

MEETING REPORT

DATE OF MEETING: June 9, 1988

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

PERSONS ATTENDING: Members: Richard Waker, George Van Bergen, Rick Kuehn (alt.), Bob Post (alt.), Jim Gardner, Ed Lindquist, Pauline Anderson, Robert Woodell, Earl Blumenauer, and Bonnie Hays

Guests: Bebe Rucker and Carter MacNichol, Port of Portland; Denny Moore and Ted Spence, ODOT; Gil Mallery, IRC of Clark County; Bill Stark, Mayor of Wilsonville; Bruce Warner, Washington County; Susie Lahsene, Multnomah County; Grace Crunican and Steve Dotterer, City of Portland; Lee Hames, Tri-Met; Leeanne MacColl, League of Women Voters; Gary Spanovich, Clackamas County; and Ray Polani, Citizens for Better Transit

Staff: Andy Cotugno, Keith Lawton, Richard Brandman, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

Chairman Waker introduced Bill Stark, Mayor of Wilsonville, who is a candidate for Cities of Clackamas County representative on JPACT.

MEETING REPORT OF MAY 12, 1988

Action was deferred on the May 12 JPACT meeting report for lack of a quorum at the onset of the meeting.

STATUS REPORT ON EAST BANK FREEWAY RELOCATION STUDY

Steve Dotterer, Chief Planner of the City of Portland Office of Transportation, briefed the Committee on the three alternatives under consideration by the task force reviewing possible

relocation of the East Bank Freeway.

Mr. Dotterrer explained that the Committee's objective was to look at alternatives to the ODOT design for the East Marquam project. He noted that a preliminary impact assessment has been developed and a preliminary cost benefit assessment has been prepared by the consultant. Mr. Dotterrer then reviewed the three alternatives, citing the advantages and disadvantages of each. He indicated that the comparative analysis is not complete at this time. He noted that the northern segment provides less access into the Coliseum/Lloyd Center area. He stated that the cost difference between alternatives 2 and 3 is approximately \$42 million and indicated that alternative 3 has a slight travel time benefit.

Mr. Dotterrer indicated that to enable this project to move forward, it would have to gain support regionwide in order to receive federal funds. The City Council must decide later this month whether to pursue alternative 2 or 3.

Rick Kuehn, ODOT, pointed out that the first phase needs to be underway in FY 89 and that P.E. must be started by April 1989.

Bob Woodell expressed the Port's concern over the issue of changing the traffic flow enough whereby new barriers might be created to localized traffic (citing access to the Banfield as an example). Commissioner Blumenauer encouraged such comments to be brought to the attention of the task force at its next hearing.

Andy Cotugno pointed out that financing for any alternative would require significant federal assistance. The issue of its impact on the rest of the region's priorities is of great importance.

Metro Councilor Jim Gardner questioned whether the value of land for alternatives 2 and 3 had been evaluated. In response, Steve Dotterrer indicated that it was considered for development at higher densities.

TRIBUTE TO RON THOM

In recognition of Ron Thom's past contribution to JPACT, the following resolution was approved and presented at the meeting:

"WHEREAS, Ron Thom has been a member of the Joint Policy Advisory Committee on Transportation (JPACT) for a long, long time; and

"WHEREAS, his participation has contributed greatly to the spirit of regional cooperation; and

"WHEREAS, Ron has served dutifully and cheerfully, always using his good judgment which is standing him in good stead, judging from what we hear, now therefore,

"BE IT RESOLVED, that JPACT extends to Ron Thom its gratitude and best wishes."

In response, Ron Thom spoke of the enjoyment he received in working with a learned group of people working for the good of the region. He complimented the committee on their positive stance in trying to solve the problems of the region, unafraid of making decisions, and praised their work as "the best example of how regional government can and does work."

STATUS OF FINANCIAL STUDIES

Andy Cotugno reviewed the "Areas of Consensus" statement that reflects the points of consensus reached on regional funding by the JPACT Finance Committee. He felt it was a good framework from which to build. Andy noted that the Business Task Force on Regional Transportation Priorities and Funding is interested in reviewing JPACT's finance priorities and has a good understanding of the objectives.

