

MEETING REPORT

DATE OF MEETING: December 13, 1984

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

PERSONS ATTENDING: Members: Charlie Williamson, Mike Lindberg, Dick Pokornowski, Fred Hansen, Lloyd Anderson, Robin Lindquist, Wes Myllenbeck, John Frewing, Larry Cole, George Van Bergen, Robert Schumacher, Richard Waker, Earl Blumenauer (alternate) and Ted Spence (alternate)

Guests: Tom VanderZanden and Gary Spanovich, Clackamas County; Susie Lahsene, Multnomah County; Bebe Rucker, Port of Portland; Gil Mallery, RPC of Clark County; Steve Dotterer, City of Portland; and Bob Post, Tri-Met

Staff: Rick Gustafson, Andy Cotugno, Peg Henwood, Karen Thackston, Neil McFarlane, James Giesecking and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

1. ENDORISING AN INCREASE TO THE STATE GAS TAX AND ASSOCIATED WEIGHT-MILE TAX FOR STATE, COUNTY AND CITY ROAD IMPROVEMENTS

Andy Cotugno explained that the recommendation of the House Task Force on State and Local Road Funding supports a 1¢ increase for a state modernization program and a 1¢ increase for cities and counties. They further recognize that the scope of the modernization program should be expanded to include projects off the state highway system needed for economic development.

Andy emphasized that approval of this Resolution would support the House Task Force's recommendation but would also acknowledge the need for a further increase. During discussion, Robin Lindquist indicated a need for more technical or statistical information documenting the additional 1¢ request. The response noted that testimony before the House Task Force in August, 1984 stated the case for provision of adequate local road funding. Robin Lindquist acknowledged that the Task Force is aware that the locals may continue to pursue a 1¢-state/2¢-city/county measure.

Further discussion concerned the political issue of jeopardizing support by the Legislature of a 2¢ package if the 3¢ proposal were further promoted. It was suggested that the tactical approach should be to continue to state the case for a higher level of funding but to specifically support the measure recommended by the Task Force.

Robin Lindquist explained that 1¢ goes directly to the locals and that the 1¢ dedicated to the state is for a bonding program that is open to all roads based on new criteria that addresses economic need. She indicated no opposition to the proposed Resolution under consideration by JPACT.

Andy clarified that approval of this Resolution would convey the message that JPACT supports the 2¢ recommendation of the Task Force, that we will not pursue the 3¢ increase and that we will continue to argue the need for a higher level of funding.

Action Taken: It was moved and seconded to recommend approval of Resolution 84-520 endorsing an increase to the state gas tax and associated weight-mile tax for state, county and city road improvements. Motion CARRIED, with Ted Spence dissenting.

2. AMENDING THE TIP TO INCLUDE TWO NEW PROJECTS: FERNHILL ROAD BRIDGES REPLACEMENT AND INTERSTATE BRIDGE RAILING REPLACEMENT

Andy Cotugno reviewed the proposed two project additions to the TIP, noting approval of the Resolution would replace three structurally deficient wooden bridges on Fernhill Road and provide a new and safer railing for the Interstate Bridge parapet.

Action Taken: It was moved and seconded to recommend approval of the Resolution amending the TIP to include two new projects: Fernhill Road bridges replacement and Interstate Bridge railing replacement. Motion CARRIED unanimously.

3. AMENDING THE UNIFIED WORK PROGRAM TO ACCELERATE THE STUDY OF LIGHT RAIL TRANSIT FEASIBILITY IN THE I-205 CORRIDOR BETWEEN GATEWAY AND THE CLACKAMAS TOWN CENTER

Andy Cotugno explained that this request for acceleration of the LRT feasibility study in the I-205 corridor was initiated by the Port of Portland and the Board of Commissioners of Clackamas County. Reasons cited included: upcoming land use considerations that would be affected by light rail for areas surrounding the Portland International Airport and the Clackamas Town Center; the need to accelerate the study to pursue local match from the Port's land development activities and airport funds and the Clackamas Town Center's tax increment financing district, which expires in 1987; and the need to study the I-205 corridor in its entirety (north and south of Gateway). It was emphasized that this Resolution did not set corridor priorities and that, following study on all the corridors, an evaluation would be made to set priorities. Also, it was stated that the Southwest Corridor study would not be affected by this action.

Andy noted that the order in which the corridors would be studied is a policy issue and therefore was not initially addressed by TPAC but that TPAC would be involved in working out the detailed scope and schedule.

Concern was expressed by Wes Myllenbeck over any setback to the Sunset LRT Preliminary Engineering (PE) due to limited Tri-Met staff resources. He stated that Tri-Met is currently behind in the PE phase of the Westside study and indicated political pressures in Washington County for completion of the PE phase of study.

Dick Pokornowski expressed concern over the Bi-State corridor study inasmuch as Tri-Met's resources are also being utilized for that project and requested that a commitment be made at the next JPACT meeting by Metro and Tri-Met for a completion date of the Bi-State study. He asked that it be a separate report and not be delayed because of this proposed action.

Andy Cotugno indicated that he shared the concerns of Washington and Clark Counties and felt that the conceptual engineering work undertaken by Tri-Met should perhaps be shifted to consultants. Staff must look at the issues involved with this Resolution and what can be accomplished in light of priorities for PE on the Westside, Airport, Bi-State and I-205 studies. Rick Gustafson pointed out delays that have occurred both through technical and political influences.

It was the consensus of the Committee that more detailed schedule and cost information be provided at the next JPACT meeting. They also indicated concern about the financial capacity to build future LRT facilities but realized that LRT studies are necessary to eventually resolve the funding dilemma.

Ted Spence expressed concern regarding the issue of land use decisions being made based on unfunded transit projects, and the impact this could have on the regional highway system if the transit projects are not realized.

Action Taken: It was moved and seconded to recommend approval of the Resolution amending the Unified Work Program to accelerate the study of light-rail transit feasibility in the I-205 corridor between Gateway and the Clackamas Town Center. Motion CARRIED; Wes Myllenbeck dissented. It was further agreed that more detailed scoping, scheduling and cost information be provided at the January JPACT meeting.

4. FAREWELL TO CHARLIE WILLIAMSON

In recognition of Charlie Williamson's many years of service to JPACT and his retirement from Metro, a plaque and caricature was

presented him. Generous praise was accorded Charlie for his noteworthy efforts and achievements as Chairman of JPACT. He, in kind, thanked the committee for its contribution and spoke highly of the regional process and consensus it delivered.

Charlie also noted that it was Robin Lindquist's last meeting and indicated balloting underway for her replacement. Thanks were extended Robin for her participation and contribution to JPACT.

5. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rick Gustafson
Don Carlson
JPACT Members