

MEETING REPORT

DATE OF MEETING: October 12, 1989

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation

PERSONS ATTENDING: Members: Acting Chair George Van Bergen, Metro Council; Richard Devlin (alt.), Metro Council; Earl Blumenauer, City of Portland; Don Adams (alt.), ODOT; Pauline Anderson, Multnomah County; Ed Lindquist, Clackamas County; Gary Demich, WSDOT; James Cowen, Tri-Met; Scott Collier, City of Vancouver; Clifford Clark, Cities of Washington County; Wade Byers, Cities in Clackamas County; Fred Hansen, DEQ; Bonnie Hays, Washington County; and Marge Schmunk, Cities in Multnomah County

Guests: Councilman Craig Lomnicki (JPACT alt.), City of Milwaukie; Mayor Gussie McRobert (JPACT alt.), City of Gresham; Keith Ahola (JPACT alt.), WSDOT; Councilor David Knowles, Metro Council; Bruce Warner, Rod Sandoz and Walt Peck, Washington County; Tom VanderZanden, Clackamas County; Bebe Rucker, Port of Portland; Ted Spence and Denny Moore (Public Transit), ODOT; Leslie White and Kim Chin, C-TRAN; Gil Mallery, IRC of Clark County; Steve Dotterrer, Chris Beck and Grace Crunican, City of Portland; Molly O'Reilly, Forest Park Neighborhood Association; Lawrence Benedict, Stoudt for Metro campaign; Peter Fry, Central Eastside Industrial Council; Lee Hames, Tri-Met; Kathleen Maloney, 1,000 Friends of Oregon; and Meeky Blizzard, STOP

Staff: Andrew Cotugno, Richard Brandman, Keith Lawton, Bill Pettis, Ethan Seltzer, Harlan Miller (FHWA intern), and Lois Kaplan, Secretary

MEDIA: Robert Goldfield, Daily Journal of Commerce

SUMMARY:

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

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Chairman Van Bergen welcomed and introduced the following new JPACT members: Councilman Craig Lomnicki of Milwaukie (serving as alternate for the cities of Clackamas County) and Mayor Gussie McRobert of Gresham (serving as alternate for the cities of Multnomah County).

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The September 14 meeting report was approved as written.

ADOPTING THE SOUTHEAST CORRIDOR STUDY FINDINGS, RECOMMENDATIONS AND SOUTHEAST CORRIDOR TRANSPORTATION IMPROVEMENT PLAN

Richard Brandman explained that Resolution 89-1108 would adopt the findings of the Southeast Corridor Study. The resolution was tabled at JPACT's July 13 meeting because of concerns from the City of Milwaukie. Those concerns have since been addressed; Metro will coordinate with the City of Portland and ODOT to ensure that traffic counts will be conducted prior to and following completion of the Tacoma Overpass.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 89-1108 adopting the Southeast Corridor Study findings, recommendations and the Southeast Corridor Transportation Improvement Plan. Motion PASSED unanimously.

ESTABLISHING THE REGION'S PRIORITY HIGHWAY PROJECT IMPROVEMENTS FOR INCLUSION IN THE 1991-1996 ODOT SIX-YEAR HIGHWAY PROGRAM

Andy Cotugno reviewed the changes incorporated in Exhibit A to Resolution No. 89-1134 that defines the region's priorities for highway improvements for inclusion in ODOT's Six-Year Highway Improvement Program (1991-1996).

Andy then reviewed the letter received (and distributed) by Sensible Transportation Options for People (STOP) requesting that the region not move forward with any of the following:

- . I-205/Western Bypass Interchange (PE/ROW)
- . I-5 to Sunset Highway (PE)
- . I-5 to Highway 99W (ROW)
- . Boones Ferry Road Bypass to I-5 (PE/ROW)

Don Adams assured the Committee that right-of-way money will not be spent on the Western Bypass until all alternatives have been examined and a decision is made on which alternative to implement. Programming of funds for right-of-way is proposed for use in whatever highway project results from the study. The PE

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project involves a general study area and includes other alternatives, including transit improvements without a bypass and a no-build scenario. He noted they are conceptual at this time and that a specific corridor has not yet been identified.

Commissioner Blumenauer questioned whether there is a Citizens Advisory Committee process for the Western Bypass. In response, Don Adams indicated that it is just getting underway. He noted that there has been an initial management, steering group and TAC meeting but no CAC established as yet. A number of people have been interviewed in Washington County and an attempt is being made to balance the participation on that committee.

Molly O'Reilly, Forest Park Neighborhood Association, commented that the PE funds allotted for the Western Bypass are greater than needed for the study and she understood that a lot of engineering planning was being done. She expressed concern over the composition of the Citizens Advisory Committee, questioning its objectivity if it consisted primarily of bypass supporters.

Don Adams responded that there is no engineering going on at this time. He acknowledged that drawings, however, need to be completed by engineering staff. He also noted that the steering and management groups were patterned after Tri-Met's committee structure for involvement. ODOT has formed a TAC who reports to the management group. He noted that the CAC will include neighborhood representatives, STOP, business interests, and supporters of the Western Bypass. All concerns and issues will be heard from any group and will be weighed in a process that needs some balance between opinions and facts.

