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## Meeting Notes 1986-02-13

Joint Policy Advisory Committee on Transportation

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# Agenda

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646  
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: February 13, 1986

Day: Thursday

Time: 7:30 a.m.

## JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Place: Metro - Conference Room 330  
New Address: 2000 SW 1st, Portland

- \*1. MEETING REPORT OF JANUARY 9, 1986 - APPROVAL REQUESTED.
- \*2. ENDORSING FINAL REGIONAL PRIORITIES FOR INPUT TO THE OREGON DEPARTMENT OF TRANSPORTATION'S SIX-YEAR PROGRAM UPDATE - APPROVAL REQUESTED - Andy Cotugno.
- #3. DISCUSSION OF STATEWIDE FINANCE ISSUES: IDENTIFICATION OF ISSUES TO BE ADDRESSED - Andy Cotugno.
- #4. DISCUSSION OF RURAL TRANSPORTATION NEEDS AND THE RELATIONSHIP TO THE PORTLAND METRO AREA -  
Bill Vian, Douglas County Commission  
Dale White, Harney County Commission  
Bill Ford, Josephine County Commission  
Ed Lindquist, Clackamas County Commission  
Bill Penhollow, Association of Oregon Counties.

\*Material enclosed.

#Available at meeting.

NEXT JPACT MEETING: MARCH 13, 1986 - 7:30 A.M.

## MEETING REPORT

DATE OF MEETING: January 9, 1986

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

PERSONS ATTENDING: Members: Richard Waker, Bob Schumacher, Sharron Kelley (alt.), Wes Myllenbeck, Fred Miller, Marvin Woidyla, Fred Hansen, Pauline Anderson (alt.), John Frewing, Lloyd Anderson, Ed Ferguson, George Van Bergen, Margaret Strachan and Ron Thom

Guests: Keith Ahola, WSDOT; Mary Volm, Ed Hardt and Bob Bothman, ODOT; Geraldine Ball, DJB, Inc.; Howard Harris, DEQ; Bebe Rucker, Port of Portland; Peter Fry, Central Eastside Industrial Council; Bob Post, Tri-Met; and Julia Pomeroy, Steve Dotter and Grace Crunican, City of Portland

Staff: Rick Gustafson, Executive Officer; Andrew Cotugno, Richard Brandman, James Giesecking, Karen Thackston, Peg Henwood, Terry Bolstad, Robert Hart and Lois Kaplan, Secretary

MEDIA: Harry Bodine, The Oregonian.

### SUMMARY:

#### MEETING REPORT OF DECEMBER 5, 1985

Fred Miller indicated that he did not intend to imply a "preference" for use of the Interstate Transfer Reserve on Metro's transportation planning program, as noted in the Meeting Report. He asked that it be amended to state that he recognized the importance of the program and the need to seek some equity in financing, and that, if necessary, we could turn to the Interstate Transfer Reserve. The record shall be so amended. In addition, he asked for clarification of the third paragraph on page 3 relating to the "Results of the Blue Ribbon Committee." Andy Cotugno responded, with no resulting amendment to the minutes. The Committee further questioned whether or not they actually asked for a Resolution "endorsing" the recommendations of the Blue Ribbon Committee report or for "comment" on the recommendations; it was agreed that "Action Taken" would be amended to substitute the words "commenting on" in lieu of endorsing.

#### ANNOUNCEMENTS

Chairman Waker noted that, due to new appointments to the Tri-Met Board, John Frewing would no longer serve on JPACT. He asked Mr. Frewing to attend next month's meeting so that he could properly be honored.

Fred Hansen reported that the differences have been resolved between DEQ and EPA concerning the revised ozone growth cushion.

