

## MEETING REPORT

DATE OF MEETING: March 12, 1981

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

PERSONS ATTENDING: Members: Charlie Williamson, Ernie Bonner, Dick Pokornowski, Bob Bothman, John Frewing, Al Myers, Robin Lindquist, Stan Skoko, Larry Cole, Dennis Buchanan, Mildred Schwab, Vernon Veysey, and Jim Fisher

Guests: Paul Bay, Ted Spence, Gerald Edwards, Marty Nizlek, Winston Kurth, Sarah Salazar, Rick Walker, Ernie Valach, Gil Mallery, Steve Dotterer, Bebe Rucker, Dave Peach, and Elton Chang

Staff: Rick Gustafson, Andy Cotugno, Keith Lawton, Bill Pettis, Terry Bolstad, Sue Klobertanz, Richard Brandman, Karen Thackston, and Lois Kaplan, Secretary

MEDIA: Phil Adamsak, the Oregon Journal

### SUMMARY:

1. ENDORSEMENT OF 221ST/223RD AS A HIGH PRIORITY FOR ANY REMAINING FY 81 INTERSTATE TRANSFER FUNDING AFTER 1ST PRIORITY IS FUNDED

Andy Cotugno related that, at the last TPAC meeting, Ed Murphy, representing the cities of Multnomah County, presented a proposed Resolution for the endorsement of the 221st/223rd project for use of FY 81 Interstate Transfer funds should the funds become available either through a project slippage or cost underrun of another project. The Resolution further proposed that the project be placed as a top priority for use of FY 82 funds. After considerable discussion on the proposed Resolution, TPAC recommended endorsement of the 221st/223rd project as a high priority for any FY 81 Interstate Transfer funds which could become available from savings on projects on the first priority list. TPAC felt, however, that it would be premature to recommend that this project be placed on the top priority list as the priority-setting process is just getting underway, and therefore took no action for FY 82. Because of the private-sector commitments for development in this area, the Resolution was initiated as a means of reassurance that Metro will give every consideration for the project as funding becomes available.

Commissioner Gordon Shadburne of the East County Transportation Committee spoke in support of the Resolution, indicating it was representative of the support of all the cities in East

Multnomah County. He further related that, after a great deal of consideration by the elected officials and that of the staff, concurrence of the highest priority for a project in East Multnomah County was that of the 221st/223rd development. It was discussed that Gresham is now moving toward development of an urban renewal agency, and this project is vital to the economic development of its downtown. The same Resolution that is before JPACT was endorsed by the East Multnomah County Transportation Committee.

Mayor Myers spoke of the need for the counties to meet with one another for reassessment of the projects in a united regional effort and in a spirit of cooperation. He further cited the needs of the area, stressing the local match that is involved, readiness of the area for light rail, the formation of an LID, and the development of a \$650 million shopping center contingent on the development of the 221st/223rd project.

Commissioner Skoko felt that developments in Clackamas County measured in importance to that of the 221st/223rd project, citing the Oregon City Bypass and Highway 212. He added that CRAG had made previous commitments in its comprehensive development plan supportive of such projects, and he questioned endorsing this project over others.

Action Taken: It was moved and seconded to approve the TPAC recommendation for endorsement of the 221st/223rd project as a high priority for any remaining FY 81 Interstate Transfer funds. Motion CARRIED. Commissioner Skoko dissented.

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

Following review of the Agenda-Management Summary and Resolution, it was discussed that this action would make the Functional Classification and Federal Aid route number of Highway 123 consistent with its alignment.

Action Taken: It was moved and seconded to recommend approval of the Resolution amending the Interim Transportation Plan (ITP), the Functional Classification system, and the Federal Aid Urban system. Motion CARRIED.

3. INTERSTATE TRANSFER REPORT

Andy Cotugno related that one of the benefits derived from our fact-finding mission to Washington, D.C. was the assurance that our Congressmen would become more aware of our regional

transportation needs. With regard to funding for FY 82, it is anticipated that the highway portion may be increased. A hearing process before the House Appropriations Committee will take place during April and May to consider alternatives for funding solutions. The Appropriations Bill will be considered by the Committee in June. The two major tasks before us are getting our fullest consideration from the Federal Government and setting local priorities. Of equal importance are long-term needs to develop new sources of transportation funding. It was revealed that JPACT and TPAC would serve as the technical forum, Paul Bay and Tri-Met would serve as the lead agency for the Federal lobbying effort, ODOT will have the responsibility of the local priority-setting process, and Metro will take the lead on seeking support for local financing and new avenues of funding.