The JPACT Finance Committee has asked for further assistance through a public opinion poll to see which option can ultimately be implemented. Chairman Waker pointed out that the full JPACT committee has not yet taken action on the "areas of consensus" statement.

Bob Woodell, in addressing the vehicle registration fee as it affects trucks, emphasized that one of the building blocks of the economy is the distribution hub and questioned what would happen to the distribution hubs if the fee was too high. The Department of Motor Vehicles has indicated that all the states have a varying level of fees imposed on intrastate trucks.

A discussion followed as to whether there would be a competitive disadvantage between our state and Washington if the fee were imposed. Commissioner Lindquist indicated that the Finance Committee's work is being monitored by the Oregon Highway Users and that a meeting is scheduled in that regard. Jurisdictions were urged to submit comments where warranted to Chairman Lindquist.

BI-STATE TRANSPORTATION STUDY

The Committee was asked to review a letter drafted to the Intergovernmental Resource Center of Clark County in response to

a request for a Third Bridge Study evolving from the Washington State Legislature. The letter asks that they address certain issues. Andy Cotugno felt that any analysis would be a complicated effort because of the wide range of territories and the wide variety of possibilities. He indicated further that it would have to be a well thought-out study but noted that it is not of immediate priority to the Metro region inasmuch as it is not an area targeted for our attention at this time. There are a series of impacts to be considered: environmental, developmental, wetland issues, and neighborhood impacts -- if such a study is to be undertaken.

Gil Mallery, Director of the Intergovernmental Resource Center of Clark County, indicated that the study evolved through the legislative process and is a follow-up to the 1980 Third Bridge study, which determined that a third bridge was not feasible. It is a pre-feasibility study. He felt it would require contributing funds from the Metro region in addition to that provided by the State of Washington.

Mr. Mallery noted some of the changes that have taken place since the 1980 study: 1) the traffic projections in 1980 for the year 2000 have been exceeded 14 years early; and 2) the interest in light rail transit and its impacts on tripmaking in the metropolitan area.

Mr. Mallery reported that a statewide rail commission has been formed in the state of Washington and that LRT is a hot issue. They would like to have LRT in operation by the year 2000. Mr. Mallery indicated that the IRC of Clark County is committed to re-examine the need for the river crossing since conditions have changed. The request is at the legislative commission level and will be contracted with the Resource Center. He indicated about \$50,000 budgeted.

I-205 BUSLANE WITHDRAWAL

Richard Brandman reported that the process has begun to determine whether the I-205 buslanes should be withdrawn. If the project is not under construction by September 1989, \$16.5 million of Interstate Transfer funds would be lost to the region.

At issue are local match, how to maximize federal funds for the project, and who would be lead agency. These matters will be resolved in the next two to three months.

Draft resolutions of support for the withdrawal of the buslanes are needed from the City of Portland, Multnomah County, Clackamas County, Tri-Met, ODOT, the Port of Portland and Metro.

It was suggested that the City of Milwaukie be included in discussions on local match.

2010 POPULATION/EMPLOYMENT FORECAST

Dick Bolen, Metro's Senior Data Analyst, briefed the Committee on the consensus of major growth trends developed through the Regional Growth Forums held in April. Attendees at the forums included representatives from the utility companies, Port of Portland, Portland State University, Home Builders Association, Portland Development Commission, and Oregon Economic Department. The focus of the meetings was on the region's future economic prospects, with forecasted population derived as a relationship to future job prospects.

Dick explained the fact that the United States and this region are experiencing an aging of the population which will produce a future shortage of entry level workers. He indicated that technological advances should continue and pointed out the impact immigration will have on the work force.

The primary data source for the forums was the "Long-Term Forecast for Oregon" developed by the Bonneville Power Administration and the Northwest Power Planning Council.

Copies of the May 1988 Regional Growth Forum document were distributed with comments encouraged from the jurisdictions.

BUSINESS WEEK ARTICLE

Ray Polani, representing Citizens for Better Transit, briefed the Committee on a May 23 Business Week article stressing that revenue hikes on taxes should be used to reduce the federal budget deficit -- not earmarked to build more highways. The article's stance was taken in view of the upcoming oil crunch and implied that federal, state and local governments must continue to support the building and modernization of mass transit systems, and they should be planned for now.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

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Dick Engstrom
JPACT Members