

MEETING REPORT

DATE OF MEETING: November 10, 1988

GROUP/SUBJECT: Joint Policy Advisory Committee on
Transportation

PERSONS ATTENDING: Members: Richard Waker, Chairman; Bob Bothman;
Wade Byers; Nick Nikkila (alt.); Ed Lindquist;
Jim Cowen; Jim Gardner; Pauline Anderson; Mike
Lindberg (alt.); and Carter MacNichol (alt.)

Guests: Bill Stark, JPACT alternate, Cities of
Clackamas County; Mike Ragsdale, Presiding
Officer, Metro Council; Lee Hames, Tri-Met;
Bebe Rucker, Port of Portland; Lee LaFontaine,
Public Transit Division, ODOT; Don Adams and
Ted Spence, ODOT; Steve Dotterrer, City of
Portland; Mike Houck, Audubon Society of
Portland; Roy Priest and Darrell Hayden,
Hillsboro Chamber of Commerce; Bruce Warner,
Washington County; Bill Barber, Clackamas
County; Molly O'Reilly, Forest Park Neighbor-
hood Association; Ray Polani, Citizens for
Better Transit; Jim Howell, Oregon ARP; Wink
Brooks, City of Hillsboro; Darrel Roby,
Standard Insurance Company; and Peter Fry,
Central Eastside Industrial Council

Staff: Andrew Cotugno, Bob Hart, Richard
Brandman, Karen Thackston, and Lois Kaplan,
Secretary

MEDIA: None

SUMMARY:

MEETING REPORT OF OCTOBER 13, 1988

The October 13, 1988 JPACT meeting report was approved as written.

STATUS REPORT ON BI-STATE STUDY

A preliminary scope of work for the bi-state study was reviewed at the October 13 JPACT meeting. Andy Cotugno suggested that JPACT take a position at its December 8 meeting regarding what types of studies we intend pursuing.

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Andy then reviewed an issues sheet which addressed potential impacts, benefits and problems on the Oregon side of the river. Possible next steps were also reviewed and feedback was encouraged from the Committee as to concerns and studies to pursue.

Commissioner Lindberg questioned how this study relates to others in the ODOT Six-Year Plan or whether other projects would perhaps not make it if this study were pursued. In response, Andy Cotugno indicated that there is a major agenda laid out for the next 10 years. Concern was expressed by other JPACT members that this project might supersede others.

Chairman Waker noted that the effect on development patterns hasn't been explored very much in the past and that such a study might be beneficial.

Jim Howell suggested the following for inclusion on the issue sheet:

- . The possibility of commuter rail between Oregon and Washington County on the existing tracks.
- . The possibility of freight service across the west hills on existing tracks.

No action was taken on Mr. Howell's proposal.

Mr. Polani pointed out that types of growth must first be identified so as to minimize impact and lessen adverse effects, concurring in the idea to better utilize existing rail facilities and determine needs for future freight service.

Bob Bothman felt that the new re-write of the bi-state study was more project-oriented than the first one and felt that it should first determine need and demand. He thought Andy Cotugno should try to deal with this issue. He spoke further of the lack of financing to undertake a bridge in the next 20-25 years, but cited the importance of preserving a corridor.

Commissioner Anderson felt that, in our effort to be cooperative with Clark County, we are being forced into a situation we are not ready for.

Mike Houck, Audubon Society of Portland, stated that many people are up in arms over this issue because of possible impacts to Forest Park and wildlife migratory patterns and that resolutions have been passed because of lines drawn on a map.

The Committee agreed that a position declaration be prepared for the next JPACT meeting.

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Carter MacNichol indicated that from the Port's perspective, they view the current proposal as project-oriented and not of economic development importance to Portland. He noted that the Port of St. Helens is, however, interested in this project. He indicated that the project could be phased, which could make it more affordable. It was noted that Rivergate would be fully developed in the next 20 years.

Committee members expressed concern over staff, energy and financial resources for this project, citing a determination of need as their foremost concern.

Bob Bothman indicated that the State of Washington has approved the Stage 2 report. He stated that we want to be cooperative because a transit and freight crossing will be needed in the future.

Commissioner Lindquist felt that JPACT needs to be involved with this project and that, if not dealt with locally, the Congressional delegation in Washington, D.C. might do so.

It was the consensus that we must first determine the problem to be solved. Questions to be answered include: Is the objective to promote economic development for other areas or relieve congestion on I-5?

