

MEETING REPORT

DATE OF MEETING: February 12, 1981

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

PERSONS ATTENDING: Members: Ernie Bonner, Charlie Williamson, Jim Fisher, Dick Pokornowski, Al Myers, Robert Bothman, John Frewing, Dick Carroll, Mildred Schwab, Larry Cole, Lloyd Anderson, Stan Skoko, Vern Veysey, and Dennis Buchanan

Guests: Ted Spence, Gilbert Mallery, David Peach, Sarah Salazar, Martin Nizlek, John Price, Bebe Rucker, Paul Bay, Steve Dotterer, Winston Kurth, Dave Hill, Wink Brooks, Bill Greene, Rick Walker, Byron York, Bob Prowda, and Mike Borresen

Staff: Rick Gustafson, Andy Cotugno, Sue Klobertanz, Terry Bolstad, Ellen Duke, Keith Lawton, Karen Thackston, Caryl Waters, Lubin Quinones (FHWA), Richard Brandman, and Lois Kaplan, Secretary

MEDIA: Phil Adamsak, the Oregon Journal

SUMMARY:

At the onset of the meeting, Chairman Bonner introduced and welcomed Vern Veysey as the new appointment to JPACT representing Clark County.

An announcement was also made by Chairman Bonner to the effect that Charlie Williamson will assume the chairmanship of JPACT at its next meeting while Mr. Bonner will take over chairmanship of the Regional Planning Committee.

1. FY 81 UNIFIED WORK PROGRAM AMENDMENT

Andy Cotugno reviewed the Agenda Management Summary and Resolution for proposed amendment to the FY 81 UWP for the purpose of deleting a previously programmed grant that will not be received, for additional work effort to complete the RTP, and for programming of Tri-Met FY 80 carryover funding into FY 81.

Action Taken: It was moved and seconded to recommend approval of the FY 81 Unified Work Program amendment. Motion CARRIED.

2. RESOLUTION SETTING PRIORITIES FOR PROJECTS USING INTERSTATE TRANSFER FUNDS IN FY 81

Following review of the Agenda Management Summary and Resolution, it was stressed that this would be the final action taken on the setting of priorities for projects using Interstate Transfer funds in FY 81. It was pointed out that this package was developed by the TIP Subcommittee with recommendations from JPACT at its January 8, 1981 meeting. The Portland region has been allocated a total of \$21 million and \$18 million for use on highway and transit projects, respectively. Andy stated that the overprogramming is intended as a means of providing insurance for a project that slips into next year to be replaced by another.

A summary table depicting the monetary breakdown of highway funding by jurisdiction was exhibited at the meeting. The affected jurisdictions included Multnomah County, City of Portland, Clackamas County, ODOT, Tri-Met, and Washington County.

It was moved and seconded to approve the Agenda Management Summary and Resolution setting priorities for projects using Interstate Transfer funds in FY 81.

In discussion on this motion. Mayor Meyers spoke of the critical need to his jurisdiction for the 221st/223rd project to be included in the Priority 1 listing. He, therefore, moved that the motion be amended to provide for placing 221st/223rd in the top priority of FY 81 for use of supplemental or re-allocated funding and top priority for funding in FY 82 (after the Banfield). The amended motion was seconded by Commissioner Buchanan. A letter supportive of this request was mailed to Committee members prior to the meeting.

In discussion on the proposed amendment, several jurisdictions indicated that their jurisdictions in kind were faced with the same financial dilemma and felt that this was a time for the various jurisdictions to be unified in their efforts. The group particularly felt that it is inappropriate to set any priorities for FY 82 without having evaluated other candidate projects. In addition, Bob Bothman related that, in the case of 221st/223rd, ODOT is not as yet authorized to purchase right-of-way. In discussion on the proposed amendment, Mayor Myers stated that it was not his intent to place the importance of the 221st/223rd project over that of the Banfield. In voting on the proposed amendment, the motion FAILED.

Action Taken: In calling for the question on the initial motion, the motion CARRIED for approval of the Resolution setting priorities for projects using Interstate Transfer funds in FY 81.

3. DRAFT ISSUE PAPER ON USDOT FUNDING POLICIES

A copy of the Draft Issue Paper was distributed to Committee members for information and discussion purposes. Andy related that this paper was presented at two separate meetings of LOAC and stated further that Bob Duncan has been retained by Metro for lobbying purposes. As the Federal Highway Act progresses, there will be more involvement on our part. The immediate priority is the funding level.

Andy then reviewed and familiarized the Committee on the rules and processes for Interstate Transfer withdrawals and funding, stating that, in some areas, they are in conflict with one another in Congress. A chart depicting the Federal funding for transportation (covering the period of 1976 through 1981) was displayed at the meeting. Andy stated that next year, we will be reaching the critical point of our Interstate Transfer funding schedule.

