12-13-1984

Meeting Notes 1984-12-13

Joint Policy Advisory Committee on Transportation

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Date: December 13, 1984
Day: Thursday
Time: 7:30 a.m.

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Place: Metro, Conference Room A1/A2

*1. ENDORSING AN INCREASE TO THE STATE GAS TAX AND ASSOCIATED WEIGHT-MILE TAX FOR STATE, COUNTY AND CITY ROAD IMPROVEMENTS - APPROVAL REQUESTED - Andy Cotugno.

*2. AMENDING THE TIP TO INCLUDE TWO NEW PROJECTS: FERNHILL ROAD BRIDGES REPLACEMENT AND INTERSTATE BRIDGE RAILING - APPROVAL REQUESTED - Andy Cotugno.


4. FAREWELL TO CHARLIE WILLIAMSON.

*Material Enclosed.
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 Dotterrer, 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

COPIES TO: Rick Gustafson
            Don Carlson
            JPACT Members
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<th>NAME</th>
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<td>Lloyd Anderson</td>
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<td>Andy Cutugno</td>
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BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ENDORSING AN ) RESOLUTION NO. 84-520
INCREASE TO THE STATE GAS TAX AND ) Introduced by the Joint
ASSOCIATED WEIGHT-MILE TAX FOR ) Policy Alternatives
STATE, COUNTY AND CITY ROAD ) Committee on Transportation
IMPROVEMENTS

WHEREAS, Maintenance and improvement to the state and local road system is vital to the Portland metropolitan area; and

WHEREAS, Current federal, state and local highway revenue are inadequate to fund timely improvements to the state highway system and inadequate to fund maintenance and improvements to the city/county road system; and

WHEREAS, The House Task Force on State and Local Road Funding has recommended to the 1985 session of the Oregon Legislature a measure calling for a 2¢ gas tax increase plus appropriate truck weight-mile tax; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses a 1¢ gas tax increase plus appropriate increase in truck weight-mile tax for the purpose of implementing a $200 million statewide modernization program for state highways plus city/county road improvements needed for economic development of state significance.

2. That the Metro Council endorses a 2¢ gas tax increase plus appropriate increase in truck weight-mile tax for maintenance and improvement to the city/county road system.

3. That the Metro Council endorses the recommendation of the House Task Force on State and Local Road Funding as a step in the right direction toward meeting these needs.
4. That the cities and counties of the metropolitan area
are urged to adopt similar positions to be forwarded to their state
legislative delegation.

5. That this position be forwarded to the House Task Force
on State and Local Road Funding and the Oregon Legislature.

ADOPTED by the Council of the Metropolitan Service District
this ____ day of ________, 1984.

Presiding Officer

AC/srs
2203C/402-4
11/30/84
CONSIDERATION OF RESOLUTION NO. 84-520 FOR THE PURPOSE OF ENDORSING AN INCREASE TO THE STATE GAS TAX AND ASSOCIATED WEIGHT-MILE TAX FOR STATE, COUNTY AND CITY ROAD IMPROVEMENTS

Date: October 19, 1984
Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

The attached resolution would endorse adoption of legislation by the 1985 session of the Oregon Legislature to increase the state gas tax from the currently approved level of 10¢ to 13¢ with an appropriate increase to the truck weight-mile tax, for the following purpose:

- A 1¢ increase would be dedicated to a $200 million state modernization program. Current legislative proposals call for this program to be targeted at improvements to the state highway system. This resolution calls for the scope of the program to be expanded to include modernization projects off the state highway system that are needed to serve significant areas of economic development. This program would be in addition to the current 68 percent of the state gas tax devoted to the Oregon Department of Transportation (ODOT) and the current federal funding sources.

- A 2¢ increase would be distributed among cities and counties and would largely be dedicated to maintenance and reconstruction of the existing local road system. Some funds on a jurisdiction-by-jurisdiction basis would also be spent on needed capital improvements. The specific allocation method to cities and counties has yet to be determined. The current state and federal allocations to cities and counties would remain unchanged.

