

MEETING REPORT

DATE OF MEETING: August 11, 1988

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

PERSONS ATTENDING: Members: Richard Waker, Chairman; Wade Byers; Tom Brian; Bob Bothman; Marjorie Schmunk; George Van Bergen; Jim Cowen; Ed Lindquist; Bob Woodell; Earl Blumenauer; and Pauline Anderson

Guests: State Senator Jane Cease; Bernie Bottomly, Office of Congressman AuCoin; Susan Long, Portland office of Senator Hatfield; Sean O'Hollaren, D.C. office of Senator Hatfield; Merrie Buel, Office of Congressman Wyden; Bill Stark, Mayor of Wilsonville (JPACT alt.); Leanne MacColl, League of Women Voters; Ted Spence, Rick Kuehn (JPACT alt.), and Lee LaFontaine (Public Transit), ODOT; John Houser, Task Force on Metropolitan Regional Government; Bebe Rucker and Carter MacNichol (JPACT alt.), Port of Portland; Bruce Warner, Washington County; Don Barney, Barney & Worth; Vern Ryles, Peter Fry and Dennis Gilman, Central Eastside Industrial Council; Felicia Trader, Anne McLaughlin, Steve Dotterrer, Bob Stacey, and Grace Crunican, City of Portland; Susie Lahsene, Multnomah County; Lee Hames, Tri-Met; Ron Householder, DEQ; Steve Schlickman, RTA (Chicago); Herman Asarnow, University of Portland; David Knowles, Pacific Development; and Ernie Bonner, Riverfront for People

Staff: Andrew Cotugno, Karen Thackston; Bill Pettis; Richard Brandman; Jessica Marlitt; and Lois Kaplan, Secretary

MEDIA: James Mayer, The Oregonian; and Robert Goldfield, the Daily Journal of Commerce

SUMMARY:

Chairman Waker welcomed and introduced Sean O'Hollaren from Senator Hatfield's Washington, D.C. office; Susan Long from

JPACT
August 11, 1988
Page 2

Senator Hatfield's Portland office; Bernie Bottomly from Congressman AuCoin's office; and Merrie Buel from Congressman Wyden's office.

MEETING REPORT OF JULY 14, 1988

The July 14 JPACT meeting report was approved as written.

Commissioner Blumenauer pointed out that the date of the City Council hearing on the East Bank Freeway has been changed since the last JPACT meeting from August 31 to September 7 and asked jurisdictions to mark their calendars accordingly.

CERTIFICATION OF THE PORTLAND METROPOLITAN AREA FOR COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Andy Cotugno explained that this Resolution needs to be adopted by Metro and the State Highway Engineer to comply with federal transportation planning requirements for receipt of federal construction funds.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 88-965 certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements. Motion CARRIED unanimously.

ADOPTION OF THE FY 89 TO POST 92 TIP

Andy Cotugno informed the Committee that the Transportation Improvement Program update is an annual housekeeping document that incorporates all actions of the past year and reflects updated project schedules, phases and dollar amounts for the next five years. Included in the TIP is the draft Six-Year Program; some final changes through its adoption will have to be incorporated in the TIP.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 88-966 adopting the FY 1989 to post 1992 Transportation Improvement Program and the FY 1989 Annual Element. Motion CARRIED unanimously.

STATUS REPORT ON PUBLIC-PRIVATE TASK FORCE

Don Barney, consultant, presented a status report on the findings of the Public-Private Task Force on Transit Finance. He indicated that the study is nearing completion and that the final newsletter, which includes the Executive Summary, has been circulated. The focus of the study was on transit and its

potential for attracting private investment.

Key findings of the report included the following funding mechanisms: station area assessment district, tax increment financing, station cost sharing and joint development. He elaborated on each and spoke of the need for a regionwide compact of local, regional and state entities for implementation of the plans. He indicated that up to 17 percent of the cost of the proposed transit projects could be achieved through private sector investment.

