

MEETING REPORT

DATE OF MEETING: July 9, 1981

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

PERSONS ATTENDING: Members: Charlie Williamson, Bob Bothman, Ernie Bonner, John Frewing, Larry Cole, Ed Ferguson, Al Myers, Robin Lindquist, Robert Schumacher, and Lloyd Anderson

Guests: Winston Kurth, Ted Spence, Paul Bay, John Price, Martin Nizlek, Bebe Rucker, Gil Mallery, Steve Dotterer, Rick Walker, and Bonny Hayes

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

MEDIA: None

SUMMARY:

1. AUTHORIZING FEDERAL FUNDS FOR A 16(b)(2) SPECIAL TRANSPORTATION PROJECT

Andy Cotugno reviewed the Agenda Management Summary for the North Portland Rotary 16(b)(2) application for one van. Final funding approval is made at the State level. These funds are allocated to private, non-profit corporations that provide handicap services. Andy further explained that Tri-Met's Handicap Service Plan, which has been endorsed by Metro, includes a mechanism to coordinate private agencies to provide the service. If an organization requires federal assistance, they must then coordinate their effort through Tri-Met.

Action Taken: It was moved and seconded to recommend approval for authorization of federal funds for a 16(b)(2) Special Transportation project to the North Portland Rotary. Motion CARRIED.

2. FINDING THE CLACKAMAS TOWN CENTER AREA TRANSPORTATION PLAN CONSISTENT WITH THE TRANSPORTATION SYSTEMS PLANNING PROCESS AND AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM

In reviewing the Agenda Management Summary, Andy Cotugno pointed out that this is an integral part of the Regional Transportation Plan in terms of transportation improvements within the area around Clackamas Town Center. Staff Report #76 identifies and evaluates the improvements and their compatibility with the rest of the system.

Andy reported that Clackamas County has adopted a Design Plan for the Clackamas Town Center and surrounding area. Because of the density planned for this area, transportation improvement is of key importance with transit access to the facility a main consideration.

Andy related that one improvement included in the Clackamas Town Center plan that has not been dealt with is the improvement to Sunnyside Road east of I-205. In addition, unresolved issues at this time are where a new I-205 interchange should be located (whether at Otty or at Lester) and what kind of arterial access improvements need to be provided to serve the interchange. Funding for all these improvements will be handled through the Tax District which has been formed.

Action Taken: It was moved and seconded to recommend approval of the Resolution for the purpose of finding the Clackamas Town Center area Transportation Plan consistent with the transportation systems planning process and amending the Transportation Improvement Program. Motion CARRIED.

3. AMENDING THE FY 1981 TRANSPORTATION IMPROVEMENT PROGRAM TO AUTHORIZE USE BY TRI-MET OF FEDERAL AID URBAN (FAU) FUNDS FOR THE CLACKAMAS TOWN CENTER PROJECT IN EXCHANGE FOR INTERSTATE TRANSFER FUNDS AND AUTHORIZING THE TRANSFER OF FAU FUNDS FROM FHWA TO UMTA

Andy explained that some of the improvements in the Clackamas Town Center area have already been endorsed and one of those projects, the transit station, had funds authorized last year which, because of the unavailability of Interstate Transfer funds, Tri-Met was unable to use.

This action would allow Tri-Met to proceed with the station through the use of FAU funds currently committed to the Boones Ferry Road project. Transferring FAU funds for Interstate Transfer funds is advantageous to both parties since it allows Tri-Met to proceed with the Town Center station, using FAU funds, and to Boones Ferry Road because the project is not ready to go to construction and the Interstate Transfer funds that would be transferred to them are escalating. The Resolution requires concurrence on the transfer by both sponsors, Lake Oswego and Tri-Met, and is conditioned upon their approval. Robin Lindquist reported that Lake Oswego is supportive of this proposal.

Action Taken: It was moved and seconded to recommend approval to amend the FY 1981 Transportation Improvement Program to authorize use by Tri-Met of FAU funds for the Clackamas Town Center project in exchange for Interstate Transfer funds and authorizing the transfer of FAU funds from FHWA to UMTA. Motion CARRIED.

