

MEETING REPORT

DATE OF MEETING: May 14, 1987

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

PERSONS ATTENDING: Members: Richard Waker, Linore Allison, George Van Bergen, Tom Brian, Bob Bothman, Larry Cooper, Bonnie Hays, Ron Thom, Pauline Anderson, Lloyd Anderson, Earl Blumenauer, Ed Lindquist and Marge Schmunk

Executive Officer: Rena Cusma

Guests: Doug Capps and Bob Post, Tri-Met; Ted Spence and Rick Kuehn, ODOT; Lee LaFontaine, Public Transit Division of ODOT; Howard Harris, DEQ; Gil Mallery, IRC of Clark County; Richard Ross, Cities of Multnomah County; Jim Howell and Doug Allen, Citizens for Better Transit; Peter Fry, Central Eastside Industrial Council; Gary Spanovich, Clackamas County; W.E. Stark, Mayor of Wilsonville; Mike McKillip, City of Tualatin; Bebe Rucker, Port of Portland; Susie Lahsene, Multnomah County; Bruce Warner and Brent Curtis, Washington County; and Steve Dotterrer, City of Portland

Staff: Andrew Cotugno, Vickie Rocker, Richard Brandman, Cathy Thomas, Bill Pettis, Jill Hinckley, John Cullerton, Karen Thackston, Robert Hart and Lois Kaplan, Secretary

MEDIA: DeeDee Harrington, The Oregonian; and Matt Buckingham, Times Publications

SUMMARY:

The meeting report of the April 9 JPACT meeting was approved as written.

UNIFIED WORK PROGRAM

Chairman Waker announced that copies of the FY 88 Unified Work Program were available for JPACT members.

AUTHORIZING FEDERAL FUNDS FOR FIVE 16(b)(2) SPECIAL TRANSPORTATION PROJECTS

Mr. Brandman indicated that this resolution would amend the TIP to allow funding for five 16(b)(2) special transportation projects. The applicants are: Albertina Kerr Center for Children; Friendly House; Ikoi-No-Kai; Loaves and Fishes; and Waverly Children's Home. Grants

are available on an annual basis to nonprofit social service agencies that do not duplicate the services of Tri-Met's Lift Program. Tri-Met has supported these applications in writing.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 87-761 to amend the TIP to authorize federal funds for five 16(b)(2) special transportation projects. Motion CARRIED unanimously.

I-205 POLICY ADVISORY COMMITTEE LRT RECOMMENDATION

Richard Brandman provided an overview of the revised I-205 light-rail summary report, highlighting the recommendations of the I-205 TAC and PAC.

The alternatives studied included: the Expanded Bus Service alternative (buses operating in mixed traffic on Airport Way and on the I-205 freeway); a Busway alternative (buses operating in mixed traffic from the airport to I-205 and on a separated busway from the I-205 Airport Way interchange to the Clackamas Town Center); and light rail. A high-density scenario depicting a significant increase in population/employment levels in the zones surrounding the Town Center and airport above that of the RTP forecast was studied also. The primary findings in the summary report reflect the basic alternative utilizing the RTP forecasts.

In Mr. Brandman's review of the conclusions of the study, he pointed out that light-rail transit would be more costly to construct and operate in 2005 than the Expanded Bus Service alternative but would have longer life expectancy, that it would provide faster service, that it has the highest projected ridership of all the alternatives, and that the increased transit patronage would provide additional farebox revenue to offset the higher operating cost of LRT over buses.

The thrust of the I-205 PAC's discussions centered on the I-205 corridor's relationship to the rest of the corridors being studied for LRT. \$17 million of federal funds are available for expenditure in the I-205 corridor with a September 1989 deadline for preliminary engineering, or the funds will be lost.

The recommendations of the I-205 PAC and CAC included the following: 1) determine the procedure for starting the process to withdraw the busway and substituting light rail; 2) clarify what's needed to advance the project to preliminary engineering; 3) determine potential local and federal funding options; and 4) determine whether FHWA or UMTA will manage it. The I-205 PAC also recommended that JPACT hold a special meeting for a comparison of the LRT corridors and to establish priorities for staging.

Andy Cotugno indicated that the priorities for seeking transit funding are: 1) to secure funding for routine bus capital and related operating needs; and 2) to seek local match so that LRT can proceed in three regional corridors: Sunset (1st priority), McLoughlin, and I-205. A legislative hearing will be held shortly on House Bill 2270 pertaining to funding for the I-205 corridor.

