

MEETING REPORT

DATE OF MEETING: December 13, 1990

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

PERSONS ATTENDING: Members: Chair George Van Bergen, Richard Devlin, David Knowles and Jim Gardner, (alt.) Metro Council; Pauline Anderson, Multnomah County; Don Adams (alt.), ODOT; Clifford Clark, Cities of Washington County; James Cowen, Tri-Met; Keith Ahola (alt.), WSDOT; Bonnie Hays and Roy Rogers (alt.), Washington County; Robert Liddell, Cities of Clackamas County; Ed Lindquist, Clackamas County; Les White (alt.), C-TRAN; Tom Bispham (alt.), DEQ;

Guests: Craig Lomnicki (JPACT alt.), Cities of Clackamas County; Paul Haines, City of Lake Oswego; G. B. Arrington, Tri-Met; Bebe Rucker, Port of Portland; Rod Sandoz, Clackamas County; Bruce Warner, Dennis Mulvihill, Washington County; Gil Mallery, Intergovernmental Resource Center; Kim Chin, C-TRAN; Steve Dotterer, City of Portland; Rick Kuehn, CH2M Hill; Susie Lahsene, Multnomah County; Molly O'Reilly (TPAC Member); Denny Moore, Public Transit Division, ODOT

Staff: Andy Cotugno, Karen Thackston, and Marilyn Konka, Secretary

SUMMARY:

Chair George Van Bergen declared a quorum and called the meeting to order.

MEETING REPORT

The minutes of the November 8, 1990 JPACT meeting were approved as written.

RESOLUTION 90-1361 - ESTABLISHING A WORK PLAN FOR THE ANALYSIS OF
ISSUES RELATED TO THE TRANSFER OF MASS TRANSIT SERVICES FROM TRI-
MET TO THE METROPOLITAN SERVICE DISTRICT

Owing to other commitments, Councilor Gardner discussed Resolution No. 90-1361 ahead of previous agenda items. He stated that the purpose of the resolution was to stop any further study of the merger at this point. All Metro and other local government efforts will be directed toward obtaining a Full Funding Agreement for the Westside Light Rail Project and this issue will not be raised again until a Full Funding Agreement is resolved. The resolution also lays out topics for further study and requests the Executive Officer to lay out a work plan. It was clear to the subcommittee that there are a number of issues which needed a more comprehensive analysis than was possible given the time frame in which the subcommittee sought to effect resolution of the issue. The region's top priority is to see that the Westside Light Rail Project is fully funded.

The resolution was amended by the Intergovernmental Relations (IGR) Committee on December 11, 1990. The amendment removed the phrase "not raise again" because the Committee did not feel it was necessary to restrict itself in this manner. The resolution will be before the full Metro Council on December 13, 1990 and will contain both a commitment to the Full Funding Agreement as well as the original language of the resolution. When questioned by James Cowen as to his confidence concerning the intent and original language of the resolution being retained, Councilor Gardner assured Mr. Cowen of the Metro Council's position. Mr. Cowen complimented the subcommittee in crafting a resolution Tri-Met supported. Tri-Met's major goal is to build the Westside Light Rail Project and to secure full funding. Tri-Met was not happy with the revised resolution and saw it as compounding the differences with UMTA. Tri-Met does not support the resolution as amended and will be greatly disappointed should it pass as amended. (Note of information to the Committee: The full Council passed the resolution on December 13, 1990 as it was presented from the JPACT Subcommittee, i.e., prior to language amendments added by the IGR Committee.) Chair Van Bergen noted his agreement with Mr. Cowen's position.

Councilor Gardner noted another, separate item for JPACT's information, that being an historic meeting of the mayors of Seattle, Vancouver, British Columbia, and Portland to discuss high speed rail. He passed around an article on the subject from a Seattle newspaper.

Action Taken: Clifford Clark moved that JPACT recommend the adoption of Resolution 90-1361 to the Metro Council. Councilor

Devlin clarified the motion to read "to recommend the adoption of Resolution 90-1361 as it was before IGR amendments were made." The motion PASSED unanimously.

