

MEETING REPORT

DATE OF MEETING: June 11, 1981

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

PERSONS ATTENDING: Members: Charlie Williamson, Ernie Bonner, Dennis Buchanan (alt.), Robert Schumacher, Al Myers, Bob Bothman, Mildred Schwab, Jim Fisher, Ed Ferguson, Larry Cole, and John Frewing

Guests: Winston Kurth, Rick Walker, Sarah Salazar, Bebe Rucker, Ted Spence, Steve Lockwood, Steve Dotterer, Gilbert Mallery, David Peach, Martin Nizlek, Larry Rice, Bob O'Brien, Lee Hames, and Paul Bay

Staff: Rick Gustafson, Andrew Cotugno, Bill Pettis, Steve Siegel, Ellen Duke, Peg Henwood, Richard Brandman, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

1. ENDORISING PROJECT PRIORITIES USING SUPPLEMENTARY INTERSTATE TRANSFER FUNDS EXPECTED FOR FY 1981

Andy Cotugno announced that \$15 million of supplemental Interstate Transfer funds had been appropriated, of which Portland can expect \$12.6 million. He related that this supplemental list of projects modifies the original Priority II list which was adopted in February (which included approximately \$10 million of projects). He then reviewed the recommended Priority II project list as well as the Contingency I and II back-up projects, as outlined on Exhibit A of the Resolution. He emphasized that this Resolution provides priority commitment to the first list but provides back-up projects in the event of slippage. On August 1, ODOT will make a determination on whether or not these projects are still on schedule and, should slippage occur, will see that money is freed up for substitute back-up projects. The money must be obligated to the Federal Government by September 30, and the August 1st deadline will enable ODOT enough lead time to meet that deadline.

Action Taken: It was moved and seconded to approve the Resolution endorsing project priorities using supplementary Interstate Transfer funds expected for FY 1981 with the following addition:

"3. That this action does not commit the Metro Council to any priorities for future Interstate Transfer funding."

Motion CARRIED.

Andy indicated that the supplemental appropriation included \$8.9 million of Section 3 funds for the Banfield in addition to the \$15 million of supplemental Interstate Transfer funds. In this regard, Mayor Myers moved to pass a Resolution in appreciation of Senator Hatfield and Congressman AuCoin's efforts on this region's highway and Interstate Transfer funding. Motion was seconded and CARRIED.

2. STAFF RECOMMENDATION REGARDING CLARK COUNTY'S REQUEST FOR INTER-STATE TRANSFER FUNDING

Andrew Cotugno reviewed staff's recommendation in response to Clark County's request to JPACT for Interstate Transfer funding. He indicated that two major items were included in the recommendation, the first formally rejecting the Clark County request, but the second setting forth the need to establish priorities on a bi-state basis.

Following review of the staff recommendation by Andy Cotugno, Commissioner Veysey related that it is Clark County's wish to be an active part of the Metro group and that a Bi-State Committee be formed with the objective of looking into possible funding sources for transportation projects identified by the Bi-State Task Force within a given time frame. Andy pointed out the need to have a sound agreement between Metro and Clark County RPC on the charge and organization of such a committee before formally being initiated. Ernie Bonner added that discussions are going on at the present time regarding the establishment of a Bi-State Coordinating Committee that would have broad responsibilities.

Action Taken: Andrew Cotugno was asked by the Committee to further pursue this matter and report back at the next JPACT meeting with a status report.

3. UPDATE ON INTERSTATE TRANSFER FEDERAL LOBBYING EFFORT

Andrew Cotugno related that it is anticipated that an agreement may soon be reached with the Federal Government on the Interstate Transfer issue. He explained that Congress is going through its FY 82 appropriations process, and we are awaiting feedback as to what level of appropriations will be provided this region. He indicated that two different strategies are being approached since we need to ask for a larger provision from the Administration, anticipating the allocation will be cut about one-third, while our dealings with Congress must represent credible figures. The demand for FY 82 specifies \$108 million for the Banfield, \$90 million of which is Interstate Transfer, plus over \$100 million for other Interstate

Transfer projects. \$184 million will be our total Interstate Transfer request from the Administration.