Lloyd Anderson stressed the importance of having a JPACT meeting to review all of the LRT corridors with a clear understanding of what the priorities are and to address the allocation of resources. Bonnie Hays also commented on the need to evaluate funding options and resources. Of major importance is the development of local match resources and funds for transit operations.

Action Taken: It was moved and seconded to concur with the I-205 PAC recommendation and that a special meeting of JPACT be organized to review the LRT corridors, set priorities, and address the allocation of resources. Motion CARRIED unanimously.

It was suggested that the meeting be scheduled for July or August so that comparable information can be made available on all the corridors. It was agreed that additional meetings may be necessary in order to address all the issues.

ALLOCATING INTERSTATE TRANSFER AND FAU FUNDS

Andy Cotugno reviewed the Staff Report and recommendation for allocation of e(4) and FAU funds. In addition, a request was received by the City of Portland to amend the TIP for use of City FAU funds to replace the deck on a N. Columbia Boulevard bridge (Bridge No. 9685) for a total of \$350,000 of emergency repairs.

Andy indicated that the Staff Report reflected the priorities expressed at the January JPACT meeting -- to fully fund those projects already committed to in the program. The recommendation is for allocation of \$9,382,000 of e(4) funds and \$1,899,000 of FAU funds.

After describing the proposed resolution, Andy also commented on the allocation alternatives considered at TPAC, including: allocation of the e(4) reserve toward one of the regional rail transit corridors; the alternative of drawing down FAU funds more in order to reserve a greater amount of e(4) funds for transit or highway purposes; and the policy issue of whether or not to divide the FAU funds jurisdictionally in thirds or to allocate to specific projects.

Mayor Brian expressed support for a regional approach to the FAU allocation. Commissioner Hays noted that Washington County's Board of Commissioners support the City's request for bridge repairs, a regional process for allocation of funds rather than dividing the funds in thirds, and the e(4) recommendation for allocation to committed projects.

Bob Bothman suggested an alternative proposed by Ted Spence merits consideration because he felt it would maintain flexibility of the e(4) funds and not eliminate the regional approach to allocation of funds. He felt that the Section 3 funds should also be woven into this process.

In response to questions, Bob Bothman explained the various match ratios associated with the following sources of funds: Section 3 - 80/20; e(4) - 85/15; and FAU - 88/12.

Andy suggested that if JPACT is interested in another alternative, they should refer the issue back to TPAC. However, he emphasized the need for JPACT to send the direction to TPAC on the principle of maximizing the amount of e(4) funds to be reserved by drawing down on FAU funds. It was suggested that if JPACT does not agree with this principle, they should proceed to adopt the resolution. If the committee does table the resolution, it was suggested that the Committee move forward with the top four Interstate Transfer projects in the recommendation (which included the I-505 Alternatives -- estimated cost increase and landscaping, Banfield landscaping -- highway portion, Sunset/217 cost overrun, and Oregon City Bypass cost overrun); and fund the following FAU projects: Boones Ferry Road (Clackamas County), "E" Street (Forest Grove), Cornell Road (Washington County), and rehabilitation of the N. Columbia Boulevard bridge deck.

Action Taken: It was moved and seconded to recommend an Interstate Transfer allocation for the I-505 Alternatives, Banfield landscaping (highway portion), Sunset/217 cost overrun, and Oregon City Bypass cost overrun projects (for a total of \$2,022,000); to allocate FAU funds for the Boones Ferry Road, "E" Street, Cornell Road and N. Columbia Boulevard Bridge projects (for a total of \$894,000); and to refer the balance of projects covered in the Staff Report back to TPAC for further consideration at its May 29 meeting in order to maximize the level of Interstate Transfer funding being reserved.

In discussion on the motion, it was agreed that it would be helpful in the future to have a chart available incorporating information such as source of funding, where it's being allocated, and amounts when deliberating on project allocations.

Motion CARRIED unanimously.

SOUTHWEST CORRIDOR STUDY CONCLUSIONS AND RECOMMENDATIONS

Andy Cotugno reviewed the staff responses to the comments and concerns raised to date on the Southwest Corridor Study Conclusions and Recommendations, as reflected in Exhibit 1 to the Staff Report. He then reviewed the handouts dealing with changes proposed to the materials sent in the mail.

