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Joint Policy Advisory Committee on Transportation

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METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND OR. 97201, 503/221-1646

A G E N D A

JOINT POLICY ADVISORY
COMMITTEE ON TRANSPORTATION

Date: October 8, 1981

Day: Thursday

Time: 7:30 a.m.

Place: Metro Conference Room A1/A2

- *1. REVIEW OF OREGON DEPARTMENT OF TRANSPORTATION'S SIX-YEAR PLAN - Bob Bothman.
2. REVIEW OF REGIONAL TRANSPORTATION PLAN - Andrew Cotugno.

*A copy of ODOT's Six-Year Plan was previously mailed you. You may wish to bring it with you for reference.

MEETING REPORT

DATE OF MEETING: September 10, 1981

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

PERSONS ATTENDING: Members: Charlie Williamson, Mildred Schwab, Vern Veysey, Dick Pokornowski, Dennis Buchanan, Robin Lindquist, John Frewing, Larry Cole, Ed Ferguson, and Jim Fisher

Guests: John Price, Gil Mallery, Bebe Rucker, Steve Dotterer, Ted Spence, Jerry Markesino, Sarah Salazar, Vic Rhodes, Greg Kullberg, Paul Bay and Martin Nizlek

Staff: Andrew Cotugno, Bill Pettis, Keith Lawton, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

1. MINUTES FROM AUGUST 11 AND 12 TELEPHONE POLL

Inasmuch as last month's JPACT business was conducted by telephone, Andy Cotugno felt it would be desirable to document the action taken by phone by approval of the meeting report.

Action Taken: It was moved and seconded to approve the meeting report of the August 11 and 12 telephone poll. Motion CARRIED.

2. ESTABLISHING A BI-STATE POLICY ADVISORY COMMITTEE

Andy Cotugno related that the proposed formation of the Bi-State Policy Advisory Committee is an outgrowth of a recommendation of the Bi-State Task Force which called for continued cooperation between Oregon and Washington jurisdictions in dealing with issues of interstate significance. In consideration of this matter, TPAC has recommended that the charge to the Committee be amended with the addition of the following: "2c. When dealing with transportation issues, the membership of the ad hoc committee will include representatives from ODOT, WDOT, C-Trans and Tri-Met. The charge to the Committee will be reviewed and approved by JPACT and the Regional Planning Council of Clark County."

In discussion on the proposed change, Commissioner Veysey indicated it was reasonable and stated no objection, adding that ad hoc committees should always include representation from the affected jurisdictions or agencies.

Andy stated that Commissioner Veysey and Councilor Burton of Metro were primarily responsible in setting up the foundation of the Bi-State Policy Advisory Committee. Issues to be dealt with might include matters such as garbage, the Columbia River and transportation. Andy pointed out that this would be a coordinating committee whose recommendations would be funneled through the standard channels in Metro and the Regional Planning Council of Clark County.

Action Taken: It was moved and seconded to recommend approval of the Resolution establishing a Bi-State Policy Advisory Committee with the proposed amendment: "2c. When dealing with transportation issues, the membership of the ad hoc committee will include representatives from ODOT, WDOT, C-Trans and Tri-Met. The charge to the Committee will be reviewed and approved by JPACT and the Regional Planning Council of Clark County." Motion CARRIED.

3. ENDORSING FY 82-85 TRANSPORTATION IMPROVEMENT PROGRAM AND FY 82 ANNUAL REPORT

Andy Cotugno explained that, for the most part, the annual update to the TIP serves as the mechanism for accounting for past funding decisions. Past policy endorsements of projects are carried in the TIP as well as new projects. The TIP also serves as the means of monitoring the status of the Interstate Transfer program -- how the money is escalated or de-escalated with the National Construction Cost Index, which projects have had their funding spent, and which ones have funds remaining.

Andy reported that last year's TIP included many more Interstate Transfer projects than we actually received funding for. This TIP update retains, in a 1981 column, those priorities which were set for 1981 and shifts those projects that were not funded into FY 82. The TIP represents all project requests for Interstate Transfer funds for FY 82 and is the starting point for the priority setting that will take place again this fiscal year.

A review then followed of funding covered in the TIP relating to the Banfield, Westside Corridor, Interstate Transfer, Federal Aid Urban, Section 5 - Transit Operating Assistance, Five-Year Transit Development Program, Interstate, and Air Quality. With regard to air quality, Andy pointed out that this region will need to prepare a State Implementation Plan because of the number of ozone violations incurred this summer.

Andy reported some minor changes to the TIP due to shifts in funding from Portland from construction funds to PE,

which would be incorporated. One project inadvertently left out of the 82 program is a series of improvements in the Northwest, particularly 21st and 22nd, which were included in the TIP in 1986 but were intended to be partially shown in FY 82 in the amount of \$452,000.

Chairman Williamson asked that project descriptions and costs be included on new projects for the Council's consideration.

Action Taken: It was moved and seconded to recommend approval of the FY 82-85 Transportation Improvement Program and FY 82 Annual Element. Motion CARRIED.

4. ENDORSEMENT OF LETTER FROM COUNCILOR CHARLIE WILLIAMSON TO OREGON TRANSPORTATION COMMISSION CHAIRMAN ANTHONY YTURRI

Chairman Williamson related that a proposed letter to Chairman Yturri of the Oregon Transportation Commission had been drafted commending the Oregon Department of Transportation on their efforts with regard to the Interstate Transfer program. He asked for Committee approval in forwarding the letter. Rather than processing projects that were ready, which would have been easier on staff, they made every attempt to see that the top priority projects met the required deadlines and were ready to go. This letter is being sent in recognition of their performance in this regard.