RESOLUTION NO. 90-1369 - AUTHORIZING SUPPLEMENTAL FEDERAL-AID URBAN FUNDS FOR LRT COMPATIBILITY OF THE HAWTHORNE BRIDGE

Andy Cotugno reviewed the resolution which would allow for light rail transit on the Hawthorne Bridge at a future date by present strengthening of the structure. This cost at a future time would approximate \$2.5 million. This resolution allocates an additional \$60,000 of FAU Reserve funds to augment the \$190,000 previously set aside for future construction. The basic conclusion of the consultant report was that structurally whether inside or outside lanes are used for LRT does not matter; traffic-wise, however, there are major operational problems with LRT in the center lanes.

The recommendation is to endorse Multnomah County's plan to go forward and authorize an additional \$60,000 to allow the outer lanes to be convertible to LRT. There will have to be further and more detailed studies as well as further consideration of structural capacity of the bridge in general. The cost may be accelerated by LRT, but the cost is inevitable regardless.

Action Taken: James Cowen made a motion to approve the resolution. Under discussion of the motion, Bob Liddell asked if this indicated a refurbishing of the whole bridge. Andy replied that it was not yet clear and is a question of when the cost is incurred. Chair Van Bergen asked if this meant foreclosing the Sellwood Bridge LRT option. Andy answered no, indicating that both east and west alignments were options which were both still open. He continued that if the Sellwood option is selected, this Hawthorne Bridge improvement would not be used as the route for Milwaukie. However, a longer term proposal may come from the Central City Plan for the use of trolleys across the Hawthorne Bridge.

Chair Van Bergen called for the question. The motion PASSED unanimously.

RESOLUTION 90-1363 - AMENDING THE TIP FOR TRANSFER OF FUNDS TO PURCHASE LIGHT RAIL VEHICLES

Andy Cotugno explained that this resolution was primarily an exchange of funds which is customarily an administrative adjustment. Owing to the \$1.5 million limit, this resolution has come before the committee. The problem of highway/bus orientation was triggered by an \$8 million Section 3 commitment to the North Mall

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Extension. In effect, what this exchange does is to put Interstate Transfer funds previously allocated to LRV purchase to the Mall Extension, put Section 3 bus-related mall monies to bus purchase, and Section 9 funds from bus purchase toward light rail vehicle (LRV) purchase. There is a difference in match ratios; Tri-Met is responsible for buses and LRV purchase; the City of Portland is responsible for Mall Extension expenditures and will reimburse Tri-Met for their extra local match requirement.

Pauline Anderson questioned what the Section 9 funds would be used for otherwise. Andy replied that it meant funds programmed for 1993 would be used now instead of later. In regard to Section 9, there may be a delay for two park-and-rides in Multnomah County. G. B. Arrington said that the funds were originally set aside for articulated buses, but now the funds were being moved forward to buy regular sized buses. Under new rules forthcoming, purchases will be analyzed. Pauline Anderson favored delaying the extension of the transit mall rather than the park-and-rides. Andy asked G.B. if the park-and-rides were operating at capacity to which G.B. answered no. James Cowen stated that the park-and-rides would not be more delayed with or without this resolution and that there is a need to go forward with the mall project.

Action Taken: It was moved and seconded to approve the resolution. The motion PASSED unanimously.

OTHER MATTERS

The next meeting date was moved forward from January 10 to January 17, 1990 at 7:15 a.m. Additionally, the Joint JPACT/IRC meeting time was advanced from 7:00 a.m. to 7:30 a.m. in Vancouver for the February 14 meeting.

Bonnie Hayes announced that Roy Rogers would assume her role as JPACT member. Chair Van Bergen announced his eligibility for Medicare. The meeting was adjourned, but no one left because everyone was having such a good time.

REPORT WRITTEN BY: Marilyn Konka

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members