

MEETING REPORT

DATE OF MEETING: September 12, 1985

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

PERSONS ATTENDING: Members: Richard Waker, Ron Thom, Lloyd Anderson, George Van Bergen, Marvin Woidyla, Vern Veysey, Larry Cole, Fred Miller, Jim Gardner, Robert Schumacher, and John Frewing

Guests: Bob Post, Tri-Met; Ted Spence, Ed Hardt, Bernice Tannenbaum, Jef Kaiser, Tom Schwab, and Jim McClure, ODOT; Easton Cross, Kasch's; Hugh Brown, City of Milwaukie; Bebe Rucker, Port of Portland; Gary Spanovich and Tom VanderZanden, Clackamas County; Steve Dotterer, Grace Crunican, and Julia Pomeroy, City of Portland; Rick Daniels, Washington County; Jane Cease, State Senator (Oregon Senate Transportation Committee); and Geraldine Ball, DJB, Inc.

Staff: Rick Gustafson, Executive Officer; Andrew Cotugno; Bill Pettis; Richard Brandman; Karen Thackston; Dan Seeman; and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

INTRODUCTION OF FRED MILLER

Chairman Waker introduced Fred Miller, Director of the Oregon Department of Transportation, to the JPACT members and noted that he would be serving on the Committee on this date in place of Ed Hardt.

REVISING TRANSPORTATION IMPROVEMENT PROGRAM PROJECT MANAGEMENT GUIDELINES

Andy Cotugno explained the need to establish new guidelines for processing of TIP amendments and reviewed for the Committee which adjustments should be handled by resolution or processed administratively.

In discussion on this Resolution, the Committee recommended that JPACT be apprised of all TIP administrative actions on a quarterly basis in addition to the monthly reporting to TPAC.

Further clarification of the administrative processing revealed that the procedure would be in compliance with all federal requirements.

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Action Taken: It was moved and seconded to recommend approval of Resolution No. 85-592 for the purpose of revising TIP project management guidelines with the stipulation that quarterly reports be provided JPACT on all administrative processing actions. Motion CARRIED unanimously.

ADOPTING THE FY 1986 TO POST-1989 TRANSPORTATION IMPROVEMENT PROGRAM AND THE FY 1986 ANNUAL REPORT

Andy Cotugno explained that the Transportation Improvement Program represented an all-encompassing document, incorporating all past TIP transactions and defining the FY 86 program. He then briefed the Committee on the various funding categories contained therein and the function of each category.

Andy indicated that, following passage of a funding allocation by Congress, a Resolution would be adopted for funding specific FY 86 projects under the Interstate Transfer Program.

It was also explained that all projects from the old Transit Development Plan (TDP) that did not have match were included in the later years of the Transportation Improvement Program so that they are identified but without a firm schedule for implementation. The intent is to include a 50-bus per year procurement under Section 9 funds.

It was noted that the Section 3 "Trade" Program is currently under review by the TIP Subcommittee and that an overview will be presented to JPACT in the upcoming months. It was pointed out that this is the last year (FY 86) for gaining project approval for use of Interstate Transfer funds and that the TIP Subcommittee will return with a recommendation on disposition of the \$17 million Regional Reserve.

Chairman Waker thanked Metro staff for referencing the projects by line number in the Staff Report.

John Frewing, on behalf of Tri-Met, expressed concern over the reliance of Section 9/9A funds for Metro transportation planning as implied in the Staff Report. He emphasized the flexibility of such funds, the fact they are limited federal funds, and suggested further exploration of alternative funding measures and categories by the region. Andy indicated that, when the Section 9 program was created, it was expressly set up to include transportation planning. He noted other options being explored for planning include use of the \$17 million Interstate Transfer Reserve and the proposed regional gas tax.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 85-593 for the purpose of adopting the FY 1986 to post-1989 Transportation Improvement Program and the FY 1986 Annual Element and that additional sources of funding be considered for review by JPACT as an alternative to Section 9/9A funds. Motion CARRIED unanimously.

REVIEW OF ODOT SIX-YEAR PROGRAM UPDATE PROCESS AND ACCEPTANCE OF PRELIMINARY EXPRESSION OF REGIONAL PRIORITIES FOR FUNDING

Following review by the TIP Subcommittee, Andy Cotugno reported that the focus of the Staff Report centers on preliminary priorities for ODOT's Six-Year Plan. The three aspects of the recommendation include: 1) identification of the process and schedule for JPACT input; 2) recognition that the categories of projects will be selected by ODOT based on ranking of projects by technical criteria; and 3) preparation of a priority statement by JPACT on the Modernization Program based on demand and availability of funds. Andy then reviewed the State's schedule in the proposed update process.

Andy emphasized the need for flexibility in our choice of priority projects in order to better address the State's criteria. At this point in time, the region is only recommending preliminary priorities. He pointed out that Attachment B represents a first-cut on projects initially requested by each jurisdiction. As the criteria adopted by the State is applied, there will be a further trim-down.

In response to concern raised over the State's criteria for the \$200 million Modernization Program, Fred Miller indicated that it evolved from the State's statutes with more emphasis given to economic development.