Proposed change No. 1 dealt with adoption requirements for the Southwest Corridor Study to be more responsive to the concerns of DLCD; proposed change No. 2 dealt with execution of an interagency agreement defining the process for ensuring consistency of the Bypass with local comprehensive plans and state land use policies; and proposed change No. 3 was an amendment to the Resolution stating that the intergovernmental agreement with Washington County specify the process and timeframe to resolve the land use issues and be adopted by both parties for incorporation into the ordinance update to the Regional Transportation Plan.

In discussing the proposed changes, Commissioner Blumenauer sought clarification that a subsequent RTP amendment would not be necessary to remove the Bypass if it did not meet land use requirements. Rather, under this condition, the facility would automatically be dropped and a new process initiated to identify a substitute. This clarification was incorporated into the proposed change.

In discussing the water quality impacts in more detail, Andy cited concerns regarding runoff from the facility, runoff from development induced around the facility that is already permitted in comprehensive plans, and runoff as a result of additional development beyond that currently permitted in comprehensive plans. In response, he stated that this is addressed in an Environmental Impact Statement, and that secondary impacts would have to be assessed at that time, if required.

A good deal of discussion followed over the proposed section of the Bypass from T.V. Highway to the Sunset Highway in that it is proposed in this material as a five-lane arterial facility; it was thought to be shortsighted not to consider a freeway or limited access facility. Andy Cotugno suggested that a freeway alternative could be considered during the preliminary engineering phase inasmuch as information is not available at this time on developmental impacts, and the public hearings did not address that issue. It was agreed that this issue will be examined during the preliminary engineering phase of the study.

Douglas Allen, a resident at 2247 SE 51st Avenue in Portland and a member of Citizens for Better Transit, testified on some of his concerns regarding the Southwest Corridor Study recommendations. He felt that there should have been a reversal of the public hearing process and Environmental Impact Statement for public comment and expressed concerns over development density that would occur from the proposed Bypass; the anticipated lowering of land values in the interior of the urban area; economic pressures that would occur to expand the Urban Growth Boundary; selection of the Bypass into the RTP as premature; air quality concerns; and a request that a third alternative be included in the RTP amendment -- the inclusion of a rail transitway along Highway 217 from Cedar Hills via Beaverton to Tigard and optionally to Tualatin. His written testimony included consideration of other transportation-related improvements in the corridor.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 87-763 for adoption of the Southwest Corridor Study Conclusions and Recommendations with the following amendments:

- . Incorporation of Proposed Change No. 1 into Exhibit 1 of the Staff Report pertaining to the adoption process and requirements in response to DLCD comments.
- . That language be incorporated in the Recommended Actions of Attachment A of the Resolution, clause 2, to reflect the following:
"An alternative to consider construction of the Bypass from T.V. Highway to Sunset Highway as a limited access facility rather than a five-lane arterial will be considered during preliminary engineering."
- . That Proposed Change No. 2 be substituted for clause 7 on the last page of Attachment A of the Resolution, and that the second to last paragraph (starting with the second sentence) should read as follows: "If at the conclusion of this process, it is found that the Bypass cannot comply, a Regional Transportation Plan amendment will not be necessary to remove the Bypass. and A process will begin to address the problem in another manner."

Commissioner Blumenauer felt that if it cannot comply, an RTP amendment will not be necessary to remove the Bypass. If it violates the land use process, then there won't be a Bypass.

- . That the following reference be deleted from the Recommended Actions of Attachment A of the Resolution, clause 4: "with available funds from the Washington County serial levy" (pertaining to PE on the Western Bypass).
- . That the last eight lines of the last paragraph on Attachment A of the Resolution be amended to read as follows: "Upon amendment of the RTP, preliminary engineering and preparation of a Draft EIS for the I-5 to Highway 99W segment could proceed immediately. However, preliminary engineering will not proceed on the Highway 99W to T.V. Highway segment until compliance with land use requirements can be demonstrated. There will, however, be additional engineering and environmental reconnaissance in support of the land use process."

Bob Bothman's request for deletion of ODOT references stemmed from the intent that there be a separation between project decisions and that of jurisdictional responsibilities.

- . That Proposed Change No. 3 for amendment to the Resolution be incorporated (specifying the process and timeframe to resolve the land use issues and adoption by both parties for incorporation into the ordinance update to the RTP).

- . That references to committing ODOT to preliminary engineering be deleted on page 7, clause 4, of Exhibit 1 of the Staff Report pertaining to the highway engineering and environmental studies.
- . That language be incorporated indicating that, during preliminary engineering, there should be consideration of reserving right-of-way for transit.

Motion CARRIED unanimously as amended.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members