

MEETING REPORT

DATE OF MEETING: October 13, 1988

GROUP/SUBJECT: Joint Policy Advisory Committee on
Transportation

PERSONS ATTENDING: Members: Richard Waker, Chairman; Pauline
Anderson; Earl Blumenauer; Bob Bothman; Tom
Brian; William Stark (alt.); Scott Collier;
James Cowen; Jim Gardner; Nick Nikkila (alt.);
Bonnie Hays; Ed Lindquist; Marge Schmunk;
George Van Bergen; and Bob Woodell

Guests: Mike Ragsdale, Metro Councilor; Ted
Spence, ODOT; Rick Kuehn, CH2M Hill; Bebe
Rucker, Port of Portland; Steve Dotterer and
Grace Crunican, City of Portland; Bruce Warner,
Washington County; Howard Harris, DEQ; Gil
Mallery, IRC of Clark County; and Tom
VanderZanden, Clackamas County

Staff: Andrew Cotugno, Richard Brandman, James
Giesecking, Jr., Karen Thackston, and Lois
Kaplan, Secretary

MEDIA: None

SUMMARY:

MEETING REPORT OF SEPTEMBER 8, 1988

The September 8 JPACT meeting report was approved as written.

STATUS REPORT ON BI-STATE STUDY

Gil Mallery, Director of the Intergovernmental Resource Center (IRC) of Clark County, reported that his agency has contracted with the Washington Legislative Transportation Committee (LTC) to prepare an interim report on the need for a new bi-state study. The report will include a statement of need for additional access points to Oregon, a discussion of the decision-making process in Oregon/Washington as it relates to transportation investments, and a scope of work for a bi-state Columbia River accessibility study.

Mr. Mallery emphasized the importance of the region having a fully integrated transportation system which could be accomplished by integrating the Portland-Vancouver area transportation network. He asked the Committee to consider the long-term agenda as to what

JPACT

October 13, 1988

Page 2

type of transportation needs to be in place to serve that urban form. Topics he covered included the need to preserve corridors, urban form, transportation investments, and major land use and UGB issues. He expressed concern should the region not develop a consensus in terms of the future transit system and the resulting impacts that would affect quality of life and mobility. Unless Oregon is an enthusiastic and equal partner, he felt that a common agenda would not be formed.

Bob Bothman, Director of ODOT, felt that the draft work scope implied that the planning and implementation sides were mixed up in the study, and that the emphasis should focus on determining the need. He indicated that items 1 through 5 of the work scope (distributed at the meeting) should possibly represent the initial study effort. Mr. Bothman felt that the Scope of Work jumped to the conclusion that a third bridge will be built.

A discussion followed on the Scope of Work and the need for a regional planning effort. Commissioner Blumenauer felt that the region is lacking a fully developed rail agenda, which leads to some misconceptions. He stated the need for a full rail agenda that will help others and their developments to be compatible with our rail and road plans. It was mutually agreed that a response and comment from Tri-Met on options for solutions for future transit would be in order for the November 10 JPACT meeting.

Bob Bothman pointed out that the proposed study represents a legislative effort in the state of Washington, and he hoped that it would develop into a planning study that would define the need and rail options. In response, Gil Mallery stated that it is intended to be a planning effort and, if the wrong impressions were made, then the emphasis needs to be changed.

A discussion followed on the question of what the priority or emphasis areas should be in the metro area in the next five years. Included for analysis are the three major highway corridors. Andy Cotugno indicated that the bi-state analysis would require a significant amount of staff support from the various jurisdictions, and he was concerned that other activities might get downscoped. He emphasized the need to see how this study fits into the scheme of other priorities. Committee members expressed interest in having comments from ODOT regarding concerns for improved transit development.

Councilman Collier pointed out that while different targets have been set by each side of the river, it is important to bring the Oregon/Washington sides together for dialogue.

Chairman Waker thanked Mr. Mallery for his presentation.

JPACT
October 13, 1988
Page 3

TRIBUTE TO RICK KUEHN

In recognition of Rick Kuehn's contribution to the region as an alternate JPACT member, he was presented with a framed poem, under the signature of a local author, as an expression of appreciation for his efforts in regional transportation planning. Mr. Kuehn leaves ODOT to assume a new position at CH2M Hill.

REGIONAL TRANSPORTATION PLAN UPDATE

James Giesecking reported that staff is nearing completion of the Regional Transportation Plan Update which will be adopted by ordinance. He then reviewed the components of the plan update reflecting changes that are necessary as a result of planning study recommendations adopted since the last RTP update and approval by JPACT of a package of 10-year highway and transit priority improvements. A schedule of the proposed RTP Update adoption process was included in the agenda packet.

JPACT FINANCE COMMITTEE RECOMMENDATIONS FOR REGIONAL TRANSPORTATION FUNDING PROPOSAL

Andy Cotugno reported that a JPACT Finance Committee meeting has been scheduled for Monday, October 17, to review the transportation funding proposal issues. JPACT members having issues of concern were encouraged to attend the meeting.