Mayor Cole questioned the omission of the Lombard Extension project (north of Canyon) from Attachment E on the Washington County project listing. He cited its importance as a catalyst for the City of Beaverton. Andy indicated it had not been discussed at the TIP Subcommittee level and pointed out that Attachment E represented a pared-down version of the initial requests by all the jurisdictions. During discussion on the project, the question was raised as to whether Washington County would want to reduce its scope by adding in this project. There was mutual agreement that the TIP Subcommittee should review the Lombard Extension project (north of Canyon) for consideration for possible inclusion in the ODOT Six-Year Plan in the next round of priority-setting.

Action Taken: It was moved and seconded to recommend approval of the ODOT Six-Year Program update process and acceptance of preliminary expression of regional priorities for funding; and to refer the Lombard Extension project to the TIP Subcommittee for consideration as to its inclusion in the Six-Year Plan. Motion CARRIED. Fred Miller abstained.

McLOUGHLIN BOULEVARD IMPROVEMENT PROGRAM

Following completed preliminary engineering and environmental studies for McLoughlin Boulevard, it is the intent that JPACT now consider release of the draft McLoughlin Corridor Improvement Program for consideration by the local jurisdictions.

Ed Hardt, Metro Region Engineer, provided a breakdown of the history of the McLoughlin Corridor beginning in 1979 with adoption of Metro Resolution No. 79-111 authorizing federal funds for the McLoughlin Boulevard Corridor development. He outlined the four phases of the proposed project, the major concerns, and the need to obtain mutual approval by Resolution from the two counties and two cities. He indicated that the project was phased because of the incremental availability of funds. Ed related that agreement had been reached by all jurisdictions on the Tacoma overpass but noted mutual concerns over the future of Johnson Creek Boulevard.

Andy Cotugno then reviewed the four elements of the Resolution for development of the McLoughlin Boulevard Improvement Program:

- 1) approval of a specific McLoughlin Boulevard highway improvement (including the design concept for the Tacoma/McLoughlin interchange);
- 2) amendment of the RTP to include LRT in the corridor from downtown Portland to Milwaukie; 3) commitment to a study of east-west traffic problems for the area along Johnson Creek Boulevard and across the Willamette River south of the Sellwood Bridge; and 4) allocation of Interstate Transfer funds.

Hugh Brown, City Manager of Milwaukie, commented on the extensive work given to this project and that the east-west traffic concerns are now being addressed. He felt that concern would be resolved within a short time.

Easton Cross (Kasch's) spoke on behalf of the McLoughlin Boulevard merchants, indicating the Ardenwald neighborhood's concern over traffic impact. He reported that an alternative proposal has been presented to the City and ODOT for consideration that would utilize Portland Traction Company right-of-way for a Johnson Creek bypass between McLoughlin and Creekside. The Neighborhood Association is under the impression that the railroad is in the process of abandonment. He felt this alternative would have less negative impact and would be more cost-effective than the bypass alternative previously considered.

Ed Hardt stated that ODOT has checked on the proposed abandonment with the PUC and found that it is a viable line and the railroad has no intention of abandoning it.

A discussion then followed on the possible future replacement or relocation of the Sellwood Bridge.

It was mutually agreed that a solution needs to be reached for the east-west traffic in the McLoughlin Corridor that would achieve a lesser impact on the Ardenwald neighborhood.

Based on experience in the Beaverton area, Mayor Cole recommended taking "money in hand" in negotiations with the railroad -- should there be need for that right-of-way.

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Action Taken: It was moved and seconded to recommend release of the draft McLoughlin Corridor Improvement Program for consideration by the affected jurisdictions. Motion CARRIED unanimously.

INITIATION OF I-205 LRT STUDY

Richard Brandman reported that the analysis and feasibility of light rail transit in the I-205 corridor has been initiated. He reviewed the three alternatives under consideration: expanded bus service, busway, and LRT from the Clackamas Town Center to the airport. He indicated that Metro staff is working in cooperation with staff from the Port and Clackamas County and that a Policy Committee is now being set up. Completion of the technical analysis is anticipated in January with follow-up recommendations for consideration in March.

STATUS OF ODOT/OAC/LOC ROADS FINANCE STUDY

Andy Cotugno reported on the formation of a Steering Committee, endorsed by ODOT/AOC/LOC, seeking consulting services to conduct a study of Oregon's road needs and existing sources of revenue. The purpose of the Steering Committee is to define the scope and objective for the consultant's analysis. The overall objective is to produce a financial plan to meet highway needs of the cities, counties and Highway Department. It is intended that the analysis comprise a 15-20 year span and establish common levels of service and common needs.

Andy noted that the emphasis of the financial plan will be on meeting the needs rather than reapportioning existing funding that is insufficient. He indicated that the Committee hopes to bring such a plan to the next Legislature. Andy reported that the split for funding such a study will be 68-20-12 (State, Counties, and Cities, respectively).

Comments made at the meeting indicated that there is need for a new funding program and to develop other resources.

Rick Gustafson cautioned JPACT to follow the road needs of the Metro region closely and to prepare itself in making its regional position known to the State at an early time. He felt the matter of funding distribution should be re-examined and that other options of distribution be explored.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rick Gustafson
Don Carlson
JPACT Members