

## MEETING REPORT

DATE OF MEETING: April 12, 1984

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

PERSONS ATTENDING: Members: Charlie Williamson, Robert Schumacher, Ed Hardt, Margaret Weil, Richard Waker, Vern Veysey, Larry Cole, John Frewing, Wes Myllenbeck, Ed Ferguson, and Earl Blumenauer

Guests: Bob Post and Lee Hames, Tri-Met; Rick Walker, Cities of Multnomah County; Bebe Rucker, Multnomah County; Ted Spence, Vicki Rocker and Bob Bothman, ODOT; Richard Daniels, Washington County; Jane Cease, Oregon State Legislature; Steve Dotterer, City of Portland; Sarah Salazar, Port of Portland; Keith Ahola, WSDOT; Winston Kurth, Clackamas County; and Geraldine Ball, DJB, Inc.

Staff: Rick Gustafson, Andy Cotugno, Karen Thackston, James Giesecking, Jr., Marion Hemphill, Peg Henwood, Keith Lawton and Lois Kaplan, Secretary

MEDIA: None

### SUMMARY:

#### 1. MEETING REPORT OF MARCH 9, 1984

Ed Hardt noted that the meeting report should be corrected on page 4, last sentence under "Hazardous Materials Routing Study," to read: "He further reported that a water main will be ~~has been~~ installed on the I-205 Bridge in response to fire protection needs." It was moved and seconded to approve the meeting report as corrected. Motion CARRIED.

#### 2. DIESEL EXHAUST STUDY STATUS REPORT

Andy related that the Diesel Exhaust Study was initiated a year ago with respect to impact of diesel vehicles on visibility and air quality. He noted that some degradation of air quality is anticipated with regard to diesel emissions. The issue is whether or not stricter emission controls should be placed on diesel trucks and buses; it was noted that other pollutant sources, such as industry and woodstoves, must comply with strict controls to help meet the particulate standard.

Andy then reviewed recommendations under consideration by the Diesel Exhaust Study Committee including:

- 1) that Metro and DEQ urge Congress and EPA to adopt strict particulate emission control regulations on diesel trucks and buses; and
- 2) that DEQ recommend to the Environmental Quality Commission that diesel trucks be included in the DEQ inspection program. Such authority would be restricted to diesel trucks not engaged in interstate commerce.

TPAC will be apprised of any action taken by the Diesel Exhaust Study Task Force at its next meeting.

3. AMENDING THE FY 84 AND FY 83 UNIFIED WORK PROGRAMS

This amendment represents a shift in funds among the work elements but no increase or decrease in funding.

Action Taken: It was moved and seconded to recommend approval of the Resolution amending the FY 84 and FY 83 Unified Work Programs. Motion CARRIED unanimously.

4. APPROVING THE FY 1985 UNIFIED WORK PROGRAM AND CERTIFICATION

A letter from Robin Lindquist was distributed regarding the Banfield LRT Ridership Analysis work element and her concern over future commitment to the Banfield as a regional priority at the expense of the remaining region. Additionally, she questioned design efforts slated for the Westside Corridor LRT work element. A discussion followed relating that engineering work, environmental work, and developing a financial plan is what the Westside work program entails, the dollar amount representing an analysis over a three to four-year period. Andy Cotugno related that he would draft a letter in response to Robin Lindquist's regarding these two issues, indicating that the information derived from the Banfield LRT Ridership Analysis is needed to provide a reliable basis for making LRT decisions in other parts of the region (rather than a financial commitment for better bus service), and that the scope of work for the Westside Corridor project in the FY 85 UWP is consistent with the decision adopted last August. A copy of that letter will be forwarded to JPACT members.

Action Taken: It was moved and seconded to recommend approval of the Resolutions approving the FY 1985 Unified Work Program and certification. Motion CARRIED unanimously.

