

MEETING REPORT

DATE OF MEETING: January 14, 1988

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

PERSONS ATTENDING: Members: Richard Waker, Linore Allison,
Pauline Anderson, Earl Blumenauer, Bob
Bothman, Tom Brian, Roy Rogers (alt.), George
Van Bergen, Marjorie Schmunk, Dennis West
(alt.), and Ed Lindquist

Guests: Bonnie Hays, Washington County
Commission Chairman and JPACT member; Joan
Jones and Gary Spanovich, Clackamas County;
Rick Kuehn and Ted Spence, ODOT; Bruce
Warner, Washington County; Peter Fry,
Citizen; Richard Hermanson, Northwest
District Association; Lee Hames, Tri-Met;
Steve Dotterer and Grace Crunican, City of
Portland; Robert Rogers, Chamber of Commerce;
Jim Howell, Riverfront for People; Ray
Polani, Citizens for Better Transit; Robert
Goldfield, Daily Journal of Commerce; Carol
Nielsen, Central Eastside Industrial Council;
and Richard Ross, City of Gresham

Staff: Andrew Cotugno, Transportation
Director; and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

Chairman Waker opened the meeting with the announcement that Robert Woodell and Dennis West would be representing the Port of Portland on JPACT in their capacity as Executive Director and Deputy Executive Director, respectively. In addition, Wade Byers, Jr., Mayor of Tigard, will serve as representative of the Cities of Clackamas County, replacing Ron Thom.

MEETING REPORT

The December 10, 1987 JPACT meeting report was approved as written.

TRANSPORTATION 2020 PROGRAM

Andy Cotugno explained that a hearing, cosponsored by ODOT and the Highway Users Federation, has been scheduled at the State Capitol on January 21 in conjunction with a nationwide effort to update the Surface Transportation Act. Due to the phase-out of the Interstate Program, there are concerns over future use of the funds, which represent one-fourth the program. AASHTO initiated this process to develop a new surface transportation proposal with participation from all special interest groups.

Bob Bothman reported that a Transportation Alternatives Group has been formed on the national level by AASHTO to consolidate the results of this nationwide effort as a means of influencing the new Surface Transportation Act.

Andy Cotugno then reviewed the major issues of the Position Paper evolving through the TPAC process.

In discussion of the paper, Commissioner Blumenauer questioned whether the term "metropolitan" could more appropriately be used to substitute for "urban/suburban" defined in clause #4. In response, Andy indicated that the intent is to cover the whole metropolitan area and that thrust could be elaborated upon. In addition, it was felt that the clause should also reflect increased flexibility within existing resources to obtain the best cost benefits -- without legislative bias toward freeways, arterials or transit.

Regarding clause #5 pertaining to transit, it was suggested that emphasis should be given to the impacts that will result in the operation of the highway system and the environmental impacts that will occur if investment is not made by the Federal Government for bus and LRT transit needs. The interrelated benefits should be reflected in clause #5.

Commissioner Rogers suggested a language change to clause #7 dealing with the Federal Tax Code. He felt the statement should be presented in a more positive way, that we would not want to be tied to that issue, and that reference to "comparisons" should be deleted when seeking benefits from Congress.

Bob Bothman felt that the process should be concluded this fall. A national policy will then be pooled after all 50 meetings have been held. He stressed the importance of gaining a consensus on policy in order to get it through Congress. Discussions are already being held at the Congressional level on the next Surface Transportation Act. Mr. Bothman indicated that he would provide

JPACT

January 14, 1988

Page 3

JPACT with a draft on progress made at the national level.

Jim Howell, representing Riverfront for People, spoke in reference to clause #3 relating to the focus on the transportation system and the fact that the existing rail system in Oregon is being overlooked at a time when many of the rail lines are being abandoned.

Ray Polani, representing Citizens for Better Transit, cited the need for our country to return to intra-city and inter-city rail.

