

## MEETING REPORT

DATE OF MEETING: September 10, 1981

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

PERSONS ATTENDING: Members: Charlie Williamson, Mildred Schwab, Vern Veysey, Dick Pokornowski, Dennis Buchanan, Robin Lindquist, John Frewing, Larry Cole, Ed Ferguson, and Jim Fisher

Guests: John Price, Gil Mallery, Bebe Rucker, Steve Dotterer, Ted Spence, Jerry Markesino, Sarah Salazar, Vic Rhodes, Greg Kullberg, Paul Bay and Martin Nizlek

Staff: Andrew Cotugno, Bill Pettis, Keith Lawton, and Lois Kaplan, Secretary

MEDIA: None

### SUMMARY:

#### 1. MINUTES FROM AUGUST 11 AND 12 TELEPHONE POLL

Inasmuch as last month's JPACT business was conducted by telephone, Andy Cotugno felt it would be desirable to document the action taken by phone by approval of the meeting report.

Action Taken: It was moved and seconded to approve the meeting report of the August 11 and 12 telephone poll. Motion CARRIED.

#### 2. ESTABLISHING A BI-STATE POLICY ADVISORY COMMITTEE

Andy Cotugno related that the proposed formation of the Bi-State Policy Advisory Committee is an outgrowth of a recommendation of the Bi-State Task Force which called for continued cooperation between Oregon and Washington jurisdictions in dealing with issues of interstate significance. In consideration of this matter, TPAC has recommended that the charge to the Committee be amended with the addition of the following: "2c. When dealing with transportation issues, the membership of the ad hoc committee will include representatives from ODOT, WDOT, C-Trans and Tri-Met. The charge to the Committee will be reviewed and approved by JPACT and the Regional Planning Council of Clark County."

In discussion on the proposed change, Commissioner Veysey indicated it was reasonable and stated no objection, adding that ad hoc committees should always include representation from the affected jurisdictions or agencies.

Andy stated that Commissioner Veysey and Councilor Burton of Metro were primarily responsible in setting up the foundation of the Bi-State Policy Advisory Committee. Issues to be dealt with might include matters such as garbage, the Columbia River and transportation. Andy pointed out that this would be a coordinating committee whose recommendations would be funneled through the standard channels in Metro and the Regional Planning Council of Clark County.

Action Taken: It was moved and seconded to recommend approval of the Resolution establishing a Bi-State Policy Advisory Committee with the proposed amendment: "2c. When dealing with transportation issues, the membership of the ad hoc committee will include representatives from ODOT, WDOT, C-Trans and Tri-Met. The charge to the Committee will be reviewed and approved by JPACT and the Regional Planning Council of Clark County." Motion CARRIED.

3. ENDORSING FY 82-85 TRANSPORTATION IMPROVEMENT PROGRAM AND  
FY 82 ANNUAL REPORT

Andy Cotugno explained that, for the most part, the annual update to the TIP serves as the mechanism for accounting for past funding decisions. Past policy endorsements of projects are carried in the TIP as well as new projects. The TIP also serves as the means of monitoring the status of the Interstate Transfer program -- how the money is escalated or de-escalated with the National Construction Cost Index, which projects have had their funding spent, and which ones have funds remaining.

Andy reported that last year's TIP included many more Interstate Transfer projects than we actually received funding for. This TIP update retains, in a 1981 column, those priorities which were set for 1981 and shifts those projects that were not funded into FY 82. The TIP represents all project requests for Interstate Transfer funds for FY 82 and is the starting point for the priority setting that will take place again this fiscal year.

A review then followed of funding covered in the TIP relating to the Banfield, Westside Corridor, Interstate Transfer, Federal Aid Urban, Section 5 - Transit Operating Assistance, Five-Year Transit Development Program, Interstate, and Air Quality. With regard to air quality, Andy pointed out that this region will need to prepare a State Implementation Plan because of the number of ozone violations incurred this summer.

