

MEETING REPORT

DATE OF MEETING: January 14, 1982

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

PERSONS ATTENDING: Members: Charlie Williamson, Mildred Schwab, Bob Bothman, Robert Schumacher, Larry Cole, Al Myers, John Frewing, Robin Lindquist, Dave Sturdevant (alt.), Ed Ferguson, Dick Pokornowski, Corky Kirkpatrick, Marge Kafoury, and Jim Fisher

Guests: Bebe Rucker, Multnomah County; Ted Spence, ODOT; Steve Dotterer and Vic Rhodes, City of Portland; Larry Rice and Robert Bauman, Washington County; Carl Neuberger, Citizens for Better Highways; Paul Bay, Tri-Met; John Price, FHWA; John Kowalczyk, DEQ; Winston Kurth, Clackamas County; Sarah Salazar, Port of Portland; Bruce Etlinger, Metro Councilor; Dave Peach, WSDOT; and Gil Mallery, Regional Planning Council of Clark County

Staff: Bob Haas, Keith Lawton, James Giesecking, Jr., Richard Brandman, Bill Pettis, John Cullerton, Peg Henwood, Andy Cotugno, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

Charlie Williamson introduced and welcomed Corky Kirkpatrick and Marge Kafoury to JPACT as new members from Metro, adding that Ernie Bonner would no longer be serving on JPACT. In addition, Bob Oleson would serve as alternate to the Metro Councilors. Chairman Williamson then introduced Dave Sturdevant who was serving in the absence of Commissioner Vern Veysey of Clark County.

1. AUTHORIZING ADJUSTMENTS IN THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO THE INTERSTATE TRANSFER PROGRAM AND PROJECT AUTHORIZATIONS

Andy Cotugno reviewed Staff Report #77, pointing out the issues, the staff recommendations, and the impact on the various Interstate Transfer authorizations. This report was a result of an effort to avoid conflict in bookkeeping when the transfer of Interstate Transfer funds to the Banfield and their replacement for Section 3 funding takes place.

Bob Bothman asked that consideration be given for an amendment on page 6 of Staff Report 77 that would allow the State to

transfer funds between their projects in both Category I and Category II. His concern was for assurance that Highway 217/Sunset, 190th/Powell, and Highway 212 projects would have sufficient funding to be built. It was felt that this could be accomplished by incorporating these projects under the first "bullet" on page 6 of the report.

Concern was raised over allowing the State to move a project from one category to another. It was pointed out that, under the guidelines established for adoption of the Eight-Year Interstate Transfer Program, Category I projects have first priority. Maintaining separation between the two categories of projects was considered of prime importance to the Committee.

Action Taken: It was moved and seconded to recommend approval of the Resolution authorizing adjustments in the TIP to the Interstate Transfer Program and Project Authorizations with the understanding that amendments to the recommendation dealing with Problem 5 in Staff Report #77 (to address Bob Bothman's concerns) would be considered at the next monthly meeting of JPACT. Motion CARRIED.

2. CONGRESSIONAL ACTIONS ON INTERSTATE TRANSFER AND SECTION 3 FUNDING

Andy reported that the Appropriations Bill passed by Congress contained \$60 million of Interstate Transfer highway money for Oregon, of which \$14.5 is slated for Salem, \$12.4 million for the Banfield, and the balance of \$33.1 million for other Interstate highway projects in the Portland metropolitan area. Also included is a commitment to a \$76.8 million reissued Letter of Intent (which is the amount of the unused portion of the Banfield Letter of Intent), and a commitment of \$15 million per year toward that Letter of Intent. The commitment further requires that the remainder of the Banfield not be funded with Section 3 funds but be programmed to other projects in the metropolitan area which must shift Interstate Transfer funds to the Banfield.

Andy stated that we are the only state in the country that did not receive a cut in funding, emphasizing the worth of a federal lobbying effort supported regionwide.

3. ENDORSEMENT OF LETTERS OF COMMENDATION REGARDING INTERSTATE TRANSFER FUNDING EFFORTS

In recognition of the efforts of Messrs. Hatfield, AuCoin, Feeney, Bothman and Gustafson in successfully obtaining Interstate Transfer funds for the region, the Committee moved to

endorse letters drafted on their behalf. Motion was seconded and CARRIED. The Committee asked the staff to draft a similar letter to Robert Duncan.

Rick Gustafson pointed out that, during the next budget cycle, other states will no doubt attempt to correct the inequities in funding that occurred. He asked that the affected jurisdictions consider the rehiring of Bob Duncan for future lobbying efforts on behalf of the region.

Paul Bay related that, this spring, action would take place on the Surface Transportation Act, which is a multi-year authorization act and cited the importance of continuing work in that area.

It was suggested that a draft contract with Duncan be presented to JPACT.

4. UPCOMING ACTIVITIES - INTERSTATE TRANSFER FUNDING

In February, a Resolution will be introduced that itemizes what Interstate Transfer funding, and how much, will be shifted to the Banfield; that commits a specified amount of Section 3 funding to those projects that gave up Interstate Transfer funding; that endorses the overall eight-year Interstate Transfer Program; and identifies the funding priorities for FY 82.

5. EARLY OPENING OF I-205 BRIDGE

Commissioner David Sturdevant moved: "That the Joint Policy Advisory Committee on Transportation formally endorse the proposed early opening of the I-205 Bridge and that JPACT's position be transmitted to the Oregon Transportation Commission at its January 19, 1982 meeting subject to review/approval of ODOT's Traffic Plan for the early opening by affected jurisdictions." The motion was seconded.

