

MEETING REPORT

DATE OF MEETING: December 8, 1988

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

PERSONS ATTENDING: Members: Richard Waker, Chairman; Gary Demich;
George Van Bergen; Wade Byers; Bob Bothman; Vern
Veysey; Mary Legry (alt.); Bonnie Hays; Fred
Hansen; Jim Gardner; Ed Lindquist; Pauline
Anderson; Tom Brian; Bob Post (alt.); and
Marjorie Schmunk

Guests: Mike Ragsdale and David Knowles, Metro
Councilors; Bebe Rucker, Port of Portland; Chris
Wrench, Northwest District Association; Keith
Ahola, WSDOT; Richard Ross, City of Gresham;
Michael Houck, Audubon Society of Portland; Eric
Grimm, citizen; Mary Lou Moser, citizen of
Vancouver; Robert Dreyfuss, Clark County Natural
Resources Council; Bill Stark (JPACT alt.),
Cities of Clackamas County; James Emerson,
Northwest Multnomah County citizen; Karin Hunt,
West Multnomah Soil Conservation District/CPSR-
Skyline Neighborhood Association; George Sowder,
CPSR/Skyline Neighborhood Association; Gil
Mallery, IRC of Clark County; Molly O'Reilly,
Forest Park Neighborhood Association; Bruce
Warner, Washington County; Howard Harris, DEQ;
Grace Crunican, Bob Stacey and Steve Dotterrer,
City of Portland; Ray Polani, Citizens for
Better Transit; Tom VanderZanden, Clackamas
County; Phil Bogue, Lee Hames, and Dick Feeney,
Tri-Met; Ted Spence, ODOT; Jim Sjulín, Portland
Park Bureau; Charles Wessinger, resident of
Sauvie Island; and Ken McFarling, Oregon
Association of Railway Passengers

Staff: Andrew Cotugno, Richard Brandman, Karen
Thackston, Ethan Seltzer, and Lois Kaplan,
Secretary

MEDIA: Grant Keltner and Lee Perlman, Northwest
Examiner; and Larry Hilderbrand, The Oregonian

SUMMARY:

INTRODUCTION OF NEW JPACT MEMBERS

Chairman Waker introduced Gary Demich, District Administrator of the

Washington State Department of Transportation (replacing Ed Ferguson on JPACT) and Mary Legry, representing the City of Vancouver in place of Scott Collier at this meeting.

MEETING REPORT OF NOVEMBER 10, 1988

The November 10 JPACT meeting report was approved as written.

POSITION PAPER ON BI-STATE STUDY

A regional position paper on the bi-state study, as recommended by TPAC, was distributed and reviewed by Andy Cotugno. The paper includes the findings which characterize the nature of the problems in the corridor and a recommended specific course of action to be followed for study at this time. Andy emphasized the importance of first determining what problems we are trying to solve. Andy noted that it is proposed that land use and transportation issues be examined in a joint planning effort. Letters of concern over future impacts were received from residents affiliated with neighborhood associations and conservation-related associations from Northwest Portland, Sauvie Island, Forest Park and Vancouver.

Andy Cotugno explained that the position paper clearly identifies those aspects of the study to be addressed under "Proposed Actions", actions that TPAC deemed appropriate for the study.

Fred Hansen questioned whether environmental studies would be addressed at a future time, and was given assurance of that aspect.

Commissioner Veysey indicated that his staff was divided on whether to proceed with the study at this time and how it should be pursued. He requested that a delay of 30-60 days be granted to allow time for discussions on this issue from both the Oregon/Washington sides.

Councilor Mary Legry acknowledged that the bi-state study was not an Oregon priority but stressed the need to proceed with forecasting studies and take the opportunity to obtain funding for the study from both states in a major, rather than minor, planning effort.

Ray Polani, representing Citizens for Better Transit, read a statement expressing opposition to the Westside Bypass.

Bob Dreyfuss, a resident of Vancouver, commented on the lack of legislative or local official support for funding or undertaking a major bi-state study. He stressed the need for further discussions.