JPACT

January 9, 1986

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#### STATUS REPORT ON SOUTHWEST CORRIDOR STUDY

Andy Cotugno reported that Metro staff has been working with the local jurisdictions to evaluate outstanding issues and resolve inconsistencies in the adopted jurisdictional transportation plans. He indicated that the Southwest Policy Advisory Committee has reached two milestones: 1) the definition and agreement on the nature of the problems and assumptions on growth; and 2) the definition of the basic alternatives. The next phase will include the preparation of cost and impact data by ODOT, Metro and local jurisdictional staffs as part of the evaluation of the alternatives. Factors to be considered include how well the system performs, impacts of sets of improvements, total costs with and without the increased levels of service called for in the RTP, how LRT affects the projects, and the Urban Growth Boundary issue. Reconnaissance engineering will be performed by the state.

A detailed overview was then provided on the improvements and concepts of the two alternatives -- a Bypass alternative and a Sunset/Highway 217 alternative (non-bypass). Andy noted that the key issue in the analysis was to focus on the differences between the two alternative improvement packages. He then reviewed the proposed project improvements for each alternative as well as those common to both alternatives.

In considering the two options, it was suggested that there be some examination of the question of whether choosing an alternative that widens the existing corridors might preclude the possibility of building a new bypass-type facility in the future.

Metro staff was commended on a job well done in framing the alternatives for the Southwest Corridor study.

During discussion, John Frewing questioned whether any consideration had been given to the issue of the relocation of the Sellwood Bridge or its disposition. Andy Cotugno responded that that issue would be dealt with in next year's work program as part of the scoping of Johnson Creek Boulevard -- being tied to the McLoughlin study.

#### CONCLUSIONS OF TRI-MET BLUE RIBBON COMMITTEE

In December, JPACT requested that Andy Cotugno prepare a report commenting on the Blue Ribbon Committee recommendations.

Andy reviewed the Discussion Paper, relating TPAC's concern over the uncertainty of the implications and impacts on the trunk routes and feeder system by exercising other options. He also stressed the underlying theme of "productivity" cited in the Blue Ribbon Committee report.

Questions were raised as to how the report impacts the Regional Transportation Plan and whether or not JPACT should address the management issue.

JPACT

January 9, 1986

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Other concerns noted included the impact on the ozone strategy and overall vehicle usage by not including air quality measures as part of transit's objective but rather the byproduct of an efficient transit system.

During discussion, it was evident that there were various interpretations of the meaning of the Tri-Met "mission statement" in facilitating mass movement of people and its implications on the transit system. Rick Gustafson indicated the chairman of the Blue Ribbon Committee had implied that the intent is to concentrate on mass movements of people -- where there are high concentrations of people rather than strictly the peak hours. It is also the intent that there be more emphasis on the cost recovery ratio through the farebox.

It was noted that Tri-Met is required to submit an annual service plan and a Transit Development Plan that is tied to the Regional Transportation Plan. Rick Gustafson stressed the importance of JPACT seeing that those requirements are met and pointed out that a Transit Development Plan had not been submitted for five years.

In discussing the issue of Tri-Met financing, the Committee supported the principle of maintaining Tri-Met's overall level of funding but could not agree to specific policies on sources of funds.

Action Taken: Committee members agreed that a statement be prepared on interpretation of the Blue Ribbon Committee proposals, which would be drafted by Chairman Waker and Andrew Cotugno reflecting the discussion and concerns of the region.

#### ANNOUNCEMENT OF UPCOMING MEETING

On January 21, JPACT will meet with members of the Oregon Transportation Commission. Jurisdictional presentations will be made of priority projects for inclusion in the ODOT Six-Year Program.

#### ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rick Gustafson  
Don Carlson  
JPACT Members

CONSIDERATION OF RESOLUTION NO. 86-629 FOR THE  
PURPOSE OF RECOMMENDING TO THE OREGON TRANSPORTA-  
TION COMMISSION REGIONAL PRIORITY PROJECTS FOR  
INCLUSION IN THE OREGON DEPARTMENT OF TRANSPORTA-  
TION SIX-YEAR HIGHWAY IMPROVEMENT PROGRAM

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Date: January 30, 1986

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

1. Adopt Attachment "A" as recommended priorities for capacity improvements to the Interstate System for funding in the Six-Year Highway Improvement Program.
2. Adopt Attachment "B" as recommended priorities for state highway projects and for consideration by ODOT for funding in the Six-Year Highway Improvement Program.
3. Adopt Attachment "C" as recommended priorities for economic development projects (off the state highway system) for funding in the Six-Year Highway Improvement Program.

