

MEETING REPORT

DATE OF MEETING: March 9, 1989

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

PERSONS ATTENDING: Members: Mike Ragsdale, Chair; George Van
Bergen; Clifford Clark; James Cowen; Jim
Gardner; Bonnie Hays; Ed Lindquist; Carter
MacNichol (alt.); Gretchen Kafoury (alt.); John
Magnano; Scott Collier; Gary Demich; Bob
Bothman; Earl Blumenauer; Nick Nikkila (alt.)
and Wade Byers

Guests: Bill Stark, City of Wilsonville (JPACT
alt.); Richard Devlin (JPACT alt.); Ted Spence
and Denny Moore, ODOT; Bebe Rucker, Port of
Portland; Mary Holmstrom and Molly O'Reilly,
Forest Park Neighborhood Association; Richard
Ross, City of Gresham; Steve Dotterer, City of
Portland; Lee Hames and Doug Capps, Tri-Met;
Rory Bowman and Phyllis Clausen, Citizens of
Vancouver; Jack Broome, Citizen of Washington
County; Mike Houck, Portland Audubon Society;
Deborah Schultz-Germeshausen, Citizen of
Portland; Howard Harris, DEQ; Gretchen Starke,
Vancouver Audubon Society; Thom McConathy,
Washington Native Plant Society; Steve
Lockwood, Jim Emerson and William W. Wessinger,
Citizens of Multnomah County; Wink Brooks, City
of Hillsboro; Ron Weinman, Clackamas County;
Ellen Vanderslice, Northwest District
Association; Keith Ahola and Susie Lahsene,
TPAC members; Gil Mallery, IRC of Clark County;
Robert Smith, Sierra Club; Jim Howell, OREDRP;
Leslie R. White, C-TRAN; and Mary Lou Moser and
Robert G. Dreyfuss, Citizens of Clark County

Staff: Andrew Cotugno, Richard Brandman, Karen
Thackston, Ethan Seltzer and Marilyn Konka,
Secretary

MEDIA: Diane Dulken, the Oregonian; Robert Goldfield,
the Daily Journal of Commerce; Thomas Ryll, The
Columbian; Lee Perlman, Northwest Examiner

SUMMARY:

The meeting was called to order with Chair Mike Ragsdale presiding.

MEETING REPORT OF FEBRUARY 9, 1989

Andy Cotugno requested that the record show that Bill Stark attended and not Wade Byers. The meeting report was then approved as corrected.

STATUS OF LEGISLATIVE ACTIVITY

Chair Ragsdale provided the Committee with an update on the following legislation based on information received from Dick Feeney of Tri-Met (Legislative Update handout): SB 475, a bill creating a Light Rail Construction Fund; SB 476, a bill extending the mass transit payroll tax to local government; and SJ RES 12, a constitutional amendment permitting a local vote on vehicle registration fees for mass transit use. Ragsdale stated that clarifying amendments had been made to all three bills and that, overall, they had been well received. A "command appearance" by Ragsdale and Robertson had been made before the House Transportation Committee Chair Jim Whitty regarding city/county/state splits on gas tax increases. Andy Cotugno stated that all road-related bills had been formally introduced by the House Transportation Committee.

DISCUSSION OF C-TRAN MEMBERSHIP ON JPACT

Andy Cotugno stated that copies of C-TRAN's request for membership on JPACT had been distributed at the prior meeting, and that the City of Gresham had requested that the matter not be acted on because of their concern for representation on JPACT. He suggested that JPACT discuss whether C-TRAN and Gresham have good arguments for their positions. Commissioner Blumenauer opened the discussion by stating that it was important to think of the role of JPACT before membership. He added that he was very concerned about further diluting the membership, in the face of outside pressure to change the organization. He said that Gresham has a strong case. In his view, JPACT should deal with who we are first and then address the structural issues.

Commissioner Blumenauer continued that the Transportation Policy Committee on the Washington side was not a bi-state organization, but consisted of members from the Port of Vancouver, WSDOT and Clark County. Scott Collier stated that coordination was needed and that while the committee had its own non bi-state problems, that C-TRAN provided service to the City of Portland and Jantzen Beach.

Gary Demich stated that the three Washington members on JPACT represented the state, the county and the city. He said that it

was not true that they were "highway-oriented" and that C-TRAN as part of the policy-making body gives a truer picture. He did not want the representation changed.

Bonnie Hays suggested that adding Oregon representation to the IRC would be a positive first step; for example, a Tri-Met member, an ODOT representative and one from the City of Portland would correspond to C-TRAN, WSDOT and the City of Vancouver members, respectively.

