

## MEETING REPORT

DATE OF MEETING: January 13, 1983

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

PERSONS ATTENDING: Members: Charlie Williamson, Robert Schumacher, Ed Ferguson, Mildred Schwab, Dennis Buchanan, Bob Bothman, Larry Cole, Corky Kirkpatrick, John Frewing, Robin Lindquist, Marge Kafoury, Vern Veysey and Margaret Weil

Guests: Steve Dotterer, City of Portland; Mayor Joy Burgess and Hugh Brown, City of Milwaukie; Rick Walker, City of Gresham; Metro Councilors Bruce Etlinger and Ernie Bonner; Winston Kurth, Clackamas County; Martin Nizlek, Washington County; Ed Hardt, ODOT; Bebe Rucker, Multnomah County; Paul Bay, Tri-Met; Elton Chang, FHWA - Salem; Keith Ahola, WSDOT; Dean Lookingbill, RPC of Clark County; and Geraldine Ball, DJB, Inc.

Staff: Andrew Cotugno, Rick Gustafson, Karen Thackston, Keith Lawton, Peg Henwood and Lois Kaplan, Secretary

MEDIA: None

### SUMMARY:

#### 1. CORRECTION TO MEETING REPORT

Robin Lindquist noted that her name had been omitted from the list of attendees at the last JPACT meeting. The record will be so amended.

#### 2. PRESENTATION OF BRIDGE POSTER

Ernie Bonner spoke on the Portland area's early beginnings in transportation planning and the direction and progress it has achieved over the years. He cited Bob Bothman as one of the key persons responsible in solidifying this effort, utilizing his creativity and knowledge of highways for the good of the region. In recognition of his efforts, a signed bridge poster was presented to Mr. Bothman on behalf of JPACT.

#### 3. INTRODUCTIONS

Charlie Williamson welcomed and introduced Mayor Margaret Weil to the Committee, adding that she would be representing the Cities of Multnomah County (vacated by Mayor Al Myers). He also welcomed Mayor Joy Burgess of the City of Milwaukie who was in attendance.

4. AMENDING THE FUNCTIONAL CLASSIFICATION SYSTEM AND THE FEDERAL AID URBAN SYSTEM (FAUS)

It was explained that this was a procedural amendment to ensure needed improvements for connections from the I-5/East Marquam ramp project to the Grand Avenue industrial area. Designating the streets in question as "collectors" (SE Water Avenue - Yamhill Street to Clay Street; SE Yamhill Street - Water Avenue to Grand Avenue; SE Taylor Street - Water Avenue to Grand Avenue; and SE Clay Street - Water Avenue to Grand Avenue) is needed in order to make them eligible for federal funding.

Action Taken: It was moved and seconded to recommend amending the Functional Classification System and the Federal Aid Urban System (FAUS). Motion CARRIED unanimously.

5. RESERVING THE MCLOUGHLIN BOULEVARD INTERSTATE TRANSFER FUNDING AND ESTABLISHING A DECISION PROCESS

Andy explained that this Resolution is intended to clarify the decision process for the McLoughlin Corridor and to define where funding should be allocated.

During discussion, the question was raised as to whether Multnomah County's analysis of the Tacoma alternatives would have any effect on ODOT's EIS. Bob Bothman indicated that, in the final EIS, ODOT can work around the various alternatives and incorporate any necessary changes.

Action Taken: It was moved and seconded to recommend approval of the Resolution reserving the McLoughlin Boulevard Interstate Transfer funding and establishing a decision process. Motion CARRIED unanimously.

6. ENDORING THE REGIONAL LIGHT RAIL TRANSIT (LRT) SYSTEM SCOPE OF WORK AND AUTHORIZING FUNDS FOR RELATED CONSULTING ENGINEERING SERVICES

The Resolution would establish a conceptual work program for LRT, establish an intent to form a citizens advisory committee, authorize \$250,000 from the Interstate Transfer Regional Reserve to fund consulting engineering services, authorize application of the needed grant and amend the UWP and TIP to reflect this authorization.

Questions raised during discussion included the process used in determining the corridors and the type of citizen involvement. With regard to citizen involvement, it is anticipated that citizenry will be involved with neighborhood association and business group meetings; and that, in addition, a citizens advisory

committee will be needed to advocate interests of the metropolitan area as a whole.

Concern was expressed by Mr. Frewing over the Scope of Work, cautioning that, in our economic analysis, we should not overlook additional considerations relating to the LRT impact. He gave as examples "development potential" and "land use impact" as additional considerations in corridor construction. Andy related that the intent is to determine whether LRT is feasible or economical and that judgment will be tempered by such considerations.

Action Taken: It was moved and seconded to recommend approval of the Resolution endorsing the Regional Light Rail Transit (LRT) System Scope of Work and authorizing funds for consultant engineering services. Motion CARRIED unanimously.

7. 5¢ FUEL TAX AND AUTHORIZATION BILL

Andy related that the passage of the 5¢ gas tax bill, which becomes effective April 1, places a heavier burden on heavy trucks than on smaller trucks and automobiles.

The Authorization Bill represents about a \$40-60 million per year increase in the Federal Aid Program for the State of Oregon for use on Interstate and Primary facilities (State highways). Funding for locally-oriented facilities (FAU and Federal Aid Secondary funds) was unchanged. In addition, the Interstate Transfer Program was extended and funded to 1990. The bill also includes a change in the allocation procedure from the current discretionary method to that of a formula and the provision that the Interstate Transfer Program will revert to the June, 1980 amount rather than 1983, which means an additional \$50 million in Interstate Transfer funds for the Portland region. This latter provision is due chiefly to the lobbying efforts of Vic Rhodes and Bob Van Brocklin of the City of Portland.

The bill provides additional transit funding of some billion dollars and retains funding for operating assistance. Capital improvement funding will be allocated on a formula basis and allows new rail starts.

In the Appropriations Bill, \$56 million of Interstate Transfer funds has been set aside as the next annual increment towards the Banfield and between \$50-70 million for the remainder of the Interstate Transfer highway program.

Andy related that we are now working to define what the rollback

to the June, 1980 date will mean to the region for the Inter-  
state Transfer Program.

8. 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