COMMENTS TO TRI-MET BOARD REGARDING WITHDRAWAL FROM THE DISTRICT OF WILSONVILLE, DAMASCUS, AND MOLALLA

At the last legislative session, areas of the Tri-Met district were given the ability to withdraw from the transit district. Petitioners planning to withdraw from the transit district at this time include: Damascus (south of the Multnomah County line); Molalla (south of Clackamas Community College); and the city of Wilsonville.

Concerns expressed by TPAC members related to the need for transit service throughout the UGB and that the service to these areas not be subsidized by Tri-Met district taxpayers.

Andy Cotugno then reviewed the proposed comments for JPACT submittal to the Tri-Met Board as recommended by TPAC.

Action Taken: It was moved and seconded to submit the comments proposed on page 2 of the JPACT memo concerning "proposed changes to the Tri-Met district" to the Tri-Met Board on behalf of JPACT.

Motion CARRIED unanimously.

INTRODUCTION

Bob Bothman introduced Don Adams, Region I Engineer for ODOT, who has replaced Rick Kuehn.

STATUS REPORT ON SOUTHEAST CORRIDOR STUDY

Richard Brandman reported that we are nearing the end of the process on the Southeast Corridor study. The study evolved out of citizen concerns regarding the Tacoma overpass. One of the stipulations in the resolution required that this study be initiated with the intent that through traffic be discouraged on Johnson Creek Boulevard. The study is also directed to reduce traffic on other east/west streets and examine river crossing issues. Richard indicated that various locations have been looked at for establishment of a new bridge. As soon as the Southeast Corridor study is completed, a bridge study will commence.

Richard reported that the Southeast Citizens Advisory Committee has met once or twice monthly, has had significant involvement from neighborhood groups, and that the public has helped define some of the conceptual alternatives. He emphasized the fact that the study was initiated by citizens, and every effort is being made to give the citizens an opportunity to help define the solution.

Bob Hart then provided the technical data relating to population/employment growth in and around the Southeast study area. In addition, he defined the conceptual alternatives as follows: Maximum Transit; Focus Traffic; Share Traffic and Minimize Traffic. He noted that a workshop had been held with the Citizens Advisory Committee for review of the high-cost and low-cost alternatives.

Richard Brandman reported that the CAC is divided on these alternatives. Despite environmental impacts, the City of Milwaukie is interested in an arterial in the Johnson Creek basin. However, letters of concern over any kind of arterial that would be built in the Johnson Creek basin have been received from elected officials and concerned citizens. The Technical Advisory Committee has been meeting to develop variations of these alternatives that would suit everyone's needs. Richard indicated that presentations of the study's results will be made before neighborhood associations followed by a public hearing before forwarding to TPAC and JFACT.

Commissioner Lindberg stated that there were two premises of the citizens group that initiated this study: 1) the citizens felt there was a lot of through traffic on Johnson Creek Boulevard; and

2) there would be tremendous traffic growth between now and the year 2000. He mentioned that both of these premises were probably

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incorrect.

STATUS REPORT ON JPACT FINANCE COMMITTEE

Andy Cotugno briefed the Committee on the funding issues still under discussion by the JPACT Finance Committee (as reflected in the handout).

Asked the status of the Roads Finance Committee schedule, Bob Bothman commented that it is struggling with the funding package proposed by the LOC and AOC in view of the Governor's position not to support a new tax at this time. The AOC/LOC proposal supports: 1) a \$10.00 increase in the annual statewide vehicle registration fee (dedicated to roads through the State Highway Trust Fund, with revenues split 50/30/20); 2) a countywide local vehicle registration fee (dedicated to roads); 3) a 2-cent increase in the gas tax and equivalent weight-mile tax on January 1, 1991, 1992 and 1993 (dedicated to roads and split (50/30/20); and 4) retention of the small city allotment at \$750,000 beginning in 1991 (to be increased proportionally based on a statewide increase in fuel taxes and/or registration fees). Mr. Bothman emphasized that the state is not a supporter of any new taxes.

Mr. Bothman indicated that a presentation would be made soon on the "needs" study, and that the Association of Oregon Industries effort is progressing. He cited the importance for JPACT to conclude its report soon. Chairman Waker concurred that resolution should be made at the December 8 JPACT meeting on the funding proposal issues.

Ray Polani, representing Citizens for Better Transit, expressed his concern that the freedom of using the gas and registration fee for capital improvements for both highways and transit has not been addressed. Commissioner Lindberg noted that the LOC has agreed to open the tax to transit. Bob Bothman commented that the issue has not been ignored and is being debated at these meetings.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
 Dick Engstrom
 JPACT Members

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