Mike Houck, representing the Audubon Society of Portland, said that

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he had met with a number of organizations (citing representatives from the City of Portland, Oregon Association of Railway Passengers, Sierra Club, Forest Park Neighborhood Association, residents of Sauvie Island, Citizens for Better Transit, City of Tigard, Citizens for Preservation of Skyline Ridge Neighborhood, residents of North Portland, the West Multnomah Soil and Water Conservation District, Clark County Natural Resources Council and North Portland Citizens Committee) in opposition to funding the bi-state study and supportive of the Northwest District Association's position paper. Comments from the aforementioned, citing concerns over impacts in the vicinity of Forest Park, Smith and Bybee Lakes, Sauvie Island and the Vancouver Lake lowlands, were either distributed at the meeting or included in the agenda packet.

The Audubon Society expressed interest in being involved in future studies concerning the Oregon-Washington transportation corridors and would like to set up an informational meeting for an exchange of ideas on environmental concerns with Metro. Mr. Houck stressed the land use element of foremost importance.

Chairman Waker then read a letter from Commissioner Blumenauer expressing the City's support of the proposed position paper, concurring in the need for interstate cooperation on land use policies and air quality standards, and his concerns that this study not delay any others.

Commissioner Veysey felt that the land use planning issue is a major one along with how to cross the river. He encouraged a united effort rather than a divided program, acknowledging that they don't want to build another bridge if they don't have to. Rather than creating a conflict, he suggested that a subcommittee be formed to deal with the issue on a regional level.

Motion: It was moved and seconded that a position paper be delayed for 60 days and that the JPACT Chair appoint a subcommittee to discuss the best ways to move together collectively.

In discussion on the motion, Bonnie Hays suggested appointing a representative from Washington County inasmuch as references are made to the Western Bypass.

Commissioner Anderson felt that we are not ready for a bi-state study, that it was premature to get together as a bi-state operation, and she concurred with the proposed statement presented by TPAC.

Gary Demich, WSDOT District Administrator, indicated that the staff proposal was for short-term solutions and that there is need to

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discuss a long-term solution regarding the land use development.

Councilor Gardner did not feel that the key recommendation would preclude going ahead with discussions and, in fact, would promote ongoing discussions. Councilor Van Bergen noted that there are many issues beyond transportation planning that should be discussed on a cooperative basis between Oregon and Washington.

Commissioner Hays clarified that if Chairman Waker appoints a bi-state subcommittee of JPACT, one of its charges would be agreement of financing of specific work elements as opposed to the bi-state comprehensive program, or vice versa. In response, Commissioner Veysey emphasized that financing is an issue and if there is no contribution from the Oregon side, he didn't feel it would totally be a regional cooperative effort.

Fred Hansen supported the position paper and felt that discussions would continue to be ongoing under its recommendations. He added that the issue at hand is what needs to be accomplished before we proceed. If the intent is that some of the issues are going to be different in the next 60 days, then he couldn't support that effort.

Bob Bothman, ODOT Administrator, felt that JPACT should take a position at this time, stressing the fact that we are not ready to start a project before the problem is defined. He felt that the IRC Scope of the bi-state study went too far and has generated a lot of opposition from the public. He noted that he read in the paper that the state of Washington is going ahead with the project. Bob stressed the need for proceeding first with a transportation planning effort. In response, Commissioner Veysey assured Mr. Bothman that what has taken place has not been concluded. He indicated that the issue is how to move people across the Columbia River and spoke of the need to do it collectively, stating that there is no project in mind.

Councilwoman Legry noted that this is the third time that a third bridge proposal has been discussed and hoped that the issue could be addressed at this time rather than responding at a time of crisis. She acknowledged the need for preservation of natural resources as part of a comprehensive long-term issue.

Commissioner Anderson felt that the recommendations proposed in the position paper would form the foundation for a meaningful bi-state study, and supported the paper's adoption by JPACT at this time.

Action Taken: The motion to delay action on the position paper PASSED by a vote of 8-7. Those voting for: Tom Brian, Mary Legry, Vern Veysey, Gary Demich, Ed Lindquist, Bonnie Hays, Bill Stark, and

Marge Schmunk. Those opposed: Bob Post, Bob Bothman, Pauline Anderson, Jim Gardner, Fred Hansen, Dick Waker, and George Van Bergen.

JPACT REGIONAL FUNDING PROPOSAL

Andy Cotugno highlighted the Regional Transportation Funding Proposal (Areas of Consensus) statement as recommended by the JPACT Finance Subcommittee.