Ragsdale stated that the issue is broader than a C-TRAN representative on JPACT, that it is a policy issue. He said that his personal inclination was to ask for volunteers to serve on a subcommittee and report back to the Committee. Commissioner Blumenauer requested that information from staff be provided on what Metro's existing policies on membership are, and what federal or state regulations there are. He added that TPAC might then review the information before JPACT. Andy Cotugno stated that the decision on representation needed to come from JPACT, but that staff could accommodate the information request. Ragsdale suggested that TPAC could come back to JPACT with a good technical explanation and that this was not an effort to bury, but rather to take advantage of, the question. Ragsdale summarized the discussion by requesting that TPAC work on a technical understanding and report back to JPACT without recommendations, then a subcommittee of JPACT members would be appointed to deal with the policy issues. While not providing an instant answer, this approach would provide a comprehensive one.

BI-STATE STUDY POSITION PAPER

Andy Cotugno gave a recap of the issue, previously considered by JPACT in December 1988, at which time it was referred to an ad hoc subcommittee consisting of three members each from Washington and Oregon. The actions of the subcommittee were unclear. At its last meeting, TPAC considered the issue and recommended a number of amendments to clarify the position.

Gary Demich asked if the Committee had received a letter from IRC requesting an additional 30-day delay on consideration of the issue. (Note: Copies of the letter were distributed at the meeting. Also distributed at the meeting were copies of letters received from concerned citizens on the issue.) Demich continued that TPAC had been asked to come back to the subcommittee instead of coming back to JPACT so that the subcommittee could make its report to JPACT. He added that a scheduled meeting had been cancelled by Metro staff and that he would still like to have the subcommittee meet. Ragsdale noted the request from IRC to delay

JPACT

March 9, 1989

Page 4

until the subcommittee's report was given. Clifford Clark, a new JPACT member, requested background information.

Andy Cotugno stated that at the first meeting two dates had been selected for a possible third meeting and that the follow-up meeting had been cancelled at TPAC's request. Blumenauer said that there was no reason to delay, as the issue was clear cut and everyone had had time to consider it. Ragsdale then stated that he would open the floor to public testimony after Andy Cotugno reviewed the position paper for amendments made at TPAC's last meeting.

Briefly, there was a statement of principle in the proposed actions that land use planning should precede the transportation planning and that there should be a long-range vision of the region's direction. Jurisdictions having land use authority should take the lead. Additionally, any commitment of staff time and/or funding should be weighed through the annual budget process. Demich asked if there were not a commitment to funding. Cotugno responded that it would work through the budgeting process.

Ragsdale opened the floor to public testimony, requesting in view of time considerations, that repetition be kept to a minimum and that testimony be as brief as possible.

Mary Lou Moser, Clark County resident: Ms. Moser stated that she had followed the issue since February 1988 and that "enough is enough." She urged the Committee to make its decision at this meeting.

Molly O'Reilly, President, Forest Park Neighborhood Association: Ms. O'Reilly stated that she supported the TPAC recommendation and was in favor of land use planning. She supported making the decision at this meeting.

Jim Howell, President, Oregon Association of Railroad Passengers: Mr. Howell stated that one item was not addressed regarding the Cornelius Pass Road improvements and that item is that the corridor needs mobility. The position paper does not address improvement of the freight and rail system. Mr. Howell suggested that B.2.c. should include rail and be amended to read "intensified use of existing rail facilities."

Robert Dreyfuss, Clark County resident: Mr. Dreyfuss stated that he believes the IRC's position is one of special interests in Washington and that he is opposed to the scope of the IRC study. He urged the committee not to adopt the IRC study.

Mike Houck, Portland Audubon Society: Mr. Houck stated that the Portland Audubon Society has approximately 6,000 members and that no issue had so galvanized such reaction as this one had. He expressed the view that he is interested in the section related to land use planning and agreed that "vision" was a good approach. He added that any improvements on Cornelius Pass Road should consider the connection between Forest Park and the Coast Range. After paying a visit to the Vancouver Lake Lowlands, Mr. Houck urged immediate action on this clear cut issue. He stated his opposition to funds expended on a third bridge.

Gretchen Starke, Vancouver Audubon Society: Ms. Starke stated that the Vancouver Audubon Society was opposed to the study and that Washington jurisdictions had not held public hearings. She added that the IRC was speaking for itself and did not represent the public's view. She urged JPACT to adopt the position paper.

Robert Smith, Chair, Columbia Group of the Sierra Club: Mr. Smith stated that his group had 4,000 members locally and that they supported the position paper and strongly opposed the study proposed by IRC. He continued that it would create urban sprawl, be detrimental to Washington County, Forest Park and Clark County. He expressed the view that light rail would be a much better solution and urged JPACT to reject funding of the proposal at this meeting.

Phyllis Clausen, citizen of Vancouver: Ms. Clausen stated that she concurred with the position paper. She added that the original problem has not changed because appropriate land use planning had not been done.

Jack Broome, citizen of Washington County: Mr. Broome compared the current issue to a recent situation in California of freeways versus natural space. He stated that the answer is not more freeways.

Ellen Vanderslice, Co-Chair of the Northwest District Association Transportation Committee: Ms. Vanderslice stated that she supported the other testimony and that the Northwest District Association urged JPACT to accept and approve the TPAC recommendation. She added that light rail within the corridor may need to be considered earlier than its current 10-year priority status. Most important regarding land use planning, in her view, was to define the long-range objectives and urban form. Specifically, she endorsed an urban form study and recommended it be undertaken.