STATUS REPORT ON AIR QUALITY

Nick Nikkila, Air Quality Administrator of DEQ, reported that Congress has not updated the Clean Air Act since 1982. EPA has, therefore, promulgated a post-87 nonattainment policy which does not bode well for the Portland area.

With regard to CO, Mr. Nikkila indicated there were no exceedances on the Oregon side of the river since 1984 except for one violation in 1987 (two exceedances constitute a violation). He reported a downward trend in CO emissions, so compliance with the standard is expected. He noted, however, that two violations were reported on the Vancouver side and EPA looks at the Metro area as one airshed. EPA could decide that control measures need to be in place, so DEQ is negotiating with EPA at this time.

Mr. Nikkila expressed uncertainty as to whether we are in attainment with ozone requirements. A plan previously approved by EPA projected that, by 1987, we would have sufficient ozone reductions to meet the ozone standard. Since that time, EPA has decided to determine compliance based on air quality data solely from 1985-1987 which may result in Portland being designated a nonattainment area. He cited the importance of Congress amending

JPACT
October 13, 1988
Page 4

the Clean Air Act or Portland will be subjected to a number of air quality requirements such as annual inspection and maintenance, stage 2 vapor recovery, volatility limits, and industry restrictions. Mr. Nikkila indicated that it is DEQ's intent to not only provide a healthful air quality but a healthy economic environment as well, and further air quality requirements would be a deterrent to economic development.

Mr. Nikkila asked for regional support in getting the language amended or clarified in the next Congress to ensure that EPA can't take this retrospective approach on all post-87 SIP requirements. Assurance was given by Mr. Nikkila that any measure taken would follow cost-effective strategies. The Committee concurred that a resolution should be introduced at the November 10 JPACT meeting in support of a language amendment to the Clean Air Act.

ADJOURNMENT

There being no further business, the meeting was adjourned.

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Bi-State Transportation Study

Transportation Problems/Objectives

- . I-5 congestion remains a problem and is an understandable concern to Clark County because of the extent that it limits access for Clark County residents to the balance of the Portland region.
- . I-5 congestion affects access to downtown, Swan Island, Rivergate and other employment locations but is no more serious than the effects of peak-hour congestion to other areas.
- . Highway projects are scheduled on I-5 at the Delta Park/Marine Drive interchange and at N. Portland Boulevard that will relieve congestion but projected traffic growth is expected to consume this additional capacity.
- . I-205 across the Columbia River has surplus capacity and is projected to continue to have despite a significant projected growth in traffic. I-205 cannot further relieve traffic problems on I-5, nor would a Camas/Troutdale bridge relieve traffic on I-205 or I-5 at this time.
- . If peak-hour congestion is allowed to spread into the off-peak hours, it would have a serious detrimental impact on trucking which is a serious concern in the I-5 corridor because of the truck-dependent industries in Northwest, Central Eastside, Swan Island, Rivergate and the Columbia Corridor.
- . LRT in the I-5 corridor has been evaluated and would be a viable mode of transportation and therefore provide supplemental transportation capacity in the corridor. Incremental bus service expansion as a step toward LRT is also viable.
- . Traffic across Cornelius Pass Road is a worsening problem and must be addressed -- either as part of a western beltway or as a stand-alone project. Commute traffic is growing between Washington County and St. Helens/Scappoose; trucking is growing between Washington County and port/industrial areas in Northwest Portland and St. Helens/Scappoose. Hazardous materials are being transported across Cornelius Pass Road due to the prohibition through the Sunset tunnels.

Potential Impacts/Benefits

- . A western beltway between U.S. 26 in Washington County and I-5 in Clark County would involve potential impacts on Forest Park,

Sauvie Island, port facilities in Rivergate, Smith and Bybee Lakes and wetland areas west of Vancouver Lake.

- . A new Columbia River bridge west of I-5 would improve access from I-5 to future lower Columbia River port development in the St. Helens/Rainier/Astoria areas.
- . Alternatives involving a new bridge west of I-5 would have an economic benefit to Washington County as a result of improved access to the Clark County labor market, air freight shipments through Sea-Tac and container shipments through ports in Seattle and Tacoma.
- . LRT in the I-5 Corridor, in addition to serving a strong bi-state travel movement, would also serve a large inner-city residential area and reinforce economic development plans in downtown Portland and around the Convention Center. An extension of the route farther into Clark County could improve the viability of the corridor.

Reasonable Next Steps

1. Improve and coordinate data and forecasts of bi-state travel movements in order to gain agreement on the scope of the problem. Would require coordination and upgrading of modeling activities.
2. Define the economic interests that would be benefited by a bi-state improvement, including:
 - Possible future development areas
 - The importance of improved accessibility between Clark County and Washington County, between Washington County and Seattle, and between lower Columbia River port development and I-5
3. Evaluate the viability of an I-5 LRT corridor extending into Clark County.
4. Evaluate the implications of not improving I-5 beyond the highway projects currently committed; beyond construction of LRT.
 - Severity of congestion
 - Change in severity of congestion over time, how it compares to other sectors and therefore the effect on development patterns
5. Define the scope of the problems to be addressed in a broader bi-state study and the objectives of such a study.