TPAC has reviewed these listings of priority projects and recommends approval of Resolution No. 86-629.

Background and Analysis

In September, Metro established a process by which projects would be evaluated and prioritized for inclusion in the ODOT Six-Year Highway Program involving the following steps:

1. May 1, 1985      Deadline for submission of candidate projects by local jurisdictions.
2. September 1985      Acceptance of "Preliminary" priorities based upon local jurisdiction expression of priorities.
3. November 1985      Acceptance of "Preliminary" priorities based upon application of criteria adopted by OTC.
4. February 1986      Adopt "Final" priorities for presentation to OTC public hearings.

This action is in accordance with the fourth step in the process described above representing refinement of priorities from previously approved lists of projects. The basis for the priority projects was established taking into consideration criteria adopted by the OTC and in-depth reviews by the TIP Subcommittee of projects meeting that criteria.

#### FEDERAL-AID INTERSTATE PROJECT RECOMMENDATIONS

Attachment "A" represents projects on the Interstate System utilizing Interstate and Interstate-4R funding which are recommended by the Metro region for inclusion in the Six-Year Highway Improvement Program. It is divided into construction projects (implementation) and development projects (future). The projects prioritized here involve all those projects using "Interstate" funds (FAI) available for completion of the Interstate System as well as capacity-type projects using "Interstate-4R" funds; not prioritized are resurfacing and rehabilitation-type projects using "Interstate-4R" funds. TPAC concurs with the recommendation.

#### STATE HIGHWAY IMPROVEMENT PROJECT RECOMMENDATIONS

Attachment "B" is a list of projects finalized and recommended by the TIP Subcommittee for improving state highway facilities in the Metro region. These projects are presented here as candidates for Federal-Aid "Primary" funds, as well as the \$150 million portion of the State Modernization Program. The list calls for \$54.7 million; down some \$8.3 million from the first-cut priorities adopted in November. TPAC concurs with the recommendation.

#### ECONOMIC DEVELOPMENT PROJECT RECOMMENDATIONS

The State Modernization Program includes \$25 million of funds reserved for projects that encourage economic development. Attachment "C" is a list of projects which have economic significance to the Metro region.

The TIP Subcommittee recommended four projects to be identified as top priority for implementation in the Six-Year Program with the remainder to be forwarded for consideration now or for later allocations:

- N.E. 181st/Airport Way - Unit II
- 223rd Avenue connection to I-84
- Johnson Creek Boulevard Extension
- Tualatin-Sherwood Road

Metro staff recommended the inclusion of two additional priorities for a total of six top priority projects:

- Baseline Road
- N.E. 181st/Airport Way - Unit I

Attachment "C" represents the recommendation of TPAC for adoption to include all six projects noted above as the recommended projects for implementation with the four projects asterisked denoted as top priority.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 86-629.

AC/srs  
5064C/435-4  
02/05/86

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF RECOMMENDING ) RESOLUTION NO. 86-629  
TO THE OREGON TRANSPORTATION )  
COMMISSION REGIONAL PRIORITY ) Introduced by the  
PROJECTS FOR INCLUSION IN THE ) Joint Policy Advisory  
OREGON DEPARTMENT OF TRANSPORTA- ) Committee on Transportation  
TION SIX-YEAR HIGHWAY IMPROVEMENT )  
PROGRAM )

WHEREAS, The Oregon Transportation Commission (OTC) provides for updating the Six-Year Highway Improvement Program every two years; and

WHEREAS, This update process identifies changing needs of state highways and requested projects from local governments; and

WHEREAS, This Six-Year Highway Improvement Program will additionally include a \$200 million State Modernization Program; and

WHEREAS, The Transportation Improvement Program (TIP) Subcommittee, working with Metropolitan Service District staff, has developed a series of priority projects recommended for inclusion in the Six-Year Program; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District endorses the project priorities set forth in Attachments "A," "B" and "C" for presentation to the Oregon Transportation Commission public hearings scheduled for February 27, March 11 and March 12, 1986.

