergovernmental Resource Center; Rick Root, City of Beaverton; and Tuck Wilson, Tri-Met

Staff: Andy Cotugno, Rich Carson, Karen Thackston and Lois Kaplan, Secretary

MEDIA: Eric Herst, Daily Journal of Commerce

### SUMMARY:

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

Chair Knowles announced that there would be no meeting held during the month of August (huge applause).

David noted that this was Bob Bothman and Jim Cowen's last JPACT meeting and that they would be invited to a future meeting to be recognized for their past efforts on behalf of the region.

Chair Knowles acknowledged that the JPACT STA position paper developed by Andy Cotugno and him, addressed to Senator Moynihan and included in the agenda packet, is under active consideration.

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Ron Hart moved, seconded by Roy Rogers, to approve the May 9 JPACT meeting report as written. Motion PASSED unanimously.

RESOLUTION NO. 91-1462 - TRANSFERRING INTERSTATE TRANSFER FUNDS FROM THE MCLOUGHLIN BOULEVARD PROJECT TO THE HAWTHORNE BRIDGE PROJECT

Andy Cotugno highlighted the Staff Report and Resolution that would transfer \$2 million from the McLoughlin Boulevard project to complete the Hawthorne Bridge transition structure project. The project is ready to go to contract and this fulfills the state's original commitment to FAU funds. Andy noted that ODOT has confirmed in writing their intent to replace the Interstate Transfer funds with state highway funds.

Councilor Van Bergen expressed concern over the return of funds for use on the McLoughlin project. Andy Cotugno assured him that ODOT has sent written confirmation of that intent.

Action Taken: Pauline Anderson moved, seconded by Larry Cole, to recommend approval of Resolution No. 91-1462, transferring Interstate Transfer funds from the McLoughlin Boulevard project to the Hawthorne Bridge project. Motion PASSED unanimously.

RESOLUTION 91-1463 - AMENDING THE TIP ANNUAL ELEMENT TO INCLUDE FEDERAL FUNDING FOR THE WESTSIDE LIGHT RAIL PROJECT TO 185TH AVENUE

Andy Cotugno noted that the Staff Report/Resolution had been revised to respond to UMTA's concern about extending the project to Hillsboro. It now reflects a terminus at 185th Avenue and recognizes that there will be a future amendment to reflect the Locally Preferred Alternatives resulting from the Hillsboro AA.

Action Taken: Jim Cowen moved, seconded by Larry Cole, to recommend approval of revised Resolution No. 91-1463, amending the Transportation Improvement Program Annual Element to include federal funding for the Westside light rail project to 185th Avenue. Motion PASSED unanimously.

PRIORITIES FOR THE ODOT 1993-1998 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Andy Cotugno reviewed the draft letter to Don Adams regarding results of the technical ranking process for use in developing the Six-Year Transportation Improvement Program. When statewide public hearings are held on the Six-Year Program, it would be appropriate to adopt a resolution ranking priorities on regional projects. This is a precursor step to that formal adoption process.

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Andy spoke of new emphasis in ranking improvements, taking into consideration biking, pedestrian, transit and park-and-ride facilities.

Andy explained that the highest ranking projects (greater than 18 points) are recommended for construction; projects in the medium range (14-17 points) are programmed for project development and/or right-of-way acquisition. Andy indicated the following five projects should receive particular consideration:

- . I-5 -- Greeley to N. Banfield (Phases 3 and 4);
- . Highway 99W -- Pfaffle to Commercial (Phase 1 and I-5 to Pfaffle (Phase 2);
- . I-205 -- Highway 224 Interchange;
- . Highway 43 -- at Terwilliger Extension in conjunction with the Lake Oswego Trolley project; and
- . U.S. 30 -- N. Columbia-Lombard at NE 60th.

Recommendations for use of HBR funds were also included in the agenda packet. Andy explained that a sizable increase in funding for the Bridge Program is anticipated in the Surface Transportation Act. Recommendations include: 1) that ODOT only program the next two years for HBR funds as an interim measure; and 2) that ODOT develop a comprehensive approach to selecting bridge projects for funding based on severity of deficiency and importance. Following that, the rest of the bridge replacement funds should be programmed in the next Six-Year Program update.

Andy asked for Committee support in the technical ranking direction as well as the alternative approach for funding of bridges. He noted that Jerry Parmenter of Washington County and Terry Bray of the City of Portland (AOC and LOC appointments to the Bridge Committee) were supportive of the recommendations.

When questioned about our bridges and how they compare nationally, Bob Bothman indicated that the Oregon bridges are better off than the national average. A discussion followed on whether or not the existing bridges could withstand a major earthquake and it was the consensus that only the Fremont and St. Johns Bridges could. It was felt that the Federal Government should recognize the need to retrofit the bridges to meet earthquake standards but there is currently no funding for this nor is it a part of the process. Gary Demich was not supportive of retrofitting for earthquakes but felt that more attention should be paid to the most significant and catastrophic failures. It was noted that \$5 million has been set aside to make the bridges earthquake fit.

In discussion on the funding allocation, Andy Cotugno indicated that Oregon's allocation about doubles under the new STA.

Mayor Cole cited the importance of the Highway 47 project at Forest Grove, questioning whether it could be moved up in the rankings. Andy Cotugno responded that analysis is still going on with respect to traffic numbers, accidents, etc. and that there are other considerations besides technical factors that could change its ranking.

A draft set of projects will probably be considered in September and the result of the technical ranking will be distributed to TPAC/JPACT in the next few weeks.

Bob Bothman indicated that a major problem would exist if new gas tax funding should not become available. He spoke of a shift of \$38 million from the truckers and use of funds from the Highway Trust Fund. If additional funds are not available for the Six-Year Program, the current projects would be pushed forward and others removed. He suggested prioritizing existing projects in the Six-Year Program as well, citing the importance of the gas tax.

Action Taken: Earl Blumenauer moved, seconded by Pauline Anderson, to endorse proceeding with submittal of the technical ranking of projects and the alternative approach to bridge funds.

In discussion on the motion, Bob Bothman noted that the state's technical ranking does differ from the region's because it is based on the needs of the State of Oregon and the five regions are kept within equity levels. Criteria such as population, contribution of revenues, and trucks are some of the factors used in the state's ranking process. He acknowledged this was a different ranking system but supported getting JPACT's recommendation into the process at this time.

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