

## MEETING REPORT

DATE OF MEETING: November 8, 1984

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

PERSONS ATTENDING: Members: Charlie Williamson, Lloyd Anderson, Earl Blumenauer (alternate), Ed Ferguson, Ed Hardt, George Van Bergen and Dick Waker

Guests: Vickie Rocker and Ted Spence, ODOT; Steve Dotterer, City of Portland; Peter Fry, Central Eastside Industrial Council; Bob Post, Tri-Met; Mayor Ronald Kinsella, City Manager Hugh Brown and Councilor Roger Hall, City of Milwaukie; Bebe Rucker, Port of Portland; Susie Lahsene, Multnomah County; Geraldine Ball, DJB, Inc.; Gil Mallery, RPC of Clark County; and Howard Harris, DEQ

Staff: Andy Cotugno, Peg Henwood, Richard Brandman, Neil McFarlane, Karen Thackston and Lois Kaplan, Secretary

MEDIA: None

### SUMMARY:

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

Andy Cotugno explained that the proposed endorsement calls for a 1¢ increase dedicated to a \$200 million state modernization program and a 2¢ increase for distribution among cities and counties dedicated to maintenance and reconstruction purposes. However, he reported that the House Task Force on State and Local Road Funding is leaning toward a 2¢ measure. Following endorsement in concept by JPACT for a 3¢ increase in August, support was requested from the cities and counties in the region to urge this needed legislation. Andy indicated that no action is being sought at this time pending consideration by the local governments.

In discussion on this issue, Ed Hardt voiced his opposition to the 3¢ package inasmuch as it would represent a one-third reduction for the state, breaking away from the normal 68-32 split. He indicated preference by the state that an allocation study first be performed to determine what the split should be in the future -- prior to any funding package endorsement. He further recommended that the county and city JPACT representatives meet with Fred Miller, Director of the Oregon Department of Transportation, to work toward a consensus on this issue.

Commissioner Blumenauer spoke of funding needs for Multnomah County and the other cities and counties. He indicated that the counties

would be forced to implement local gas taxes if sufficient revenue is not raised at the state level.

Action Taken: It was the consensus of the members that a meeting be scheduled within the next few weeks with Fred Miller, the city/county representatives on JPACT, and a representative from Metro to reach a consensus on a funding package.

2. AMENDING THE TIP TO INCLUDE A BROOKWOOD AVENUE BRIDGE REPLACEMENT PROJECT OVER ROCK CREEK IN WASHINGTON COUNTY

This project would replace a deteriorating wooden bridge over Rock Creek, with the city of Hillsboro providing the local match of \$83,700.

Action Taken: Lacking a quorum, no formal recommendation was made by the Committee; however, consensus of those present was to convey approval of Resolution No. 84-517 to the Metro Council, amending the TIP to include a Brookwood Avenue Bridge replacement project over Rock Creek in Washington County.

3. AMENDING THE TIP TO INCLUDE A RECONSTRUCTION AND REPLACEMENT PROJECT FOR TWO RETAINING WALLS ON NW CORNELL ROAD IN THE VICINITY OF NW 29TH/30TH AVENUES

This project would reconstruct a retaining wall supporting the roadway of NW Cornell Road at NW 29th Avenue and replace another that supports NW Cornell Road 600 feet west of 30th Avenue.

Action Taken: Lacking a quorum, no formal recommendation was made by the Committee; however, consensus of those present was to convey approval of Resolution No. 84-518 to the Metro Council, amending the TIP to include a reconstruction and replacement project for two retaining walls on NW Cornell Road in the vicinity of NW 29th/30th Avenues.

4. McLOUGHLIN LRT AND HIGHWAY STAGING ANALYSIS

Neil McFarlane provided an overview of the Milwaukie Corridor Summary Report. Background leading to this analysis included the 1980 McLoughlin Boulevard Improvement Strategy, the 1982 McLoughlin DEIS by ODOT, the 1983 adoption of Metro Resolution 83-383, and the 1983 regional LRT plan work scope. Neil explained that the purpose of the LRT study was to determine: 1) the relationship between highway project stages and transit; 2) whether the corridor is promising for LRT; and 3) which alignments should be studied further. The conclusions reached support both a major expansion in transit and a widened McLoughlin Boulevard by the year 2000.

Neil then reviewed the LRT alignments considered (PTC, Sellwood and McLoughlin), the cost factors, and benefits of each -- noting that McLoughlin worked the best. He cited the benefits of LRT as travel time savings, ridership attraction, improved environment and economic development.

Recommendations included:

- a) Amend the Regional Transportation Plan to reflect staging of the McLoughlin highway improvement with short-term bus improvements, denoting LRT as a promising long-term alternative, and identifying alignments for further study;
- b) Ensure highway and transit projects advanced prior to LRT are compatible with the eventual LRT alignment;
- c) Consider an alternatives analysis in FY 86-87 subject to:  
1) final priorities of the LRT system plan; 2) review of new population/employment forecasts; and 3) improved financial capabilities of the region to pursue LRT; and
- d) Allocate Interstate Transfer funds accordingly.

Regarding the projection of mass transit trips, Neil related that an increase is being projected from 50 percent to 75 percent of downtown-oriented work trips.

Mayor Ronald Kinsella asked whether Interstate Transfer funds presently reserved for the Milwaukie Corridor could be used for a Johnson Creek Boulevard bypass. Ed Hardt noted that this was not possible since the current Concept Plan did not include a Johnson Creek project.

Action Taken: The report will be released for jurisdictional and public review and is scheduled for further JPACT review in March.

#### 5. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

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Don Carlson  
JPACT Members