Background

In January, at the request of Governor Atiyeh, ODOT initiated an effort to investigate alternatives to increase road funding to state and local governments. ODOT has been evaluating options and developing recommendations in cooperation with the Association of Oregon Counties and League of Oregon Cities. In April, House Speaker Grattan Kerans appointed a special House Task Force on State and
Local Road Funding to consider options and develop recommendations for the 1985 session of the Oregon Legislature. Currently, the Task Force is considering a measure to increase the gas tax 1¢ plus weight-mile tax for state highways and 1¢ plus weight-mile to cities and counties. This measure is supported by the Oregon Transportation Commission (OTC). Although this measure is a step in the right direction, representatives from the Portland area suggested that the Task Force consider an alternative that would: a) expand the scope of the state modernization program to include economic development projects off the state highway system; and b) increase funding to cities and counties through a 2¢ gas tax increase. The League of Oregon Cities-Legislative Committee has also endorsed a measure that would include a 2¢ increase to cities and counties.

The House Task Force concluded its efforts with a recommendation calling for a 1¢ increase for a State Modernization Program with the expanded scope called for in this resolution plus a 1¢ increase for cities and counties. This measure merits support although the 2¢ level for cities and counties identified in this resolution is a more accurate reflection of need.

Basis for the Recommendation

1. The 1¢ increase for a $200 million state modernization program is endorsed for two purposes:

   a. Additional funding for state highway improvements will allow projects identified in the unfunded portion of the ODOT Six-Year Highway Improvement Program to proceed to construction. The need for these projects was clearly demonstrated by the public response to the 18 public hearings held statewide in the fall of 1983. This funding would be in addition to the federal categories already available for this purpose.

   b. The program is recommended to be expanded in scope to include road projects needed for significant economic development areas. These projects do not otherwise have a sufficient funding category and are essential for new job development in the state.

2. The 2¢ increase recommended for cities and counties is endorsed because of the magnitude of the maintenance and capital shortfall.

   a. In the Portland region, state-shared gas tax revenue provides sufficient funds for 42 percent of the annual city/county maintenance need (see Figure 1). With the addition of local gas taxes, local property taxes and federal forestry receipts, the funding level is increased to 75 percent of need with the 25 percent shortfall resulting in deferred maintenance. With the loss of local property taxes for road purposes, this shortfall would be increased to 40 percent, further
exacerbating the deferred maintenance problem. A 2¢
gas tax increase would produce sufficient revenue to
fund 24 percent of the maintenance need. A similar
situation exists throughout the state.

b. For the period between 1977 and 1990, cities and
counties in the Portland area have had available
$12-15 million per year for needed capital improvements
(see Figure 2). This was primarily due to the avail-
ability of Interstate Transfer funds resulting from the
withdrawal of the Mt. Hood and I-505 freeways. Upon
completion of this program, the only capital resource
that will be available will be $4 million per year of
Federal-Aid Urban funds, and that only if the program
is renewed by federal legislation (the program was
nearly eliminated in the 1982 Surface Transportation
Act). Increased funding to cities and counties will
partially fill this large unmet need.

3. The consequence of not providing sufficient funds for
maintenance is a dramatically increasing cost liability. As shown
in Figure 3, a road should be resurfaced at approximately 12 years
(actual time varies with conditions). This is the point at which the
greatest usable life has been achieved with the most economical cost
for resurfacing. If the road life is permitted to extend beyond this
period (due to deferred maintenance), the cost to fully reconstruct
the facility will be five times the cost of a timely resurfacing.

4. The state is the best agent to collect highway user fees for
city and county road systems:

a. The federal interest in collecting user fees is prin-
cipally to improve facilities for interstate travel:
Interstate freeways and other Primary state highways.
As such, the recent federal 5¢ gas tax increase did not
appreciably improve the funding situation for city and
county roads (see Figure 4).

b. Local gas taxes do not include a mechanism for collec-
tion of user fees on trucks (such as the state
collection of weight-mile taxes on trucks). Since
trucks are responsible for approximately 40 percent of
local road costs, this represents a significant loss of
revenue and results in a disproportionate tax on autos.
Local gas taxes also produce irregular gas prices from
one jurisdiction to the next. While local gas taxes
will remain an important local resource, improved state
funding will minimize the need to exercise this option.