Mr. Barney emphasized the focus of economic development along corridors with LRT facilities. For the private sector, this concentration of development would produce, over 20 years, an induced development (relocation into the area), which means additional square footage.

Mr. Barney indicated that a lead agency should be designated to work with other agencies regarding zoning incentives and special assessment districts. He noted that there is a definite benefit to the private sector in becoming involved in future transit investments in the area.

The Task Force will hold a public hearing on August 23. On August 30, the Task Force will review the draft document and input received at the hearing and, in early September, will take action on the revised draft.

Andy Cotugno pointed out that the recommendations will be reviewed by JPACT for adoption and for implementation by various agencies.

Mr. Barney then reviewed the recommendations in his Executive Summary that identified the strategy and requirements for implementation of the plan.

REVIEW OF EAST BANK TASK FORCE RECOMMENDATIONS

Senator Jane Cease, chair of the East Bank Options Study Committee, indicated that representatives of her committee were present to answer questions concerning their recommendation. The study area included I-5 from the Marquam Bridge to the Fremont Bridge and recommended relocation of the freeway to an alignment generally between 1st and 2nd Avenues. She reported that the City Planning Commission unanimously adopted the report which will be considered by the City Council at its September 7 hearing. She assured the JPACT members that the project is not intended to jeopardize any others, that there is a need for additional funding, that there is a need for political understanding, and there is likelihood that Congressional assistance

JPACT

August 11, 1988

Page 4

may be needed. Their committee believes that it is a worthwhile project and that it would enhance the waterfront. She asked that everyone work together so that all projects could be accomplished.

Bob Bothman, Director of ODOT, stated that the three alternatives being considered include: the approved alternative; the committee alternative; and the compromise alternative (proposed by ODOT). The original concept of the freeway has changed since the project began and issues have emerged relating to access to the central eastside, use of the waterfront, and capacity of the freeway. He also spoke of a major downtown circulation problem and concerns relating to disruption during implementation of the project. He indicated that the Task Force's alternative was a 15-20 year project with unknown funds and that the state's compromise proposal represented a short-term solution -- something that could be built within the next four years -- versus a long-term alternative.

Chairman Waker remarked that, in terms of an urban renewal project, he could be supportive of the Task Force's recommendation but expressed concerns regarding regional transportation funding issues.

Ernie Bonner, representing Riverfront for People and a member of the Task Force, indicated that members of the committee were split in their thinking -- in terms of what they would like to do in contrast to what can be done.

Vern Ryles, a member of the Task Force, wanted the record to be clear that the committee did not recommend Alternative 2 but selected a general alignment, noting that there is only one project that meets all the criteria -- the ODOT compromise alternative. The additional study is to see whether the Alternative 2 concept could be a viable alternative. The state would have to add about \$20 million in funds to the initial \$54 million for their alternative, but the project is essentially located within the right-of-way, and the \$54 million would be assured.

Commissioner Blumenauer spoke of the City's commitment to its regional partners, emphasizing that this has been a regional process and the need to leave the regional compact intact; his appreciation of the cooperative effort; his assurance that the project would not jeopardize or take away from other regional priorities; and assurance that the transportation objectives of the project will be met. Commissioner Blumenauer expressed his appreciation to the region's Congressional partners for their support as evidenced by their attendance at the meeting. He encouraged everyone to help in the evaluation of the alternatives.

JPACT
August 11, 1988
Page 5

Commissioner Lindquist noted the concerns of Clackamas County regarding the Task Force's proposal and where the funds would come from, and did not wish to see other projects held back.

Representatives of Hatfield, AuCoin and Wyden's offices indicated they will be looking for a regional consensus and will follow the guidance of JPACT on this issue, but forewarned that money is not available this year to supplement the \$54 million initially allocated for the project. Bernie Bottomly also spoke of fiscal constraints in Washington, D.C. and the fact that this is not strictly a transportation project.

Chairman Waker thanked Senator Cease for her presentation and asked her to keep the committee apprised of future developments.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
 Dick Engstrom
 JPACT Members

a:\jpact8