Dennis West, Deputy Executive Director of the Port of Portland, cited similar concerns over rail, emphasizing that the economy of the metropolitan area is based on a regional transportation system serviced by national linkages. He stressed the importance of a strong regional transportation system with a commercial focus and its relationship to the economic well-being of the region. He noted that this is the regional economic center that must be served by air, truck, rail and barge and that, regardless of mode, there is need to sustain the transportation pre-eminence of the metropolitan area. Bob Bothman indicated that the state will hold further discussions on the issue of freight movement, which he acknowledged should be addressed further. He noted the implications to the state and region if federal subsidies were not received for dredging of the Columbia River.

The Committee concurred on the need to improve primary highways for interstate and intrastate commerce and that this objective should be integrated with state and federal policies and funding programs dealing with modes of railroads, barges and airports. It was further suggested that such interest groups be included in the Transportation 2020 Program.

Commissioner Blumenauer felt some comment should be included on how the national equivalent of the Roads Funding Study in Oregon was discharged. The question of whether to reference some suggestions for the methodology of a broader analysis was discussed.

Rick Kuehn indicated there is a pre-signup for presentations at the January 21 hearing. The City has offered to coordinate testimony for the hearing to ensure there are no gaps. In addition, if any testimony is submitted to Andy Cotugno, copies will be made available to JPACT.

PROPOSED EAST BANK FREEWAY RELOCATION

Andy Cotugno explained that the proposals for relocation of the East Bank Freeway evolved out of the Central City Plan effort.

The City of Portland is now adopting land use decisions to approve the East Marquam project as currently designed. However, a citizen's group has expressed concern about investing more dollars in a project that is right on the riverbank.

By April of 1989, construction must commence on this project or a replacement project that is determined to be feasible in order to ensure that the funds in question do not lapse. In the interim, a study is being conducted by the City of Portland with input from ODOT and other interest groups to explore other feasible options within the allocated funds.

Andy Cotugno then reviewed the letter submitted to the City relating to the East Bank Freeway alternatives and the significance of the project to the region.

Commissioner Rogers also indicated that Washington County had submitted a similar letter, noting the County's concerns over this vital project for the region.

Commissioner Blumenauer voiced City Council's efforts in moving forward with the project and ensuring that the funds do not lapse. He also acknowledged that they are aware of this project's impact on the rest of the region.

Rick Kuehn stated that the ad hoc committee has agreed on the study parameters and approved the RFP for a consultant. All of the objectives of the original East Marquam project must be met and the project must be compatible with the larger part of the project.

PUBLIC-PRIVATE TASK FORCE ON TRANSIT FINANCE

Andy Cotugno reported UMTA grant approval on the Public-Private Task Force on Transit Finance. He indicated that the process of contracting with consultants has been accelerated and that Don Barney of Barney & Worth has been selected as the Task Force Coordinator. Five proposals have been received from firms of national reputation for the Financial Consultant whose task will be to evaluate what the finance options are. That selection will be made within the next few weeks. Two other RFP's are pending for planning consultants for Central City and Suburban Transit.

Andy cited three components of the Task Force: 1) orientation; 2) subcommittee detail work; and 3) convening of the full Task Force to make out the recommendations. The Financial Consultant will provide the menu of financial options. He also reviewed the work scope of the subcommittees and responsibilities of the Task Force.

JPACT
January 14, 1988
Page 5

Commissioner Blumenauer emphasized the need for staff to submit names from the three counties of persons who would be useful and helpful on the Task Force. The first meeting will be held in February. He noted that the Governor is interested that this tie in with some of his concerns and has likewise made some recommendations. Three-fourths of the membership is in place. The need for useful representation that will embrace the Governor's objectives was emphasized.

Commissioner Blumenauer commended Andy Cotugno, Grace Crunican, Ted Spence and the OTC Chair for their efforts in the consultant selection process for the Public-Private Task Force on Transit Finance.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan
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Dick Engstrom
JPACT Members

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