Paul Bay reported that his agency's aim, having been named the lead agency for the Federal lobbying effort, is to insure that the lobby effort is representative of all the local governments, the State of Oregon, and Tri-Met. He added that contact has been made with the entire Congressional delegation. A White Paper is in the Second Draft stage, and a collection of data is being sought from the City of Portland and Washington, Multnomah, and Clackamas Counties. Mr. Bay stressed the importance of presenting a clear picture to the Congressmen of our region's uniqueness, our accomplishments in transportation to date, the fact that we have an unusual amount of highway projects in the region, the fact that we are one of the original contract authority cities (1 of 4), the emphasis that our funding request is a "package" effort and the dependence of such projects for the economic well-being and growth of our region. Mr. Bay pointed out that the picture that is presented must be an accurate and documented picture.

One Committee member expressed concern in that the solicitation of funds might be "transit" oriented rather than "highway" oriented. Mr. Bay assured everyone that the emphasis will be placed on the needs of Interstate Transfer funding.

It was further discussed that questions to be raised at the Appropriations hearing were solicited from the various jurisdictions. There will be an opportunity for a single person to testify on the Department of Transportation budget hearing on April 3, and it is hoped that Governor Atiyeh would serve as an outside witness for testimony.

The Committee was informed that discussions have begun with former Congressman Robert Duncan who will shortly be under contract to represent the region's interests with regard to transportation funding. Mr. Duncan's responsibilities will be to

monitor proceedings in Washington, D.C., provide information on pending legislative and administrative actions, testify on behalf of the region, and help develop strategies to secure more funding. A cost-sharing plan for Mr. Duncan's retention has been proposed to distribute the costs among Tri-Met, ODOT, the City of Portland, Metro, Washington County, Multnomah County and Clackamas County.

Tri-Met will have the added responsibility of insuring that there is consensus among the jurisdictions before Mr. Duncan represents this regional effort.

It was suggested that perhaps presentations should be made before groups such as the Northwest Industrial Association and the Chamber of Commerce to reinforce lobbying support. It was further suggested that all jurisdictions that have a project in the program be added to the TPAC mailing list.

Ted Spence distributed a proposed Interstate Transfer program development process for review at the meeting, relating that planning assumptions have yet to be confirmed by JPACT. It is hopeful that the program will be established and approved some time in August, pointing out that the distinction between the TIP program and the priority program should be made very clear. The full program is for \$187 million.

With regard to Mr. Spence's proposed development process, it was noted that on page 2, under "II (6)", it should correctly read "TPAC" recommendations rather than "JPACT". In addition, the Committee suggested the elimination of item (8) pertaining to Council review, discussion and action in August/September.

A discussion followed over the concern in coming out too early with a re-prioritization program because of previous financial cuts. Rather than taking official action, it was suggested that discussions be held on the options while sticking to the full program before presentation to JPACT. It was felt that, throughout the Appropriations process and by the month of June, there would be a better indication of how the Federal agencies would treat the program.

It was explained to the Committee that a proposed program will be developed covering a ten-year period at \$60 million per year. Using this figure as a preliminary planning guideline, \$39 million would be allocated each year toward the Banfield, with the remaining \$21 million to be planned for remaining projects in the next five-year period.

With regard to the development process statement presented by Mr. Spence, Commissioner Veysey related that he would like to have Clark County's name added to the list of counties as a participant in this cooperative effort. Dick Pokornowski also indicated that he could possibly muster up some Congressional support on both sides of the river. It was suggested that perhaps the cooperation effort should be brought up at the next Bi-State meeting. Bob Bothman related that Clark County would be most welcome to sit in on the meetings of TPAC for this review, pointing out, however, that no new projects are being added to the list -- it is strictly a matter of prioritizing.

Commissioner Fisher suggested that the \$21 million be split up among the counties and then let the counties set their own priorities based on population. Ted Spence indicated he could supply the information in question. In addition, the Committee indicated that TPAC would be setting the criteria for the priority-setting and that it would be planned for on a regional basis.

Concerning the issue of developing new sources for funding, it was discussed that an effort will be made to organize some business group meetings for discussion on our economic well-being. Also, the possibility of presenting a gas tax measure to the voters will be explored for the purpose of alleviating some of the funding problem. In discussion over this proposal, it was stated that AAA supports additional transportation revenues, but is opposing the gas tax.

Action Taken: Ted Spence was asked by JPACT to prepare a breakdown of alternative methods for prioritizing e(4) funds including one based on population of the individual jurisdictions. The Committee recommended that these alternatives be examined by JPACT before the actual prioritization process begins.

4. INTRODUCTION OF NEW JPACT MEMBER

Chairman Williamson introduced and welcomed Robin Lindquist to JPACT who will be representing the cities of Clackamas County.

5. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

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