Murray Bowman, citizen of Vancouver: Mr. Bowman stated that he hoped there would be no ill feelings that would affect light rail extension along the I-5 corridor.

The public testimony ended and Chair Ragsdale opened the item to discussion.

Action Taken: James Cowen moved that the position paper be adopted, saying that he was sensitive to the comments of Gary Demich. Cowen also expressed the view that TPAC should not drive JPACT. He said that Tri-Met was opposed to the third bridge and pro-light rail and that Tri-Met would participate, in a limited funding capacity. The motion was seconded by Jim Gardner. Chair Ragsdale then opened the floor to discussion.

Commissioner Hays noted that there had been a request for two amendments. The first requested amendment was on Page 3, Section B.2.e regarding improvements to Cornelius Pass Road. Her preference was that the reference to Cornelius Pass Road remain. The second requested amendment, also on Page 3, Section B.2.c, was to add the words "intensified use of existing rail facilities..." Gary Demich noted that there had also been a third request for an amendment, that of accelerating the I-5 corridor light rail, to look at the I-5 light rail as a higher priority and not wait.

Scott Collier stated that it was a misconception that going forward with IRC's proposed study indicated acceptance of a third bridge. He added there is a need to fund proposals, make cooperative and bi-state efforts and that light rail needs to be looked at as part of the overall picture. He commented on the volume of truck traffic on his way to the JPACT meeting and stated that he appreciated Tri-Met's comments.

Commissioner Blumenauer said that by approving the position paper, JPACT could ensure that there were no misconceptions. The relationship between Washington, Clark County and Vancouver, and the City of Portland are linked and very important. The City of Portland will be investing money in that corridor, according to Blumenauer. He continued that the first step is to approve the position paper and that he is personally committed to the rail option.

Clifford Clark said that he was in favor of adopting the position paper. He expressed the view that the third bridge has serious consequences, a project 30 years premature. He was in favor of light rail and looking at the options of light rail to Clark County. Regarding Cornelius Pass Road, he stated that a fair amount of improvements could be made on the road as it exists now

which could be sensitive to environmental concerns. As a substantial portion of the population of the region lives in cities, he continued, it has become difficult for the cities to grow. While not encouraging urban sprawl, he said that the region as a whole needs to recognize the need for progress. The ability of cities to grow is critical to the economic viability of the state.

Bob Bothman stated that he favored the TPAC position. He said that with the economy bright, the future is bright and the region is going to see growth, an estimated 500,000 increase in population over the next 20 to 30 years. It is extremely important to close the gap between Oregon and Washington and that there were a whole range of issues, not just transportation. The question is how to deal with growth in a planned and organized way, he said.

Commissioner Hays moved to amend B.2.c to include the phrase "intensified use of existing rail facilities..." Clifford Clark seconded the motion. The amendment PASSED unanimously.

Chair Ragsdale called for final discussion. Gary Demich asked Andy Cotugno if the funding through the annual budget process precluded any current funding. Cotugno replied that it did not, and that the Unified Work Program was also on this meeting's agenda. Cowen called for the question. The motion to adopt the position paper PASSED unanimously.

AMENDING THE TIP TO ALLOCATE INTERSTATE TRANSFER FUNDS FOR THE KING-HARRISON/42ND AVENUE PROJECT

This resolution would authorize the transfer of \$178,500 from the McLoughlin Corridor Reserve (currently with a balance of \$3,181,110) to the King-Harrison/42nd Avenue project.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 89-1063 amending the Transportation Improvement Program to allocate Interstate Transfer funds for the King-Harrison/42nd Avenue project from the McLoughlin Corridor Reserve. Wade Byers commented that the project had a broad base of support and that it was a very important project. The motion PASSED unanimously.

ALLOCATING FEDERAL-AID URBAN FUNDS FOR FY 1989 TO FY 1991

This resolution would: 1) allocate three years of the region's (Multnomah, Clackamas and Washington Counties) Federal-Aid Urban (FAU) funds to projects and reserves; and 2) identify City of Portland projects which are to use the City's allocated FAU funds.

JPACT
March 9, 1989
Page 8

Andy Cotugno reviewed the 75/25 allocation formula for FAU funds, stating that 75 percent of the allocation was done on a formula basis, with the remaining 25 percent to be on a competitive, discretionary basis by JPACT.

Action Taken: It was moved and seconded to approve the motion. The motion PASSED unanimously.

REVIEW OF DRAFT FY 1990 UNIFIED WORK PROGRAM

Andy Cotugno told the Committee that the draft FY 1990 Unified Work Program was in their agenda packets and would be up for adoption next month. Gary Demich requested that the Committee consider adding a paragraph regarding funding and asked Andy to prepare the paragraph for the next meeting.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Marilyn Konka

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members

JPACT15