4. REPORT ON THE STATUS OF INTERSTATE COORDINATION WITH CLARK COUNTY

In June, JPACT requested a progress report on what has occurred in terms of setting up the mechanisms for an interstate coordinating committee to examine regional priorities. One of the items included in the Bi-State Resolution, and approved by JPACT and Council, was the recognition that a continuing form of interstate cooperation was necessary.

Two different proposals are being considered -- one for a standing Bi-State Coordinating Committee (as a forum for both parties to meet and iron out issues) and the second is to establish a Task Force that would deal with specific issues such as seeking funding for improvements proposed in the conclusions of the Bi-State report.

Andy Cotugno related that Mike Burton and Commissioner Veysey are in the process of trying to reach an agreement on what that form should be. When agreement is reached, it will be finalized by Resolution, and it is anticipated that it is several months in the offing.

5. JPACT RESOLUTION OF APPRECIATION TO SENATOR MARK HATFIELD AND CONGRESSMAN LES AUCOIN FOR EFFORTS ON BEHALF OF REGION IN INTERSTATE TRANSFER FUNDING

This item was included for information only and was drafted at the last JPACT meeting. Andy explained that it was provided to let everyone know that it had been transmitted to Senator Hatfield and Congressman AuCoin.

6. AMENDING THE INTERIM TRANSPORTATION PLAN (ITP), THE FUNCTIONAL CLASSIFICATION SYSTEM, AND THE FEDERAL AID URBAN SYSTEM (FAUS)

Following review of the Agenda Management Summary and Resolution, it was moved and seconded to recommend approval to amend the Interim Transportation Plan (ITP), the Functional Classification system, and the Federal Aid Urban System (FAUS). Motion CARRIED.

This action will establish federal funding eligibility by changing the functional classification and federal aid designation of certain streets in the city of Milwaukie as requested by the City and the Oregon Department of Transportation (ODOT).

This action adds the following local streets as collectors:

a) Washington Street - from Highway 99E to Oak Street.

- b) Oak Street - from Washington Street to Monroe Street.
- c) 37th Street - from Railroad Avenue to Monroe Street.

It also removes from the functional classification and federal aid urban systems the segment of Railroad Avenue between 37th Street and Monroe Street.

7. MEMO DESCRIBING ACTION BY HOUSE REPRESENTATIVES SUBCOMMITTEE ON TRANSPORTATION OF COMMITTEE ON APPROPRIATIONS

Since the last meeting, Andy reported that Congress has taken the next step towards the 1982 appropriations. A memo describing the language and the dollar amounts was presented which has been adopted by the House Transportation Subcommittee on Appropriations. The amounts specified included \$18.1 million in Section 3 transit monies for the Banfield Transitway; \$31.4 million in Interstate Transfer transit funds for the Banfield; and \$49.0 million Interstate Transfer highway funds (to be shared by Portland/Salem), for a total of \$98.5 million.

Andy explained that the language is, in effect, a directive to the Department of Transportation re-emphasizing the importance of obligation authority (although rescinded), recognizing that there are other highway projects to deal with other than the Banfield, and directing the Administration to do a number of things to help facilitate implementation of the Banfield. It further directs them to fulfill the full funding contract in the Letter of Intent and to complete the Banfield project on schedule.

It was reported that a few other regions have been actively engaged in a lobbying effort and are also included in the Appropriations bill, such as Washington, D.C., Boston, and Chicago.

In total, the Subcommittee appropriated \$1 billion for Interstate Transfer while \$800 million was anticipated. The \$200 million extra is for highways. The full \$1 billion was earmarked by the Subcommittee for specific cities, so no discretionary funds are available.

Paul Bay related that this stays within the total DOT budget set by the Reagan administration, so it is hopeful to anticipate passage of this bill. It was further brought out that Congressman AuCoin has worked very closely with Senator Hatfield so that an understanding will be reached by the time the bill goes to the Senate.

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8. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

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Denton Kent
JPACT Members