Meeky Blizzard, President of STOP, suggested that the "study" be identified for funding, as opposed to a specific Bypass project. Don Adams disagreed, stating that the purpose of the Six-Year Highway Program is to reserve the funds for the future if an alternative is selected. If, however, a transit project is selected, ODOT will stop with its project and pass it along to the transit agency.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 89-1134 as presented establishing the region's priority highway project improvements for inclusion in the 1991-1996 ODOT Six-Year Highway Program. Motion PASSED unanimously.

REGIONAL TRANSPORTATION ACTION PLAN

Andy Cotugno provided an overview of Transportation 2000's Regional Transportation Action Plan that represents the next phase of the Transportation 2000 program. It primarily focuses

on two major areas: 1) decisions on use of the local option vehicle registration fee; and 2) decisions for the next legislative session.

Andy reported that May 15 has been slated for a vote on the statewide constitutional question but no date has been set regarding imposition of the vehicle registration fee. Issues still being discussed include whether the full \$15.00 amount should be levied for transit, roads, or both, or for an Arterial Program and who shall levy the fee. Concern was noted from several jurisdictions regarding the survey work to be done to establish priorities and the financial information that is needed.

Andy spoke of the importance of having Transportation 2000 tied into the decision process, the need for a jurisdictional sign-off through intergovernmental agreements, JPACT's program needing to be tied into the state program, and the need to coordinate with the Strategy Committee. Andy noted that Mike Ragsdale would like the Strategy Committee to report to the Transportation 2000 and JPACT committees and include a city representative, Gussie McRobert.

Commissioner Lindquist read a Clackamas County Board of Commissioners' letter (distributed at the meeting) relating to proposed recommendations for use of the increase in motor vehicle registration fees. He asked for JPACT response in the next few months so that Clackamas County can tie it to the political campaign and the need to preserve the I-205 corridor for future LRT.

Mayor McRobert felt that one aspect of LRT that should be addressed is the need for additional bus connections to make the light rail system complete. She emphasized the need to ensure support of buses for the LRT routes, noting that shuttle service is inadequate. In this regard, Commissioner Lindquist noted that there is no bus line down the I-205 corridor.

James Cowen indicated similar concerns and added that Tri-Met has a different interpretation on the use of Section 3 funds and other ideas about how to spend the \$5 million Regional Interstate Transfer Reserve. He agreed with Mayor McRobert of the need for additional bus service to serve LRT but added that the benefits of LRT are still there without the additional bus service.

Clifford Clark raised questions regarding the Transportation 2000 Subcommittee, which is composed of a combination of public officials and representatives, inasmuch as there were two Multnomah County representatives on the committee. Others suggested the need to broaden that membership.

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Andy noted some of the shortcomings of the legislature included a drop in the local option vehicle registration fee from \$20.00 to \$15.00; also not adequately funding the bus side of the transit program. If we proceed with LRT, we need to have another recommendation for funding the bus side of the program.

Andy reported that Congress is considering eliminating some or all of the rules concerning Section 3 funds. A decision will be made in the Appropriations Bill within a week but will have a one-year limitation.

Councilman Collier felt that the Board of Commissioners' letter represented a political shift rather than a rational process inasmuch as the recommendations were not based on ridership data. Commissioner Lindquist spoke of the unavailability of such data for the I-205 corridor. Commissioner Blumenauer pointed out that Metro has generated such a model.

Fred Hansen felt that it is premature for JPACT to consider the specifics of Clackamas County's recommendations and that it should initially be addressed by the Transportation 2000 group that is evaluating the alternatives. Commissioner Lindquist stated Clackamas County's need to have a specific program in place to go before the voters next May.

JOINT IRC/METRO RESOLUTION ESTABLISHING A PORTLAND-VANCOUVER HIGH CAPACITY TRANSIT TASK FORCE

This proposal would establish a special task force to oversee the Bi-state Study adopted by JPACT in July. Andy Cotugno indicated that staff recommends not to act on the resolution at this time to allow sufficient time to coordinate this work program with other studies.

Councilman Collier stated that there needs to be an oversight committee for the funds that have been appropriated for the Bi-state Study.

James Cowen indicated he would be supportive of the resolution but took exception with the third Resolve insofar as the language cited membership on the High Capacity Transit Task Force as "elected officials or the executive directors from the member jurisdiction." He felt it was premature as it has not been decided whether membership on JPACT should be limited to Executive Directors or Board members. He suggested that the language be changed to include officials or members of JPACT.

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Commissioner Blumenauer felt that the one city whose terminus is affected, Milwaukie, is not represented on the Committee list. He further suggested that the Port of Portland have representation on the committee because of its relationship to the projects and potential funding from the Port.

Andy questioned whether this will be the committee that serves as the I-205 LRT oversight committee or whether its focus will be strictly on bi-state travel across the river.

Don Adams felt that the alternatives that might be examined would have a significant effect on air quality and therefore a representative from DEQ would be desirable.

Gary Demich reported that there are presently 11 people proposed to be on the committee, seven of which have vested funding interests. He felt that input is needed from Milwaukie on the Steering Committee but questioned adding many more if it were to remain an effective working group.

Councilor Devlin pointed out that C-TRAN is listed for membership on the Task Force but is not a JPACT member as yet.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members