

MEETING REPORT

DATE OF MEETING: July 14, 1988

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

PERSONS ATTENDING: Members: George Van Bergen, Wade Byers, Bob
Bothman, Carter MacNichol (alt.), Jim
Gardner, Marge Schmunk, Bob Post (alt.),
Gladys McCoy, Earl Blumenauer, Bonnie Hays,
and Ed Lindquist

Guests: Ted Spence, Rick Kuehn, Janis
Collins and Denny Moore, ODOT; Anne
McLaughlin and Grace Crunican, City of
Portland; Stan Ghezzi and Susie Lahsene,
Multnomah County; Brian McCarl, Pacific
Development, Inc.; Metro Council Presiding
Officer, Mike Ragsdale, and Councilor David
Knowles; William Stark, Mayor of Wilsonville;
Bebe Rucker, Port of Portland; Ray Polani,
Citizens for Better Transit; Dick Feeney and
Lee Hames, Tri-Met; Merrie Buel, Congressman
Ron Wyden's office; Gary Spanovich, Clackamas
County; and Peter Fry, Central Eastside
Industrial Council

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

MEDIA: None

SUMMARY:

During the course of the meeting, Acting Chairman George Van Bergen introduced and welcomed Metro Presiding Officer Mike Ragsdale, Metro Councilor David Knowles, and Multnomah County Commission Chair Gladys McCoy.

MEETING REPORTS OF MAY 12 AND JUNE 9, 1988

The May 12 meeting report was approved as written.

In reference to the June 9 meeting report, Ray Polani pointed out that a correction should be made on page 5, line 6 under "Business Week Article" to substitute the word expressed for the word "implied". The minutes were then approved as corrected.

ALLOCATING FEDERAL-AID URBAN REGIONAL RESERVE FUNDS

Andy Cotugno reviewed the Staff Report and Resolution that would allocate the remaining \$495,035 of FAU funds in the Regional Reserve to the 238th/242nd Avenue (I-84 to Division) project and approve the county projects to be funded with the previously allocated FAU funds to Clackamas, Washington and Multnomah Counties.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 88-952 for allocation of FAU Regional Reserve funds to the 238th/242nd Avenue (I-84 to Division) project. Motion CARRIED unanimously.

ACQUISITION OF JEFFERSON STREET RAIL RIGHT-OF-WAY

Commissioner Blumenauer expressed appreciation to all the jurisdictional partners in the acquisition process of the Jefferson Street rail and reported that sign-offs would be completed within the coming week. He indicated that there is continuing interest in seeing that the excursion trolley service be reinstated, citing long-term costs and liability as issues needing to be resolved. A committee is being established to work on operations, and workers would be welcomed.

STATUS REPORT ON RELOCATION OF EAST BANK FREEWAY

Bob Bothman reported that ODOT has reviewed the alternatives studied by the East Bank Freeway Relocation Task Force and that a fourth alternative has been developed by ODOT and submitted for consideration to the Task Force and the City Planning Commission. ODOT feels that Alternative 4 is feasible as it is within the existing highway right-of-way and would eliminate the need for a new EIS.

Andy Cotugno noted that \$54 million of Interstate Transfer funds would be lost to the region if construction were not started by April of 1989. He spoke of the timing issue (whether the improvements could be made quickly and development started that would cause no delay to the project) and stressed the need to meet the transportation objectives that were laid out for the area. In response, Bob Bothman stated that the fourth alternative fully meets the access objectives previously discussed.

Rick Kuehn, Region I Engineer for ODOT, reviewed Alternative 4 for the Committee, noting that it addresses ODOT's concerns and yet meets the objectives of the Task Force. Mr. Kuehn pointed out that Alternative 4 is not finalized as yet and that most of the changes are within the state's right-of-way, indicating that

the state would not have to start over with the environmental process. This alternative would cost \$72 million. He reported FHWA's comments that they would not continue to pay for the through lanes (a cost of \$15-20 million). Because of some safety improvements incorporated in this proposal, Mr. Kuehn noted the possibility of the state being eligible from some FHWA funds.

Commissioner Lindquist questioned how the proposed alternative would tie into the Sunrise Corridor. In response, Mr. Kuehn cited its advantages and the fact that movement would be made easier. Also, Bob Bothman stated that it would have better access to McLoughlin. Commissioner Lindquist expressed his appreciation for the concerns being addressed in making this more workable for the region.