Commissioner Hays thanked Commissioner Lindquist for chairing a very difficult project, noting that it is a compromise package that is needed in order to be successful at the Legislature.

Ray Polani referenced page 3 of the Areas of Consensus statement pertaining to the "alternatives analysis" for I-205, indicating that funding should be allocated for I-5 North as well. He also cited the importance of rail abandonment statewide as an issue that should not be overlooked.

A City of Milwaukie statement and a letter from Commissioner Blumenauer was read in support of the JPACT regional funding proposal.

Commissioner Lindquist reported some concern on the part of Clackamas County as to Metro collecting the tax for the Urban Arterial Fund and wanted that entered into the record.

Action Taken: It was moved and seconded to recommend adoption of the JPACT Finance Subcommittee report for a regional transportation funding proposal. Motion PASSED unanimously.

TRIBUTE

Chairman Waker introduced a resolution honoring Tom Brian, representing the Cities in Washington County, in recognition of his efforts while on JPACT. Mayor Brian will assume his new post in the Oregon Legislature in January and was wished well in his future endeavor.

It was moved and seconded to approve the resolution for Mayor Brian as presented. Motion PASSED unanimously. (A copy of the resolution is enclosed with these minutes.)

A resolution was introduced honoring Commissioner Vern Veysey as tribute to his longstanding efforts on JPACT on behalf of the region.

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It was moved and seconded to approve the resolution for Commissioner Veysey as presented. Motion PASSED unanimously. (A copy of the resolution is enclosed with these minutes.)

AMENDING THE TIP TO ALLOCATE INTERSTATE TRANSFER FUNDS FOR THE JOHNSON CREEK EXTENSION PROJECT

This resolution would transfer \$600,000 of Interstate Transfer funds from Beaver Creek Road construction to the Johnson Creek Extension portion of the Lester interchange project.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 88-1020 amending the TIP to allocate Interstate Transfer funds to the Johnson Creek Extension project. Motion PASSED unanimously.

DRAFT REGIONAL TRANSPORTATION PLAN UPDATE

Action Taken: It was moved and seconded to recommend release of the draft Regional Transportation Plan Update for public information and comment. Motion PASSED unanimously.

PURCHASE OF THE BELLROSE LINE

JPACT was asked to consider approving a letter (for forwarding to Mayor Clark, City of Portland) in support of the City entering into an agreement with ODOT to take title to the Springwater (Bellrose) line. Another letter in support of the City's purchase was received from the City of Gresham and read at the meeting.

Bob Bothman stated that they have negotiated with FHWA on this project and emphasized that it is a cost-saving measure for the McLoughlin Boulevard highway project.

Councilor Gardner questioned whether the Portland Traction Company owns all the right-of-way. Richard Brandman indicated that title questions have been reviewed and that the PTC owns most of it outright and has easements for the rest. Mike Houck, Audubon Society of Portland, encouraged its use as a recreational facility and hoped that option would be considered.

Action Taken: It was moved and seconded to approve the letter endorsing the City/ODOT's purchase of the Springwater (Bellrose) line from the Portland Traction Company for forwarding to Mayor Clark. Motion PASSED unanimously.

1995 AND 2010 POPULATION, HOUSING AND EMPLOYMENT FORECASTS

Action Taken: It was moved and seconded to recommend adoption of the regional forecast for 1995 and 2010 population, housing and employment. Motion PASSED unanimously.

PORT OF PORTLAND'S POSITION LETTER ON I-205 LRT

The Port asked that its position paper on I-205 LRT be made a part of the record, indicating the desire to assist in determining its feasibility in the light rail system; the belief that the I-205 light rail corridor should be in the regional package (having merit as a transportation and economic development project); and the support of busway federal funds or Interstate Transfer funds for the federal share of the Alternatives Analysis. The letter was specific in that the Port did not wish to serve as lead agency on this project.

RECOGNITION AND FAREWELL

In tribute to Dick Waker for his service to the region and "bringing LRT to Washington County," Bob Bothman presented him with a caricature as a memento on behalf of the Committee. He thanked him for all his years of effort and contribution to JPACT. In response, Chairman Waker indicated that he has enjoyed his six years on the Committee.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members