

## MEETING REPORT

DATE OF MEETING: June 13, 1985

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

PERSONS ATTENDING: Members: Richard Waker, Marvin Woidyla, George Van Bergen, Dick Pokornowski, Robert Schumacher, Ron Thom, Earl Blumenauer, Ed Hardt, Margaret Strachan, and Jim Gardner

Guests: Keith Ahola, WSDOT; Ted Spence and Mary Volm, ODOT; Gil Mallery, IRC of Clark County; Bebe Rucker, Port of Portland; Susie Lahsene, Multnomah County; Merlyn Hough and Howard Harris, DEQ; Tom VanderZanden, Clackamas County; Steve Dotterer and Grace Crunican, City of Portland; and G.B. Arrington and Bob Post, Tri-Met

Staff: Rick Gustafson, Executive Officer; Andrew Cotugno; Keith Lawton; Peg Henwood, Richard Brandman; and Lois Kaplan, Secretary

MEDIA: None

### SUMMARY:

#### UPDATE OF PORTLAND OZONE STRATEGY

Richard Brandman reported that the Portland AQMA marginally attained compliance with the federal ozone standard in 1984. He indicated that a recent analysis showed that attainment of the standard is anticipated through the year 2005, assuming no new major industrial sources enter the region. To accommodate new growth in the area, he cited the need for a growth cushion to be created in the air shed. Policy issues over the growth cushion will be discussed by the Air Quality Advisory Committee and alternative measures will be recommended to DEQ.

The question was raised as to whether or not there is a standard for volatile organic compounds and if we are in compliance. In response, Mr. Brandman stated that Portland does not violate that standard.

Recommendations on the ozone strategy will be referred to JPACT in the fall following review by the Air Quality Advisory Committee.

#### AMENDING THE TIP TO INCLUDE AN INTERSTATE BRIDGE NORTHBOUND LIFT SPAN IMPROVEMENT PROJECT

Ed Hardt reviewed the structural improvements needed on the Interstate Bridge and the timeliness of such improvements in view of present repairs to the bridge. It is proposed to be funded with Federal-Aid Interstate 4R funds.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 85-576 for the purpose of amending the Transportation Improvement Program to include an Interstate Bridge northbound lift span improvement project. Motion CARRIED unanimously.

ADOPTING AN INTERIM SPECIAL NEEDS TRANSPORTATION PLAN

Richard Brandman informed the Committee that the Interim Special Needs Transportation Plan establishes a goal and policy direction for the transportation needs of the elderly and handicapped for the next two years. In addition, it provides the framework and rationale for expenditures toward meeting those needs. Following the two-year period, Tri-Met's present experimental program for elderly and handicapped transit service will be evaluated to determine the best program. Present service includes: the tri-county LIFT program; accessible buses with lifts on 25 percent of its lines; and regular transit service that is provided the elderly and handicapped.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 85-577 for the purpose of adopting an Interim Special Needs Transportation Plan. Motion CARRIED unanimously.

RESPONSE TO SENATOR HATFIELD'S LETTER ON E(4) CARRYOVER FUNDS

Copies of the letter from Senator Hatfield as well as responding letters from the jurisdictions and Fred Miller relating to Senator Hatfield's concern over Oregon's inability to fully obligate its FY 84 and FY 85 Interstate Transfer funds were included in the Agenda packet.

Andy Cotugno reported that all jurisdictions affected by the e(4) program had met and deliberated on what steps should be followed in order to have as realistic a project list as possible. He noted further that e(4) funds will not lapse in view of the transfer of obligated Interstate Transfer funds to ODOT-sponsored projects -- NE Portland Highway and the Ross Island Bridge Overlay -- in lieu of their Federal-Aid Primary counterpart.

A letter was introduced by Councilman Dick Pokornowski of the City of Vancouver, over the signature of Clark County Commissioner Vern Veysey, WSDOT District Administrator Ed Ferguson, and Councilman Pokornowski, pointing out that such e(4) funds could have been utilized in the Clark County area on projects of regional significance had they initially been considered in the Concept Program. In response, Ed Hardt explained that the issue is not a matter of lack of projects in Oregon but rather an inability to predict when the funds will be obligated in accordance with federal requirements. Andy Cotugno further clarified that funds would not be "lost"; rather the question is "when" and not "whether" you will receive your Interstate Transfer amount. Ted Spence also assured the Committee that the state of Oregon would not lose any of the programmed e(4) funds, but that it would necessitate a transfer of funds to other ODOT-sponsored projects.

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In response to Clark County's request that projects of regional significance be considered in the future for Interstate Transfer funds, Rick Gustafson indicated he would be supportive of such joint-effort projects if funds would be forthcoming from the state of Washington as well. There was support expressed for cooperative efforts between the two states if funds were available for the region from both sources.

#### PROPOSED REGIONAL GAS TAX

Andy Cotugno noted the current disparity in gas tax levels in the tri-county area and indicated that the Gasoline Dealers Association have asked for resolution of the problem. In response, the counties, Portland, Tri-Met and Metro are investigating a regional 5¢ gas tax which would be levied by Tri-Met. The matter will be taken up at the June 20 and June 28 Tri-Met Board meetings. Andy then reviewed the concept plan of the proposed regional gas tax. As the proposal progresses, he suggested endorsement by JPACT of the gas tax measure.

During discussion, Chairman Waker indicated that Washington County has concerns that the administration of such funds and its intended use for transit needs would limit their funding flexibility with less funds available for maintenance. It was explained that the tax would be collected by Tri-Met but targeted for transit needs.

A discussion followed on Tri-Met's short-term and long-term financial needs and the impact of the gas tax on its financial structure.

Andy Cotugno then reviewed the remaining issues to be resolved including the need for interagency agreements or an ordinance for endorsement of the regional gas tax package.

#### INTRODUCTION OF PUBLIC AFFAIRS REPRESENTATIVE

Ed Hardt introduced Mary Volm, ODOT's new Public Affairs Representative, who replaced Vickie Rocker on their staff.

#### ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rick Gustafson  
Don Carlson  
JPACT Members