5. The state interest in ensuring the availability of an
adequate road system extends beyond the limits of the state-owned
roads.
a. A full road system is needed to serve the traveling public. Inadequate local roads produce excessive traffic pressures on the state road system. Conversely, an inadequate state highway system shifts traffic pressures to the local system.

b. Both state highways and local roads are necessary to provide access to areas of economic development. Although local roads are the direct responsibility of cities and counties to provide, these jurisdictions do not realize a direct financial benefit as a result of the economic development (through property taxes) in the same manner that the state does (through income and business taxes).

TPAC recommended adoption of the resolution with three dissenting votes: 1) ODOT due to their preference for the 2¢ measure and 2) George Starr and Larry Griffith due to their preference for the vehicle registration alternative.

JPACT is scheduled to act on this matter on December 13, 1984.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 84-520 and that Metro seek support from cities, counties and state legislators for this 3¢ gas tax proposal.

AC/srs
2203C/402-4
11/30/84
HIGHWAY MAINTENANCE NEED: $62 million/year to manage roadway life in 15-20 years.

PORTLAND AREA COMPARISON OF MAINTENANCE NEED AND EXPENDITURE FOR CITIES AND COUNTIES

FIGURE 1
ANNUAL CAPITAL FUNDING AVAILABLE FOR LOCAL ROADS IN PORTLAND AREA

UNFUNDED NEED:
$100 million + for reconstruction
$300 million + for modernization

FIGURE 2
The Cost of "Timely" Maintenance

FIGURE 3
HISTORICAL GROWTH IN DEDICATED HIGHWAY REVENUES
AND PROPOSED INCREASE

1¢ increase for modernization

$302.4 m. +50% over 1980

$20 m. +40% over 1980

Federal Gas Tax $140.7 m.

Federal Gas Tax $95.5 m.

State Gas Tax $106.3 m.

2¢ increase for modernization & preservation

$220.2 m. +35.5% over 1980

$40 m. +11% over 1980

Forest Receipts $162.4 m.

Forest Receipts $77.6 m.

Federal Gas Tax $37.8 m.

Federal Gas Tax $30.0 m.

State Gas Tax $54.8 m.

State Gas Tax $73.3 m.

1980 1986

CITIES/COUNTIES

1980 1986

ODOT

FOREST

ACC: 1mk
8-8-84

FIGURE 4
WHEREAS, Through Resolution No. 84-498, the Council of the Metropolitan Service District (Metro) adopted the Transportation Improvement Program (TIP) and its FY 1985 Annual Element; and

WHEREAS, Two new projects originated by Washington County (Forest Grove) and the Oregon Department of Transportation (ODOT) have been proposed for inclusion in the TIP; and

WHEREAS, These projects will correct the structural deterioration of these bridges in Washington County and the bridge parapet rail on the Interstate Bridge; and

WHEREAS, The noted projects will use Highway Bridge Replacement and Interstate 4R funds, respectively; and

WHEREAS, It is necessary that projects utilizing the noted funds be included in the TIP in order to receive federal funds; now, therefore,

BE IT RESOLVED,

1. That federal HBR funds be authorized for the Fernhill Bridges Replacement project.

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<td>60,000</td>
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2. That federal Interstate 4R funds be authorized for the Interstate Bridge replacement railing project.

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<td>Federal</td>
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3. That the TIP and its Annual Element be amended to reflect these authorizations.

4. That the Metro Council finds the projects in accordance with the Regional Transportation Plan and gives Affirmative Intergovernmental Review approval.

ADOPTED by the Council of the Metropolitan Service District this ____ day of __________, 1984.

Presiding Officer

BP/srs
2408C/402-3
12/03/84
CONSIDERATION OF RESOLUTION NO. 84-528 FOR THE PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE TWO NEW PROJECTS: FERNHILL ROAD BRIDGES REPLACEMENT AND INTERSTATE BRIDGE RAILING REPLACEMENT

Date: November 19, 1984
Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Approve the Resolution to add two new projects to the Transportation Improvement Program (TIP):

1. **Fernhill Road Bridges Replacement**
   
   HBR Funds $240,000  
   Washington County (Forest Grove) 60,000  
   Total $300,000

2. **Interstate Bridge Railing Replacement**
   
   Interstate 4R Funds $1,784,800  
   Oregon Department of Transportation (ODOT) 155,200  
   Total $1,940,000

TPAC has reviewed these projects and recommends approval of Resolution No. 84-528.