A delegation comprised of Metro Executive Officer Rick Gustafson, Mayor Frank Ivancie, State Transportation Director Frank Klabeo, and former Congressman Bob Duncan will meet in Washington, D.C. on February 17 and 18 with U.S. Transportation Secretary Drew Lewis and key Congressional transportation leaders to request a supplemental appropriation for FY 81 of \$39 million more for highway projects and \$4 million more for transit projects in the region and full appropriation of the region's highway and transit funding requests for FY 82. Further delegations to Washington, D.C. will be necessary as Congress considers transportation funding proposals.

4. ESTABLISHING A PROCESS FOR SETTING FUTURE YEAR PRIORITIES FOR USE OF INTERSTATE TRANSFER FUNDING

Andy Cotugno related that he merely wanted to introduce the proposal for the establishment of a logical regional process for prioritizing future funding of projects. He added that we would have a better picture in the fall concerning where our sights should be set. He asked the Committee to deliberate on what the process should consist of and which projects should be prioritized for future discussion.

It was recommended that the staff prepare for the next JPACT meeting an Issue Paper that reflects past commitments, what

types of projects are competing against one another, and what the potential priority policy should be. Questions to be discussed include what assured funding we can expect by the year 2000 and how much is realistic to try to build by that year into the RTP. It was brought out that a lot of past Resolutions establishing priorities by the TIP Subcommittee need to be re-affirmed or re-evaluated.

Action Taken: The Metro Transportation staff was delegated to prepare an approach and past-history paper on transportation commitments and priorities for presentation to JPACT at its next monthly meeting. Chairman Bonner related that part of the problem is that not all of the jurisdictions in the region are represented by JPACT or TPAC, and cited the terrific job that Andy has performed in getting out to reach some of these jurisdictions.

5. USDOT COMPREHENSIVE TRANSPORTATION SYSTEMS MANAGEMENT ASSISTANCE

Richard Brandman related that UMTA, FHWA, and NHTSA are now soliciting proposals for TSM projects for improvement of the operation of local transportation systems. A total of \$28 million is available under three separate programs, and the following projects are being recommended for consideration: 1) Freeway Ramp-Metering Monitoring and Management; 2) Carpool/Vanpool Loan Incentive Program; 3) Flextime Program; 4) Bicycle Marketing, Promotion, and Intermodal Shelters; 5) McLoughlin Boulevard Rideshare Program; 6) Clark County Rideshare Promotion; and 7) Signal Modernization Interconnect Program (proposing 82nd Avenue - OR 213 and Tualatin Valley Highway - OR 8). These projects were considered and endorsed by an ad hoc committee of TPAC.

A TIP amendment is necessary to include these projects so that, if funds become available, they can be approved. Applications for funding are due March 1.

Committee members asked whether any consideration had been given to free fares during off-peak hours. Mr. Brandman related that they were discussed but fell out of contention. Mr. Brandman was further questioned as to whether any consideration was given to a program that encouraged people to work at home or close to their residence. He related that a cable TV program on ridesharing was explored and that tele-communications would offer a good research program but that there was nothing on hand to implement.

It was explained that it was up to each sponsoring agency to come up with the local match for these projects and, if

the local match is not available, the jurisdiction could not proceed with the application.

Concern was expressed in approving such projects at a time of such tight funds for transportation planning. Mr. Brandman pointed out that these projects would draw from supplemental funds and would in no way take money away from the region.

Action Taken: It was moved and seconded to amend the TIP to include the above TSM projects for improvement of the operation of local transportation systems. Motion CARRIED.

6. TIP AMENDMENT FOR THE URBAN AREA OF CLARK COUNTY

A letter was submitted at the meeting from Richard Carroll of WSDOT requesting approval of a TIP amendment for the urban area of Clark County for inclusion of a pavement overlay on I-5, starting at Burnt Bridge Creek and going north to I-5's intersection with I-205. This request was being channeled directly through JPACT, rather than TPAC, because of the immediacy of proceeding with the project.

Action Taken: It was moved and seconded to recommend approval of the TIP amendment to the Clark County urban area for the provision of the pavement overlay on I-5. Motion CARRIED.

7. RETIREMENT OF RICHARD CARROLL

Chairman Bonner related that this was Mr. Carroll's last meeting with JPACT and cited him for his dedication in protecting the interests of his jurisdiction and that of the region. On behalf of JPACT, a Certificate of Appreciation was extended for his untiring efforts.

8. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: JPACT Members
Denton Kent
Rick Gustafson

ACC:lmk