

MEETING REPORT

DATE OF MEETING: February 11, 1988

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

PERSONS ATTENDING: Members: Richard Waker, Earl Blumenauer, Bob Bothman, Pauline Anderson, Tom Brian, George Van Bergen, Marjorie Schmunk, Bonnie Hays, Ed Lindquist and Wade Byers

Guests: Frank Angelo and Bruce Warner, Washington County; Ted Spence and Lee LaFontaine, ODOT; Tom VanderZanden and Gary Spanovich, Clackamas County; Steve Dotterrer, City of Portland; Lee Hames, Tri-Met; Peter Fry, Citizen; Robert Rogers, Chamber of Commerce; Bebe Rucker, Port of Portland; Richard Ross, Cities of Multnomah County; and Susie Lahsene, Multnomah County

Staff: Andrew Cotugno, Bill Pettis, Karen Thackston, and Lois Kaplan, Secretary

MEDIA: Robert Goldfield, Daily Journal of Commerce

SUMMARY:

MEETING REPORT OF JANUARY 14, 1988

It was noted that the January 14 Meeting Report incorrectly stated that Wade Byers, Jr., the newest member of JPACT, was Mayor of Tigard. The minutes should be corrected to read Mayor of Gladstone. The Meeting Report was approved as amended.

Chairman Waker then welcomed Mayor Byers to his first JPACT meeting.

AMENDING THE FY 1988 UNIFIED WORK PROGRAM

Andy Cotugno explained that the purpose of the FY 88 UWP amendment was to reflect the federal funding cutback, the overall budget level and reprogramming of work elements. He noted that the basic emphasis of the work program remains the same.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 88-861 amending the FY 1988 Unified Work Program. Motion CARRIED unanimously.

FY 89 UNIFIED WORK PROGRAM

Andy Cotugno indicated that the handout was an introduction to next year's Unified Work Program, encouraging the jurisdictions to review the proposed work tasks and submit comments. The draft UWP will be considered at the March 25 TPAC meeting.

Bob Bothman emphasized the need to use P.E. funds for Sunset Corridor related activities because of recent declines in federal planning funds.

Bob Bothman also pointed out the need in the Bi-State Study to link the third river crossing with light rail.

Commissioner Anderson asked for emphasis on the Banfield light-rail evaluation and an evaluation of transit ridership in general.

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Commissioner Blumenauer requested that the following three agenda items be reviewed as a package and be voted on after reviewing all three items:

ALLOCATION OF FAU AND INTERSTATE TRANSFER FUNDS

Andy Cotugno explained that approval of this Resolution would begin implementation for allocation of FAU and Interstate Transfer funds relating to projects tabled by JPACT last August. A preliminary set of priorities have been laid out with general directions for pursuit of funds emanating from last fall's JPACT worksessions.

Andy then reviewed the Staff Report and Resolution. The recommendation is to proceed immediately to allocate the FY 86-88 FAU funds through a regional/county approach. Seventy-five percent would be allocated on a formula basis to each county and 25 percent on a regional basis. Follow-up action would be required to approve the projects with specific dollar amounts.

Andy noted the foremost issues: the allocation approach of FAU funds and what kinds of funds should be used as seed money for the preliminary engineering projects. The question of whether projects should be selected on the basis of their regional importance or whether local discretion should be provided for in the allocation of those funds was of primary concern.

ESTABLISHING THE REGION'S PRIORITY HIGHWAY PROJECT IMPROVEMENTS FOR INCLUSION IN THE 1989-1994 ODOT SIX-YEAR HIGHWAY PROGRAM

Andy Cotugno explained that staff and the TIP Subcommittee performed a technical ranking on all projects submitted for consideration of Six-Year Highway Program funding based upon criteria established during the JPACT worksessions. The emphasis of the criteria is that the highest priority should be placed on immediate and 10-year problems (traffic congestion and capacity deficiencies which limit the ability to develop a particular area). Other considerations included cost-effectiveness and the staging of the most critical segments on large projects.

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The recommendations for the highway priority projects are for construction (where plausible within the six-year timeframe), preliminary engineering or right-of-way.

Andy indicated that some projects with lower rankings are recommended as high priority projects because of their relationship to other priority projects or because of other committed funding.

There is a concern about the status of the Sunset Highway, Andy noted, inasmuch as all of the region's major radial corridors are covered by either Interstate or Access Oregon funds -- with the exception of the Sunset Highway. Additional recommendations to ODOT are that they consider the establishment of an Operations Fund and some freeway management programs.

Bob Bothman, Director of ODOT, expressed his appreciation for the evaluation given to the projects but cautioned the region not to have high expectations due to the lack of funds. The state is currently over-programmed by \$240 million in the Six-Year Program. They've been able to maintain their current priorities although they are dealing with a \$40 million/year loss. He spoke of keeping on line with the three or four major regional projects. In the next 20-25 years, Oregon's growth is anticipated to increase by one million people. He spoke of the challenge to meet the travel demand associated with that growth.

Commissioner Blumenauer cited the fact that the state is currently spending a lot of money on economic development and noted the aggressive political process in place in other parts of the state. He felt this may help justify the need for increased gas taxes for the next legislative session. He further supported going forward with the overall package and the compelling need to see that the Oregon Comeback, which in large measure is occurring in the metropolitan area, is adequately served.

Bob Bothman was questioned as to the state's method for evaluating projects for inclusion in the Six-Year Program update and whether the evaluation consisted of a similar ranking process as was performed regionally. He indicated that projects are looked at from a statewide perspective and consider factors such as highway congestion, accidents, trucks and safety.

#### TRANSIT FUNDING

Resolution No. 87-833, approved by JPACT on December 22, 1987, endorsed Tri-Met's five-year Transit Development Plan. To accommodate its \$14.5 funding shortfall, staff recommends that the TIP Subcommittee give consideration to the question of how to fully fund the TIP. Andy then reviewed the specific steps outlined in the memo to JPACT, citing the importance of keeping the buses maintained and on the road.

Commissioner Hays and Mayor Brian concurred on the need for later review of the projects and an annual evaluation of the Transit Development Plan.

With regard to clause #5, Bob Bothman cautioned that we should be looking at what brings the most money to the region.

Actions Taken:

- . It was moved and seconded to recommend approval of Resolution No. 88-859 to begin implementation of allocation of FAU and Interstate Transfer funds. Motion CARRIED unanimously.
- . It was moved and seconded to recommend approval of Resolution No. 88-860 for establishing the region's priority highway project improvements for inclusion in the 1989-1994 ODOT Six-Year Highway Program. Motion CARRIED.
- . It was moved and seconded to refer the transit funding issue for consideration by the TIP Subcommittee. Motion CARRIED.

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REGIONAL TRANSPORTATION FUNDING PROPOSALS

Andy Cotugno reviewed the "Regional Transportation Funding" paper that is a package to implement JPACT's 10-year set of transportation priorities. The four major areas emphasized include: regional highway corridors; regional transit corridors (LRT); urban arterials; and expanded transit service.

Andy indicated that the JPACT Finance Committee is still trying to gain consensus on the funding program. He noted that progress reports will periodically be provided JPACT.

The next scheduled JPACT Finance Committee meeting is set for February 22 at 3:00 p.m.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma  
Dick Engstrom  
JPACT Members