Background

1. **Fernhill Road Bridges Replacement**

   There are three structurally deficient bridges (#13256, #13257 and #13258) on Fernhill Road. All three bridges have weight limits on them and are in need of replacement. The project will replace the existing wooden bridges with culverts and improve Fernhill Road between the three bridges and to approximately 100 feet beyond the end bridge.

   This project had been approved in the Six-Year Plan under a Federal-Aid Secondary Route designation of FAS-A677. As such, it was not in the urbanized area and, therefore, not required to be in the TIP.
With changes to the urbanized area boundary by the inclusion of Forest Grove, Fernhill Road has been redesignated as a Federal-Aid Urban Route (FAU 9032). The amendment to the TIP will provide eligibility for federal funds for this newly redesignated route.

2. Interstate Bridge Railing Replacement

There have been a high number of accidents where trucks have struck the bridge parapet rail. The existing rail has proven ineffective in preventing large vehicles from hitting bridge girders.

This project, a joint Washington Department of Transportation and ODOT undertaking and funded accordingly, will replace the bridge parapet railing with new railing of modern design. Included will be replacement of the badly deteriorated northbound sidewalk.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 84-528.

BP/srs
2408C/402-3
12/03/84
BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE ) RESOLUTION NO. 84-529
UNIFIED WORK PROGRAM TO ACCELERATE ) Introduced by the Joint
THE STUDY OF LIGHT RAIL TRANSIT ) Policy Advisory Committee
FEASIBILITY IN THE I-205 CORRIDOR ) on Transportation
BETWEEN GATEWAY AND THE CLACKAMAS )
TOWN CENTER )

WHEREAS, Through Resolution No. 83-383, the Council of the Metropolitan Service District (Metro) endorsed the Regional Light Rail Transit (LRT) System Plan Scope of Work as an overall framework for developing a Regional LRT System Plan; and

WHEREAS, Through Resolution No. 84-462, the Metro Council adopted the FY 1985 Unified Work Program (UWP); and

WHEREAS, The FY 1985 UWP programs study of the Barbur Corridor/Sunset LRT Extensions as the next area of LRT Study; and

WHEREAS, The FY 1985 UWP already includes the study of the I-205 Corridor north of Gateway as part of the Bi-State LRT phase of work; and

WHEREAS, Clackamas County and the Port of Portland have identified significant reasons for accelerating the study of the I-205 Corridor from Gateway south to the Clackamas Town Center ahead of the Barbur Corridor/Sunset LRT Extensions, including:

a. Pending land development decisions

b. A narrowing window of opportunity for providing local funding; and

c. A desire to analyze the I-205 Corridor both north and south of Gateway at one time; and

WHEREAS, The UWP must be amended to accelerate the I-205
Corridor between Gateway and the Clackamas Town Center ahead of the Barbur Corridor/Sunset LRT Extensions; now, therefore,

BE IT RESOLVED,

1. That the UWP is amended to accelerate the I-205 Corridor between Gateway and the Clackamas Town Center ahead of the Barbur Corridor/Sunset LRT Extensions phase of work.

2. That the Transportation Policy Advisory Committee (TPAC) approve the specific work plan necessary to accomplish this.

ADOPTED by the Council of the Metropolitan Service District this ____ day of ________, 1984.

______________________________
Presiding Officer

AC/srs
2502C/402-2
12/04/84
CONSIDERATION OF RESOLUTION NO. 84-529 FOR THE PURPOSE OF 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

Date: December 3, 1984
Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

This action will amend the Unified Work Program (UWP) to accelerate the study of Light Rail Transit (LRT) feasibility in the I-205 Corridor between Gateway and the Clackamas Town Center ahead of the Barbur Corridor/Westside Extensions study phase. The action affects only the order in which corridors are examined, and does not affect overall UWP funding levels.