During discussion, Commissioner Schwab stated that the City of Portland had reviewed ODOT's available data on the impact of the proposed bridge opening on the City's arterial traffic system, particularly Sandy Boulevard, and indicated that the City would postpone its decision pending review of ODOT's analysis. The generation of 27,000 vehicle trips across the new bridge concerned the City inasmuch as the freeway will not be complete and traffic coming off at Columbia Boulevard would be distributed onto local streets. Another concern was adding trips to the Banfield during its reconstruction.

Bob Bothman indicated that ODOT would recommend the early opening to the Oregon Transportation Commission at its January 19 meeting.

The City indicated that they favored alternative 2 of ODOT's proposal and asked that JPACT endorse the motion with the understanding that the preferred alternative would be alternative 2 (the Banfield East connection) and that, if additional signals were needed to allow the operation of the street system, that provision be incorporated in the motion. Mr. Bothman indicated that ODOT's recommendation would be the North Banfield connection and urged comments be delivered to the Oregon Transportation Commission before January 19.

Action Taken: After further discussion of the two alternatives (Sandy/Columbia or the Banfield East), the motion was amended as follows: The JPACT endorses the proposed early opening of the I-205 Bridge, to be transmitted to the Oregon Transportation Commission for its meeting on January 19, 1982, with the following conditions: a) that an early opening is subject to review and approval of ODOT's Traffic Plan by affected jurisdictions; b) if the traffic study identifies that signal improvements are needed on local streets, they will be incorporated by ODOT; and c) that alternative 2 (connection to the Banfield) be the implemented alternative. Motion CARRIED.

6. AMENDING THE FUNCTIONAL CLASSIFICATION SYSTEM IN THE HOLLYWOOD DISTRICT

Action Taken: Following review of the Agenda Management Summary and Resolution, it was moved and seconded to recommend approval of the Resolution amending the Functional Classification System and the Federal Aid Urban System. Motion CARRIED.

7. TIP AMENDMENT - ADDITION OF TRI-MET'S PROPOSED SECTION 18 CAPITAL GRANT FOR EQUIPMENT TO OPERATE RURAL TRANSPORTATION SERVICES

Action Taken: Following review of the Agenda Management Summary and Resolution, it was moved and seconded to recommend approval of the Resolution amending the Transportation Improvement Program to include a project for the region's non-urbanized area public transportation program. Motion CARRIED.

8. TIP AMENDMENT - ADDITION OF PIONEER SQUARE TO TRI-MET'S SECTION 3 APPLICATION

Action Taken: After reviewing the project, it was moved and seconded to recommend approval of the Resolution amending the TIP to include a Section 3 capital grant for the Pioneer Square Customer Assistance office. Motion CARRIED.

9. GAS TAX ON MAY BALLOT

Rick Gustafson spoke to the Committee of the potential impact the gas tax measure on the May ballot could have on this region

and the need to generate support. He spoke of the possibility of approaching the Oregon Transportation Commission (OTC) regarding its intentions for use of the gas tax money. It was suggested that the State identify those funds required for maintenance and that the locals be allowed to participate in setting priorities for funds set aside for urban road construction. Mr. Gustafson encouraged the JPACT to ask their commissions to take specific steps to recommend to the OTC that local jurisdictions be given the ability to allocate those State construction funds to their highest priorities.

10. UPDATED ANALYSIS AND DESCRIPTION OF PROPOSED STATE IMPLEMENTATION PLANS FOR OZONE AND CARBON MONOXIDE

Richard Brandman reviewed recent revisions to the State Implementation Plan for ozone, relating that we are projecting attainment of the federal ozone standard by 1987. He indicated a 1700 kg/day surplus in emissions by that deadline using the 1987 base case analysis, which incorporates the year 2000 committed highway network from the Regional Transportation Plan and the 1980 transit network with the addition of the Banfield LRT and increased bus service to support the LRT.

At its February meeting, JPACT will be asked to endorse the ozone and CO SIP's. At issue for the ozone SIP, Mr. Brandman pointed out, is how new industrial growth will be managed in the region. The state of Washington does not believe there is a growth cushion, but rather that the 1700 kg/day surplus falls within modeling error, and will therefore recommend that a growth cushion policy not be implemented on the Washington side of the river. They would propose to implement an emission offset policy. Metro and DEQ staff feel that the 1,700 kg/day surplus should be administered as a growth cushion and that Oregon should administer a larger portion of it because of having stricter emission controls (i.e., automobile inspection/maintenance). This matter will be discussed at the January 15 meeting of the Bi-State Policy Advisory Committee.

A discussion followed on the benefits of an offset policy vs. a growth cushion policy. Andy Cotugno pointed out that all new industries are required to meet strict air quality standards even with a growth cushion policy. It was suggested by Commissioner Cole that we set some figure as a cushion that we would not use, leaving room for some margin of error.

Consideration of adoption of the Ozone and CO SIP's will be on the January 29 Agenda of TPAC and the February 11 meeting of JPACT.

11. REGIONAL TRANSPORTATION PLAN - NEXT STEPS

Andy reported that, since the December 2 briefing on the RTP, work has begun with the various jurisdictions and comments are being incorporated into the Plan. It will be submitted to TPAC for consideration of comments by JPACT and Regional Development Committee at the end of February and followed up with public hearings.

12. FORMATION OF WASHINGTON COUNTY TRANSPORTATION COMMITTEE

Larry Rice reported on the formation of a new Washington County liaison-type technical committee, patterned after that of the East Multnomah County Transportation Committee, for the purpose of consolidating efforts in Washington County. The Washington County Transportation Committee will be comprised of members from Beaverton, Hillsboro, Tigard, Tri-Met and ODOT and will serve as a link to the JPACT. It was felt that such a committee was needed in Washington County in resolving communication problems and providing a more unified effort.

13. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: JPACT Members
Rick Gustafson
Don Carlson