As an alternate to the current funding program, the following considerations are under discussion: 1) in order to cut down money and keep the project on schedule, the funding schedule for the Banfield may need to be changed; 2) it may be necessary to fund construction of the Banfield strictly out of Interstate Transfer funds (it would be the intent to use the Section 3 funds committed previously for the Banfield to fund those projects initially planned for construction with Interstate Transfer money); and 3) a more realistic funding level is needed for other highway projects throughout the region. It was discussed that, at the last TPAC meeting, \$57 million of Interstate Transfer projects were identified as ready for construction. A bottom line figure of \$40 million will be given as a reasonable figure to be earmarked for this region. It was emphasized that, before any agreement is reached, a binding commitment is needed to assure this region that Section 3 funds will be allocated to those projects whose funds would be transferred for use on the Banfield. In FY 1980 dollars, this transfer involves \$65 million.

Bob Bothman asked for jurisdictional response as to the direction being taken. The Funding Committee of Tri-Met, under the direction of Dick Feeney, put together the proposed Funding Principles. It is extremely important that all jurisdictions are in agreement with what is being proposed to ensure communications with Washington, D.C. accurately reflect the interests of the region.

Concern was expressed by Washington County over the fact that some of the Washington County projects would perhaps not qualify for use of Section 3 funds and asked that some guarantee be made prior to the transfer of funds to the Banfield. Marty Nizlek stated that \$110 million has been allocated for Washington County projects, with \$100 million still outstanding. If there were highway improvements connected with the Westside Corridor study, they were questioning whether they could draw on Section 3 funding.

Reference was made to a 1979 Resolution by Commissioner Fisher reaffirming a Metro regional commitment to the Westside and Southern Corridor projects.

Commissioner Larry Cole related that his jurisdiction is in agreement with the concept of a transfer of Section 3 and Interstate Transfer funds but that his staff is preparing a memo expressing their concern about some details in the concept prior

to formal approval. Mr. Larry Rice was generally supportive of the process but felt that more time was needed to work out the details before facing the voters. The need for assurances that the use of Interstate Transfer funds will be replaced via Section 3 funds was emphasized. It was the consensus of the Committee that Section 3 funds be used to restore the loss of those projects transferring out Interstate Transfer funds. Bob Bothman related that 90 percent of the amount is Washington County highway improvements and transit improvements needed for their bus options.

Mr. Bonner asked that any amendments to the process be submitted within the next 30 days for discussion at the next meeting. It was emphasized that any disagreement from the local jurisdictions not reach Washington, D.C.

4. AIR QUALITY ADVISORY COMMITTEE RESOLUTION RECOMMENDING IMPLEMENTATION OF TRANSPORTATION AND STATIONARY SOURCE MEASURES

Richard Brandman presented background information regarding the Resolution submitted by the Portland Air Quality Advisory Committee, relating that air quality in the Portland region is projected to be in attainment by 1987. A chart depicting the cost-effectiveness of transportation/air quality measures was presented. The measures included: additional service provided by the TDP, additional ramp-metering on Oregon freeways, more park-and-ride lots, an annual Inspection/Maintenance program, increased bicycling, and free fare transit during off-peak hours.

Mr. Brandman related that there are a few issues to be resolved as yet, citing the court case pending in which the Natural Resources Defense Council sued EPA over raising the ozone standard at the same time the monitoring methodology was changed, and the fact that it will be necessary to await this summer's monitoring of ozone concentrations to determine whether or not it is necessary to prepare an SIP. He reminded everyone that the region is still in violation of the State standard of .08 ppm. He also related that EPA acknowledges that we will be declared in attainment of the federal standard by the end of this year if we do not have more than two ozone violations during this summer.

Mr. Brandman then introduced Dr. Bob O'Brien, a chemistry professor at Portland State University, and a member of the Air Quality Advisory Committee. Dr. O'Brien related that his committee was basically comprised of citizens and had been meeting for over two years. The Resolution recommended that the following transportation measures be implemented to the extent possible: Tri-Met's TDP, additional ramp-metering, transit fare incentives, vanpool and carpool incentives, parking management,

and bicycling.

In reviewing the recommendations of the Resolution, Professor O'Brien commented that this was a unanimous recommendation of the Committee and he asked that consideration be given to the proposals in development of the Regional Transportation Plan. He pointed out that air pollution should not be treated as a separate issue but rather an integral part of transportation planning. If the region is in attainment of the standard by the end of this summer, he asked that the Resolution and its recommendations still be taken into consideration. He added that a number of members on the Advisory Committee feel that we should adhere to the State standard.

Professor O'Brien was thanked for his presentation and for keeping JPACT abreast of the issue.

5. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

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Denton Kent
JPACT Members