Background and Analysis

The FY 1985 UWP programs resources to complete the Milwaukie Corridor LRT Study and the Bi-State LRT Study. The Bi-State LRT Study includes study of the I-5 Corridor between Portland and Vancouver and the I-205 Corridor north of Gateway. Following priorities established in the Regional LRT System Plan Scope of Work, the UWP programs the initiation of the Barbur Corridor/Westside Extensions phase of the Regional LRT System Plan after completion of the Bi-State study. The current Regional LRT System Plan Scope of Work envisions the study of I-205 south of Gateway following completion of the Barbur/Westside phase of work.

Clackamas County and the Port of Portland are proposing that the study of the I-205 Corridor between Gateway and the Clackamas Town Center be accelerated ahead of the Barbur/Westside phase of work. Major reasons for proposing this change in study phasing are addressed in the attached letters from the Port and Clackamas County and include:

- The need to make land use decisions in the near future -- potentially affected by light rail -- for areas surrounding the Portland International Airport and the Clackamas Town Center;
- With the expiration of the Clackamas Town Center tax increment financing district in 1987, and the
timetable of the Port's land development activities near the Airport, opportunities for generating local match may disappear if not pursued soon; and

- A desire to look at the I-205 Corridor at one time, rather than in two parts as presently proposed (north of Gateway as part of the Bi-State study phase, and south of Gateway as part of the Eastside Extensions phase of work).

Accepting this change in phasing of the Regional LRT System Plan would -- in order to maintain current funding levels -- delay initiation of the Barbur/Westside phase of LRT analysis until early FY 1985-86. This change would not, however, affect the schedule for the Southwest Corridor Study.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 84-529.

AC/srs
2502C/402-2
12/04/84
December 3, 1984

Mr. Rick Gustafson
Executive Officer
Metro
527 S.W. Hall Street
Portland, OR 97201

I-205 TRANSITWAY STUDY

Dear Rick:

The Port of Portland requests the regional transportation work program be modified to study transit feasibility in the I-205 Corridor in early 1985.

The Port and Clackamas County have prepared a White Paper which presents the reasons for studying the transitway at this time and have discussed the report with other JPAC members and Metro transportation staff. From our discussions there appear to be no significant problems with this request. We suggest this item be added to the December JPAC meeting agenda for action.

The timely study of the I-205 Corridor will greatly assist the Port and Clackamas County with planning and developing substantial land areas adjacent to I-205.

Sincerely,

Lloyd Anderson
Executive Director

03L496
November 30, 1984

Mr. Rick Gustafson
Executive Officer, MSD
527 S. W. Hall Street
Portland, OR 97201-5287

Subject: Request for expanding the Bi-State Study to include an examination of light rail feasibility in the I-205 corridor from PIA to the Clackamas Town Center

Dear Rick:

The Clackamas County Economic Development Commission (EDC) on November 13 adopted a resolution endorsing the initiation of a detailed light rail feasibility study in the I-205 Corridor. The study concept would examine possible branch extensions to the Banfield Light Rail Line within Interstate 205, north to the Portland International Airport and south to the Clackamas Town Center.

The Board of County Commissioners supports this concept and requests Metro to undertake the feasibility study. Preliminary work completed by County staff has indicated the following:

- The branch extensions could generate significant transit ridership because of revised land development plans in the I-205 Corridor.
- Cost-effectiveness, the northern branch has been costed at $29.6 million and the southern branch at $33.4 million. Right-of-way is basically available.
- The branch extensions would support the $300 million investment the region is making in the Banfield Project.

The Port of Portland and Clackamas County staff have prepared a white paper on this issue which we have reviewed with your staff.

Clackamas County requests that you place the item on the December 13 JPACT agenda. Attached are additional copies of the white paper for JPACT review.

The purpose of the proposed study would examine what type of major transitway investment should be implemented in the I-205 Corridor and when. We feel this is a key long-range planning effort which offers great potential for Clackamas County.

Sincerely,

[Signature]

ROBERT SCHUMACHER, Chairman
Board of County Commissioners

/[dab] - Attachs.

cc: Lloyd Anderson, Port of Portland  cc: Ken Johnson, Port of Portland