2. That the Council of the Metropolitan Service District requests of the Oregon Department of Transportation and the Oregon Transportation Commission that the projects listed be incorporated in the Six-Year Highway Improvement Program for funding.

3. That Metropolitan Service District staff coordinate these project priorities and requests with the Oregon Department of Transportation and the Oregon Transportation Commission.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1986.

Richard Waker, Presiding Officer

AC/srs  
5064C/435-4  
02/05/86

ATTACHMENT "A"

INTERSTATE PROJECTS RECOMMENDED FOR INCLUSION  
IN THE ODOT SIX-YEAR HIGHWAY IMPROVEMENT PROGRAM

1. "Interstate" Funded Projects -- All remaining projects programmed for completion of the Interstate System and eligible for "Interstate" funds are recommended for funding since it is expected that full funding for completion of the Interstate System is expected to be available during this time period:

I-5/Marquam ramps	\$21.0 million
I-84/122nd to 181st	17.0
I-84/181st to Sundial Road	<u>41.0<sup>1</sup></u>
	\$79.0 million

2. Interstate-4R Priorities for Construction --

CONSTRUCTION PROJECTS

a. Multnomah County

I-5/I-84 to Greeley	\$20.0 million
I-205/Airport Way	
WB to SB Ramp	7.0
SB Auxiliary Lane	0.7
EB to SB Ramp	0.5
I-84/223rd Interchange (consideration)	13.0 <sup>1</sup>
I-84/238th Interchange	<u>* 1</u>
SUBTOTAL	\$41.2 million

\* Funding in excess of that provided under "1" above.

b. Clackamas County

I-205/Sunnyside Interchange	
Phase 1 - Offramps	\$ 0.5 million
Phase 2 - Reconstruction	7.4
I-205 Bikepath - Sunnyside to Main	0.65
I-5/I-205 Auxiliary Lanes	1.5
I-5/Kruse Way Interchange (including Bangy Road)	7.0
I-5/Wilsonville Interchange	<u>4.0</u>
SUBTOTAL	\$21.05 million

c. Washington County

I-5/Highway 217 Interchange	\$ 6.0 million
I-5 Auxiliary Lanes N of I-205	<u>5.3</u>

SUBTOTAL \$11.3 million

TOTAL RECOMMENDED FOR CONSTRUCTION \$69.55 million

3. Interstate-4R Priorities for Development

I-5/Capitol Highway Interchange	\$ 4.5 million
I-5/Terwilliger Curves	12.45

Balance of I-84 Reconstruction - East of 181st \* 1

I-5 Interchange in the Stafford/Boeckman Area 10.5

TOTAL RECOMMENDED FOR DEVELOPMENT \$27.45 million

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\*Funding in excess of that provided under "1" above.

1Upgrading of I-84 from 181st to Sundial Road involves reconstruction to Interstate standards, provision of four travel lanes with ability to expand to six, elimination of hazardous curves and obstacles, and upgrading of interchanges to be funded with a combination of "Interstate" and "Interstate-4R" funds. The elements of this project recommended for implementation include all "Interstate" funded elements plus the I-84/238th interchange if "Interstate-4R" funded. In addition, a new interchange at 223rd is identified for consideration. The remainder of the project is recommended for development with implementation to be pursued at a later date.