Mr. Brian McCarl, Development Manager for Pacific Development, Inc., expressed his company's concerns with the East Bank Freeway Study Committee's final report: 1) the safety issue as it involves weaving and merging problems on I-5 north of the Banfield; 2) accessibility to and from the Central City and Lloyd district; 3) the need to provide a "ring road" circulation concept to the Oregon Convention Center area; 4) the parameters of the scope of work not being completely met by the consultant (in reference to impacts of convention center area circulation plan, Pacific Development and OMSI projects); 5) opposition to Alternative 2 because of circulation impacts; 6) the funding issue inasmuch as Alternative 2 would cost \$92.8 million and would take away from other regional priorities; and 7) the fact that Alternative 2 would require a new EIS and significant right-of-way and relocation activities that could result in loss of the funds if the timing requirement is not met. Mr. McCarl noted that they would like to see the timeframe moved up within the region's funding capabilities and indicated that their letter would be presented at the July 26 Planning Commission hearing.

During discussion, the question was raised as to whether or not JPACT must endorse the alternative preferred by the City Council. In response, Commissioner Blumenauer stressed that the Council would be taking into consideration the interests of the region and hoped that JPACT members would address Council.

Commissioner Lindquist asked that the state make a presentation of the alternatives before the Clackamas County Commission. Commissioner Blumenauer stated that it is the City's hope to facilitate that sort of input and further stated that they are sensitive to comments made with respect to regional priorities. It is the City's intent to bring this matter to a close at the August 31 City Council hearing. He assured the Committee that everything necessary will be done to retain the \$54 million currently committed to the project. Discussions have been held

with Mike Hollern and ODOT on this issue to ensure that some project moves forward. Commissioner Blumenauer indicated that briefings could be accommodated either before Planning Commissions or Councils to clarify the proposal.

Bob Bothman cited possibilities for the additional needed funds: 1) a Congressional request for Interstate funds; 2) use of 4R money from State of Oregon funds; and 3) use of state funds. During discussion, the question was raised as to whether Alternative 4 interfered with plans for LRT on the Hawthorne Bridge. Bob Bothman indicated this design would not preclude plans for LRT for that bridge.

Action Taken: It was the consensus of the Committee that a representative of the East Bank Freeway Relocation Task Force make a presentation at the August 11 JPACT meeting. Commissioner Blumenauer indicated he would make the arrangements.

DRAFT SIX-YEAR HIGHWAY IMPROVEMENT PROGRAM

Andy Cotugno reviewed the proposed letter for submittal to Mike Hollern, Chair of the Oregon Transportation Commission, regarding ODOT's Six-Year Highway Improvement Program. He indicated that ODOT has done a good job in reflecting the region's priorities in view of federal funding cutbacks, and noted that the only major new source of funds is the Oregon Access funds. Andy pointed out that the state's emphasis is on the six major regional corridors and thus cited the following concerns: the need for a stronger funding commitment toward the Sunset Highway; the need for commitment to project development in the Sunrise Corridor west of I-205 (to McLoughlin Boulevard); the need for a minor funding commitment for reconnaissance of I-405 in central Portland; the provision of funds for Unit 2 of the I-84 (181st to Troutdale) project; the need for a commitment toward right-of-way acquisition for the Gresham Parkway and Sunrise Corridor; the change proposed in allocation of HBR funds; the need to establish a State Operations Fund for intersection/operation improvements; the need to provide for small-scale ODOT arterial improvements; and the need to provide for some noted projects listed by JPACT as "high priorities."

A number of concerns were discussed as needing either to be included in the letter or having the existing language strengthened:

- . Commissioner Lindquist submitted a letter for the record concerning the Sunrise Corridor and needed studies on the Westside as well as the Eastside.
- . Commissioner McCoy moved to amend the letter by adding the fol-

lowing language:

"Since June 1986, the state has had a signed agreement with Multnomah County for the replacement of the transition structure for the Hawthorne Bridge. The proposed policy change violates the technical ranking process used to select the project as a high priority." Further, we feel that a cap inappropriately.....

The motion to amend passed unanimously.

- . Councilor Schmunk requested additional emphasis be placed on the I-84 project (2nd phase).
- . Commissioner Hays felt the establishment of an Economic Opportunity Fund should be included.

The Committee concurred on all comments.

Reacting to the Economic Opportunity Fund, Bob Bothman explained that an Immediate Opportunity Fund of \$5 million per year has been established with a set of criteria not included in the Six-Year Program and is to be used at the discretion of the Oregon Transportation Commission. Projects will be linked to an economic strategy and will not be selected in advance. Mr. Bothman indicated that this type of program has been successful elsewhere in the country.

Andy Cotugno suggested that a JPACT member present the letter at the OTC hearing. Commissioner Lindquist indicated that he would be willing to make the presentation.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members