

MEETING REPORT

DATE OF MEETING: March 9, 1984

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

PERSONS ATTENDING: Members: Charlie Williamson, Bruce Etlinger, John Frewing, Ed Hardt, Mike Lindberg, Robin Lindquist, Wes Myllenberg, Dick Pokornowski, Vern Veysey, Dick Waker, Margaret Weil, and Larry Cole

Guests: Jane Cease, Oregon State Legislature; Keith Ahola, WSDOT; Ted Spence and Vicki Rocker, ODOT; Peter Fry, Central Eastside Industrial Council; Geraldine Ball, DJB, Inc.; Gil Mallery, RPC of Clark County; Bebe Rucker, Multnomah County; Richard Daniels, Washington County; Winston Kurth, Clackamas County; John Price, FHWA; and Steve Dotterer, City of Portland

Staff: Rick Gustafson, Andy Cotugno, Karen Thackston, James Giesecking, Jr., Bill Pettis, Lee Hames and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

1. AMENDING THE TIP TO INCORPORATE ODOT'S SIX-YEAR HIGHWAY IMPROVEMENT PROGRAM OF PROJECTS IN THE URBANIZED AREA

Approval of this Resolution would incorporate in the TIP those projects in the Six-Year Highway Improvement Program adopted by the Oregon Transportation Commission in January, 1984. Andy Cotugno pointed out that this amendment does not address the unfunded projects noted in the Highway Improvement Program. In addition, some modifications will later be made to the TIP when certain PE and right-of-way amounts are available.

Action Taken: It was moved and seconded to recommend approval of the Resolution amending the TIP to incorporate ODOT's Six-Year Highway Improvement Program of projects in the urbanized area. Motion CARRIED unanimously.

Ed Hardt indicated that some of the unfunded projects would, nevertheless, be readied for construction and added that a large bond program is being considered by the Oregon Transportation Commission as a supplement for unfunded projects. Committee members were interested in learning more about the process and priorities of the State bond supplement as it relates to the needs of the Metro region, particularly for those projects ineligible for other sources of funding.

Rick Gustafson felt that JPACT should take a position regarding priority-setting for the region should this new source of funding become available. Jane Cease, State Legislator, reported that the Task Force on Road Funds and ODOT would be meeting on this matter.

Action Taken: There was Committee concurrence that the matter should return to JPACT for discussion when more information is available.

2. STATUS ON E(4) FUNDING

Andy distributed a listing of projects proposed for FY 84 e(4) funding showing status thereof, indicating which projects are likely to go and those that are uncertain. He indicated that receipt of the \$33 million in FY 84 highway funds is still uncertain; reportedly, half of the "formula"-allocated funds will be released as a stop-gap measure relating to passage of the Interstate Transfer Cost Estimate but discretionary funds have been held back from those states having carryover funds. Andy reported that \$20 million of the \$33 million in projects are discretionary funds and are therefore in jeopardy.

3. AUTHORIZING FEDERAL FUNDS FOR A 16(B)(2) SPECIAL TRANSPORTATION PROJECT AND AMENDING THE TIP

Approval of this application will enable the Neighborhood House to apply for 16(b)(2) funds from the State to purchase a 10 to 16-passenger vehicle to provide special transportation services in Southwest Portland for groups not now served by Tri-Met.

Action Taken: It was moved and seconded to recommend approval of the Resolution authorizing federal funds for a 16(b)(2) special transportation project and amending the TIP. Motion CARRIED unanimously.

4. DRAFT FY 85 UNIFIED WORK PROGRAM

Andy related that the draft Unified Work Program (UWP) was distributed for review and comment concerning transportation work elements for the next fiscal year. The UWP details expenditures of FHWA and UMTA planning funds. Andy also indicated that a self-certification that the region is meeting federal planning requirements will also be adopted next month. He noted that such a certification is a prerequisite for receipt of federal funds.

Andy highlighted various work elements, pointing out a proposal for discretionary funds for a before-and-after evaluation of the Banfield LRT.

Lee Hames indicated that Tri-Met is in the process of consolidating various work elements in their portion of the UWP to eliminate any duplication of effort or funding.

5. REVIEW OF CONCLUSIONS AND RECOMMENDATIONS OF CITY OF PORTLAND HAZARDOUS MATERIALS ROUTING STUDY

Bob Robison of the Portland Office of Emergency Management presented the conclusions and recommendations of the Hazardous Materials Routing Study. The safety analysis was undertaken for selection of alternative routes for shipment of hazardous materials within the metropolitan area. The Advisory Committee is recommending that the City and the Oregon Transportation Commission prohibit the use of U.S. 26 at the Vista Ridge Tunnel and the rail crossings where NW Doane and NW Balboa intersect St. Helens Road for shipments of bulk gasoline, explosives, Class A poisons and water-reactive flammable solids. Alternate routes recommended are I-5 and Highway 217 (in lieu of the Vista Ridge Tunnel) and Front Avenue and the Kittridge Street overcrossing (in lieu of NW Doane and Balboa).

Mr. Robison also reviewed the preferred list of advisory routes recommended for industry in the shipment of such materials. He indicated that, while industry does not endorse these recommendations, they will not oppose them. An ordinance will be filed with the City Council for consideration regarding a procedure for implementation of the recommendations. An origin-destination survey on all industries in the six-county region was conducted which identified hazardous materials shipments emanating from all the facilities. It was noted that shipments relating to radioactive materials are under the jurisdiction of the Department of Energy because of their impact on energy and health.

Questions and concerns raised by Committee members included: 1) the issue of pre-notification of hazardous materials shipments; 2) whether diking has been planned in regard to gasoline spills; 3) routing of radioactive materials; 4) the treatment of railroads; 5) inspection of vehicles that transmit hazardous materials and their packaging; and 6) possible use of the river for shipment. In response, Bob Robison reported that: 1) it was felt that pre-notification of hazardous shipments would become an unwieldy paperwork burden; 2) the City of Portland has equipped a small van for the provision of diking gasoline spills; 3) the Department of Energy has the sole responsibility over radioactive materials being shipped; 4) railroad shipping was noted but not addressed in depth in the City study; 5) the PUC has the responsibility of inspecting such vehicles and their packaging; and 6) the possibility of water shipments has been explored.

Ed Hardt informed the Committee that a study is underway to examine the Terwilliger curve problem and that preliminary indications are that a physical "fix" is possible and would cost about \$10 million. He further reported that a water main has been installed on the I-205 Bridge in response to fire protection needs.

6. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: JPACT Members
Rick Gustafson
Don Carlson
Ray Barker