Andy reported some minor changes to the TIP due to shifts in funding from Portland from construction funds to PE,

which would be incorporated. One project inadvertently left out of the 82 program is a series of improvements in the Northwest, particularly 21st and 22nd, which were included in the TIP in 1986 but were intended to be partially shown in FY 82 in the amount of \$452,000.

Chairman Williamson asked that project descriptions and costs be included on new projects for the Council's consideration.

Action Taken: It was moved and seconded to recommend approval of the FY 82-85 Transportation Improvement Program and FY 82 Annual Element. Motion CARRIED.

4. ENDORSEMENT OF LETTER FROM COUNCILOR CHARLIE WILLIAMSON TO OREGON TRANSPORTATION COMMISSION CHAIRMAN ANTHONY YTURRI

Chairman Williamson related that a proposed letter to Chairman Yturri of the Oregon Transportation Commission had been drafted commending the Oregon Department of Transportation on their efforts with regard to the Interstate Transfer program. He asked for Committee approval in forwarding the letter. Rather than processing projects that were ready, which would have been easier on staff, they made every attempt to see that the top priority projects met the required deadlines and were ready to go. This letter is being sent in recognition of their performance in this regard.

Action Taken: The Committee indicated approval for endorsement of the letter which will be sent to Anthony Yturri, Chairman of the Oregon Transportation Commission.

5. REGIONAL TRANSPORTATION PLAN - PROGRESS REPORT

Andy Cotugno related that, in the next two to three weeks, a technical draft document would be released on the RTP. He then reviewed the type of information to be presented and the points to be covered in the document itself, stating that the highway summary costs and revenue picture over the next twenty years is available. Andy also previewed the outline of the RTP document, as follows:

Preface: to give the reader a picture of who's responsible for what parts of transportation planning -- in addition to Metro's role

Introduction



Transportation Policy (Chapter I):

- . History
- . Policy Emphasis
- . Mobility Criteria/Evaluation Criteria
- . System Design Criteria
- . Demand Reduction Goal and Guidelines

Land Use Plan (Chapter II):

- . Composite Comprehensive Plan

Year 2000 Growth (Chapter III):

- . Regional Trends/Forecast
- . Population/Household/Employment Allocation
- . Travel Growth

Growth Impact on Transportation (Chapter IV):

- . Year 2000 Travel Demand
- . System Performance

Recommended Improvements (Chapter V):

- . System Overview
- . Corridor Improvement Strategy:  
Transit; Highway; and Demand Management
- . Year 2000 Travel Demand
- . System Performance
- . Comparative Evaluation:  
Recommended Plan; "No-Build"; and 1980

Cost and Financial Analysis (Chapter VI):

- . Highway Costs:  
Capital; Maintenance; and Reconstruction
- . Highway Revenues
- . Transit Costs and Revenues:  
Capital and Operating and Maintenance

Implementation (Chapter VII):

- . Funding
- . Projects
- . Comprehensive Plans
- . Annual Update
- . Outstanding Issues

During discussion of revenues, Andy pointed out that dedicated highway revenues from the Highway Trust Fund constitute the majority of this region's funding.

In exploring the relationship between sources of funding and the problem of inflated construction costs, it was brought out that many engineers' estimates have a built-in inflated schedule and their estimates have been coming in at about 20 percent below construction cost. Concern was expressed over the loss of buying power of gas taxes due to continual inflation of construction costs.

Andy related that the revenues described are needed to construct improvements as well as maintain the system that's already in place. Forty-five million dollars is needed each year for maintenance costs, which includes reconstruction costs for rebuilding parts of the highway system that have been neglected.

Commissioner Veysey indicated he was still interested in exploring further sources of local revenue; Andy related that this Plan will not attempt to solve that problem but will clearly demonstrate what is needed, why it's needed, and what it buys, pointing out that there is a funding shortfall. The RTP will serve as the foundation for more work to solve the problem.

6. INTRODUCTION OF METRO COUNCILOR

Chairman Williamson introduced Metro Councilor Bruce Etlinger who was attending his first JPACT meeting.

7. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rick Gustafson  
JPACT Members