

MEETING REPORT

DATE OF MEETING: June 14, 1984

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

PERSONS ATTENDING: Members: Charlie Williamson, Wes Myllenbeck, Larry Cole, Vern Veysey, John Frewing, Corky Kirkpatrick (alternate), Mike Lindberg, Robin Lindquist, Ed Hardt, and Dick Waker

Guests: Rick Daniels, Washington County; Ted Spence, ODOT; Sarah Salazar, Port of Portland; Peter Fry, Central Eastside Industrial Council; Rick Walker, Cities of Multnomah County; Lee Hames and Bob Post, Tri-Met; Steve Dotterer, City of Portland; and Gil Mallery, RPC of Clark County

Staff: Rick Gustafson, Andrew Cotugno, Keith Lawton, Peg Henwood, Karen Thackston, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

1. MEETING REPORTS OF MAY 9 AND APRIL 12, 1984

The meeting reports of May 9 and April 12 were approved as written.

2. AMENDING THE FY 1984 TIP TO INCLUDE AN UPDATED PROGRAM OF PROJECTS USING SECTION 9 FUNDS

Andy explained that these Section 9 transit funds are available on a formula basis for capital purposes and that \$7.9 million is available. He further indicated that the program of projects being adopted was for over \$10 million, therefore requiring elements of the Banfield funding to carry over into FY 85.

Action Taken: It was moved and seconded to recommend approval of the Resolution (No. 84-473) for the purpose of amending the FY 84 TIP to include a program of projects using Section 9 funds. Motion CARRIED unanimously.

3. AMENDING THE TIP TO INCLUDE CORNELL ROAD BRIDGES IMPROVEMENT PROJECT

Andy noted that the State has funds available for bridge replacement projects and is seeking candidate projects such as those proposed by this resolution for Cornell Road. The intent is to use the funds for replacement of deteriorated structures.

The question was raised over the Cornell Road Bridges improvement due to its impending trade from Multnomah County to the City of Portland. Steve Dotterer indicated that the agreement stipulates that the road will be repaired by the County before the trade.

Action Taken: It was moved and seconded to recommend approval of the Resolution (84-474) amending the Transportation Improvement Program to include Cornell Road Bridges improvement. Motion CARRIED unanimously.

4. AUTHORIZING APPLICATION FOR FEDERAL FUNDS FOR A 16(B)(2) SPECIAL TRANSPORTATION PROJECT (ROBISON JEWISH HOME) AND AMENDING THE TIP

The Robison Jewish Home intends to purchase one 5-9 passenger stationwagon and two 10-16 passenger vans with lifts, meeting the criteria of serving specific client groups not presently served by Tri-Met. Approval of this Resolution makes them eligible for consideration of 16(b)(2) funds by the State.

Action Taken: It was moved and seconded to recommend approval of the Resolution (84-475) authorizing application for federal funds for a 16(b)(2) special transportation project (Robison Jewish Home) and amending the Transportation Improvement Program. Motion CARRIED unanimously.

5. FUNDING MEASURES - STATEWIDE AND LOCAL

Andy Cotugno reported on the various funding packages being explored by the State and by the League of Oregon Cities/Association of Oregon Counties. The State's alternatives are targeted on a one or two cent gas tax measure. The LOC and AOC are developing a revenue source that would provide more pass-through to the cities and counties than the historical shares. The Legislative Task Force on Roads has scheduled its first meeting immediately after the JPACT meeting.

Rick Gustafson encouraged JPACT to take a regional position on this funding matter, one that would reflect investment in the economic growth of this state. Chairman Williamson questioned whether TPAC should develop a policy statement in support of a legislative bonding issue for the region.

Regarding Interstate Transfer funds, Andy reported that this region will receive \$13.5 million in formula funds; however, \$19.5 million in discretionary funds will not be available. Thirty million is included in the House Bill for next year which is sufficient to pay for all programmed projects for

FY 84/85, thereby compensating for the loss of FY 84 funds, but allows for no additional reserves for cost increases or acceleration of projects. Senate consideration of the bill is still pending. Andy indicated that a decision would be forthcoming by next month.

6. 2005 EMPLOYMENT FORECASTS

Keith Lawton briefed the Committee on the analysis taken place to date using the Wharton Econometric Forecasting Associates forecast as the basis for discussion and resource document for the Regional Growth Forum workshops.

Keith noted that the WEFA forecast needed to be disaggregated from a state level down to census tracts for the Portland region. Three meetings will be held by the Regional Growth Forum, as follows: 1) subject - employment; 2) subject - housing; and 3) subject - general intraregional trends.

Whether jobs will be viewed in terms of S.I.C. classification rather than character of the jobs was questioned. Keith indicated that some of the information and decisions would have to be derived from the economists' discussion groups. Commissioner Veysey questioned whether Clark County would be included in the analysis; he further recommended that a representative of Clark County be included on the Forum. Keith related that the growth trends in Clark County would be analyzed, although the first analysis will be a regional one.

7. REGIONAL TRANSPORTATION PLAN UPDATE

Andy indicated that the paper on the scope of work and time frame for the RTP provided a general overview of the forthcoming process for updating the Regional Transportation Plan. In part, the intent is to update the regional population/employment growth assumptions to determine if travel demand and patterns have changed since adoption of the Plan. This analysis will also evaluate whether there is need to change policy direction.

With regard to the impact of telecommunications, it was noted that its assessment will be judgmental based on the newness of the industry and the expertise offered by representatives of the industry. Andy emphasized the three planning aspects to telecommunications being: how it affects travel in the peak and off-peak commuting and whether we should plan for a telecommunication system. Interest was also expressed in telecommunications as it relates to freight movement.

8. TACOMA/MCLOUGHLIN DECISION

In response to a question, Ed Hardt related that the Milwaukie City Council had recently been briefed on the McLoughlin alternatives and that a decision is anticipated in July or August on the preferred alternative at Tacoma. He indicated that they are down to two alternatives, citing the key issue as being the impact on Johnson Creek Boulevard stemming from improvement on McLoughlin at Tacoma. He noted that this matter will be subject to JPACT review to release the Interstate Transfer funds at a future meeting.

9. 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