5. AMENDING THE REGIONAL TRANSPORTATION PLAN TO DESIGNATE UNION AVENUE/COURT AS A REGIONAL BICYCLE ROUTE

This change would shift responsibility from the City of Portland to the State Highway Department. For clarification purposes, Steve Dotterrer indicated that the \$37,500 for replacement of the

bicycle route on Union Avenue/Court would be paid from the Vancouver Way project, also indicating that the City will assume maintenance of the project.

Action Taken: It was moved and seconded to recommend approval of the Resolution amending the Regional Transportation Plan to designate Union Avenue/Court as a regional bicycle route in lieu of N. Vancouver Way. Motion CARRIED unanimously.

6. CONSIDERATION OF RECOGNITION AND ACCEPTANCE OF DIRECTIONS TO PURSUE REGARDING SEVERAL FEDERAL HIGHWAY FUNDING ISSUES: FY 84 INTERSTATE TRANSFER-HIGHWAY FUNDING, FEDERAL-AID URBAN FUNDING AND HIGHWAY PLANNING AND RESEARCH FUNDING

Andy reviewed the three funding issues being pursued with the federal Congressional delegation and FHWA: FY 84 Interstate Transfer-Highway funding, Federal-Aid Urban funding and Highway Planning and Research funding. By June, decisions will need to be made on whether or not to hold up projects or use carryover funds, whether to proceed with the construction program as is and work to secure the discretionary funds or secure a higher level of appropriation for next year.

Action Taken: It was moved and seconded to recommend approval of the staff's proposed course of action on federal transportation funding as outlined on Attachments A, B and C. Motion CARRIED unanimously.

7. AUTHORIZING FEDERAL FUNDS FOR A 16(b)(2) SPECIAL TRANSPORTATION PROJECT AND AMENDING THE TIP

This action would provide a 20 to 25-passenger vehicle for special transportation services in Washington County for the Tualatin Valley Mental Health Center, which is not duplicated by Tri-Met service.

Action Taken: It was moved and seconded to recommend approval of the Resolution amending the TIP for this 16(b)(2) project, making it eligible for consideration of such funds by the State. Motion CARRIED unanimously.

8. ODOT BOND PROGRAM

Bob Bothman discussed the possible highway bond programs and outlined the strategies chosen for presentation to the AOC, LOC and LOAC in addition to JPACT. Winston Kurth described the efforts of the Association of Oregon Counties in trying to gain consensus at the county level on a 1¢ tax that would provide 100 percent pass-thru to the locals.

Rick Gustafson stressed the importance of gaining consideration by the State on projects that are not federally eligible or are not listed in the Six-Year Program but are of importance to the State. Mr. Bothman indicated they would be open for such consideration.

The targeted amount of \$200,000 is slated for the bond issue. Distribution of \$50,000 each would be made to: the Portland area, mid-Willamette region, east of the Cascades, and the Eugene-Springfield area.

Commissioner Veysey recommended that the vehicle excise tax be explored from a regional aspect. Also, a discussion followed on whether to bond now due to the inflation versus interest issue. It was recommended that each jurisdiction should explore that issue.

Commissioner Blumenauer cited the need for more information on the economic impacts and local costs. It was the general consensus that a strategy for financing needs be developed.

Action Taken: Rick Gustafson suggested that TPAC look at the bonding program over the next six months and develop a regional position for recommendation to JPACT. In addition, Chairman Williamson asked Rick Gustafson and Andy Cotugno to direct an effort in establishing regional representation on LOAC and report back at the next JPACT meeting. It was suggested that a metropolitan area representative should be appointed by the Association of Oregon Counties on the local officials group.

9. APPOINTMENT TO HOUSE TASK FORCE ON STATE AND LOCAL ROAD FUNDING

The appointment was announced of Andy Cotugno to a special House Task Force on State and Local Road Funding. The task force is to identify the dimension of the need for state and local road funding, recommend measures to solve it, and evaluate legislative policy for appropriateness.

10. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: JPACT Members  
Rick Gustafson  
Don Carlson  
Ray Barker