5064C/435

ATTACHMENT "B"

PROJECTS ON THE STATE HIGHWAY SYSTEM  
RECOMMENDED FOR INCLUSION IN THE  
ODOT SIX-YEAR HIGHWAY IMPROVEMENT PROGRAM

NE Portland Highway 82nd - I-205 at 60th	\$ 1.6 million 2.2
Marine Drive at BNRR	7.0
Sunset Highway at Zoo	3.0
Highway 224/212 - Ross Island Bridge to U.S. 26 Reconnaissance	0.5
Phase 1 Construction (such as 224/Harrison interchange and 212 climbing lane)	5.0
US 26 - Cornelius Pass	4.8
US 26 - Cornell	5.2
US 26 - 185th	5.0
Highway 217 at 99W	4.6
Scholls Ferry Road	3.8
Farmington Road (to 185th)	4.6
257th Extension (Graham Road)	1.7
State Street (to include application for \$0.4m of HES funds)	0.3-0.7
Highway 217 Ramp Metering	0.4
TV Highway Reconnaissance	0.3
Sandy Boulevard - 122nd to 238th	<u>4.7</u>
TOTAL STATE HIGHWAY SYSTEM	\$54.7-\$55.1 million

5064C/435





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**METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646**  
*Providing Zoo, Transportation, Solid Waste and other Regional Services*

**Date:** February 10, 1986

**To:** JPACT

**From:** TPAC Finance Committee

**Regarding:** Regional Participation in Development of a State Consensus

In November, 1985, the TPAC Finance Committee was established with the following charge:

- . Monitor the progress of and provide input to the Oregon Roads and Transit Finance studies.
- . Assist staff in preparing materials for JPACT discussion on policy issues related to the Oregon Roads and Transit Finance studies and on alternative transportation funding strategies for discussion by JPACT.
- . Assist JPACT in developing a consensus on finance recommendations for the 1987 Legislature, 1986 Surface Transportation Act, and local and/or regional measures.

In order to properly address these issues, it is recommended that JPACT form a similar Finance Policy Committee to provide a forum for review and discussion of key issues and development of a regional and state consensus. It is recommended that the Committee begin reviewing the issues as soon as possible so that a regional consensus on the conclusions of the Oregon Roads Finance Study can be developed by its conclusion in September.

The membership of the Committee should include elected and/or policy representatives from Metro; the City of Portland; Multnomah, Washington and Clackamas Counties; the Tri-Met Board; the Oregon Department of Transportation; and Port directors. The recommended charge to the Committee is as follows:

- a. Develop a federal, state and local financial strategy for meeting transportation needs.
- b. Exchange information on county gas tax actions.

- c. Work with the Tri-Met Board to assist on transit funding.
- d. Participate in the development of a state consensus on the recommendations of the Oregon Roads and Transit Finance studies.
- e. Develop a regional consensus on other proposed state transportation legislation to include the issue of local option road funding and transit funding alternatives.
- f. Develop a regional consensus on the 1986 Surface Transportation Act and other federal transportation legislation.

In support of this effort, JPACT should direct the TPAC Finance Committee and staff to:

- a. Prepare a report on the scope of the transportation needs in the Portland region and an assessment of the scope and nature of the transportation funding problem consistent with the Roads Finance Study.
- b. Prepare a work plan for the Finance Policy Committee to address the problem.
- c. Coordinate with the Oregon Roads and Transit Finance studies.

ACC:lmk

COMMITTEE MEETING TITLE JPACT

DATE 2-13-86 - 7:30 a.m.

NAME

AFFILIATION

M- FRED HANSEN	DEQ
M- JOHN FRENZINS	<del>DEQ</del> TRI-MET
G- Bill Vian	Douglas County
G- Dale White	Harney County
G- Ed Lindquist	Clac. County
G- Bill PENNOLLOW	ASS'N OF OREGON COUNTIES
G- Ted Jensen	OOOT
S- Bill PETERS	METRO
G- Ed Hardt	OOOT
G- Winston Kurth	Clackamas Co.
M- <del>Robert [unclear]</del>	" "
M- Ron Thom	Cities of Clackamas Co.
G- Geraldine L Bael	WJB, Inc.
S- Rick Gustafson	Metro
M- George & Ann Bergerson	"
M- Mary Waidyska	Cities of Multnomah Co.
S- Richard Brande	Metro
G- John Price	FHWA
G- Steve Dotterrer	City of Portland
S- Halp Fell	Fellow
G- Howard Harris	DEB
S- Karen Backstrom	Metro
M- Margaret Frachan	Portland