Action Taken: The Committee indicated approval for endorsement of the letter which will be sent to Anthony Yturri, Chairman of the Oregon Transportation Commission.

5. REGIONAL TRANSPORTATION PLAN - PROGRESS REPORT

Andy Cotugno related that, in the next two to three weeks, a technical draft document would be released on the RTP. He then reviewed the type of information to be presented and the points to be covered in the document itself, stating that the highway summary costs and revenue picture over the next twenty years is available. Andy also previewed the outline of the RTP document, as follows:

Preface: to give the reader a picture of who's responsible for what parts of transportation planning -- in addition to Metro's role

Introduction

Transportation Policy (Chapter I):

- . History
- . Policy Emphasis
- . Mobility Criteria/Evaluation Criteria
- . System Design Criteria
- . Demand Reduction Goal and Guidelines

Land Use Plan (Chapter II):

- . Composite Comprehensive Plan

Year 2000 Growth (Chapter III):

- . Regional Trends/Forecast
- . Population/Household/Employment Allocation
- . Travel Growth

Growth Impact on Transportation (Chapter IV):

- . Year 2000 Travel Demand
- . System Performance

Recommended Improvements (Chapter V):

- . System Overview
- . Corridor Improvement Strategy:
Transit; Highway; and Demand Management
- . Year 2000 Travel Demand
- . System Performance
- . Comparative Evaluation:
Recommended Plan; "No-Build"; and 1980

Cost and Financial Analysis (Chapter VI):

- . Highway Costs:
Capital; Maintenance; and Reconstruction
- . Highway Revenues
- . Transit Costs and Revenues:
Capital and Operating and Maintenance

Implementation (Chapter VII):

- . Funding
- . Projects
- . Comprehensive Plans
- . Annual Update
- . Outstanding Issues

During discussion of revenues, Andy pointed out that dedicated highway revenues from the Highway Trust Fund constitute the majority of this region's funding.

In exploring the relationship between sources of funding and the problem of inflated construction costs, it was brought out that many engineers' estimates have a built-in inflated schedule and their estimates have been coming in at about 20 percent below construction cost. Concern was expressed over the loss of buying power of gas taxes due to continual inflation of construction costs.

Andy related that the revenues described are needed to construct improvements as well as maintain the system that's already in place. Forty-five million dollars is needed each year for maintenance costs, which includes reconstruction costs for rebuilding parts of the highway system that have been neglected.

Commissioner Veysey indicated he was still interested in exploring further sources of local revenue; Andy related that this Plan will not attempt to solve that problem but will clearly demonstrate what is needed, why it's needed, and what it buys, pointing out that there is a funding shortfall. The RTP will serve as the foundation for more work to solve the problem.

6. INTRODUCTION OF METRO COUNCILOR

Chairman Williamson introduced Metro Councilor Bruce Etlinger who was attending his first JPACT meeting.

7. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rick Gustafson
JPACT Members

COMMITTEE MEETING TITLE JPACTDATE 9-10-81 7:30 am

	NAME	AFFILIATION
G-	John Price	FHWA
G-	GIL MALLERY	RPC
S	Bruce Peters	Metro
G	Bebe Rucker	Mult Co.
G	STEVE DOTTERNER	CITY OF PORTLAND
M	Walter Schuch	✓ ✓ ✓
M	Vernon W. Veysey	Clark County
M	Dick Potomnowski	City of Vancouver
S	Audrey Cotugno	Metro
M	DENNIS BUCHANAN	"MULT COUNTY
M	ROBIN LINDQUIST	GLADSTONE
M	JOHN FREMINK	TRI-MET
M	C. WILKINSON	METRO
M	LARRY COLE	BEAVERTON
M	ED FERGUSON	WSDOT
M	Jim Fisher	WASH County
G	Ted Spence	ODOT
G	JERRY MARKESINO	CITY OF PORTLAND
G	Sarah Salazar	Port of Portland
G	Vic Rhodes	CITY OF PORTLAND
G	Greg Kullberg	City of Portland
S	Keith Lawlor	Metro
G	PAUL BAY	TRI-MET
G	Martin Nizlek	Washington County



METRO

METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: October 2, 1981

To: JPACT

From: Andrew Cotugno *AC*

Regarding: Comments on ODOT Six-Year Plan

ODOT has developed an update to their Six-Year Plan and will be conducting public hearings during the month of October. This update represents a reduced program from previous years with a large number of projects being deleted due to insufficient funding. The significant projects in this metropolitan area that are proposed to be deleted from the program are as follows:

<u>Project</u>	<u>Cost</u>	<u>Federal Funds</u>
- I-5/Slough Bridge/Delta Park Interchange	\$ 57.0m.	\$ 52.0m.
- I-5/East Marquam and Water Avenue Inter.	62.0m.	57.0m.
- I-405 Ramps to Yeon Avenue	22.4m.	21.0m.
- I-84 Reconstruction east of I-205, including Interchange @ 181st Avenue	23.4m.	21.5m.
- I-84 Reconstruction east of 181st Avenue	28.3m.	26.0m.
- I-5 Ramp Reconstruction - Marquam Bridge to Fremont Bridge	94.6m.	87.0m.
- T.V. Highway in Hillsboro	1.0m.	.8m.
	<u>\$288.7m.</u>	<u>\$265.3m.</u>

Clearly, these projects represent a significant portion of the region's transportation plan and comments to the Oregon Transportation Commission are necessary. The following are comments for JPACT's consideration:

1. Several of the large projects can be divided into smaller phases to allow the more critical elements to proceed and to reduce the difficulty of programming one large project that uses the full annual funding allocation. In particular, the following actions should be considered.
 - East Marquam Interchange -- The Water Avenue ramp can be constructed in advance of the McLoughlin Boulevard connection, thereby enhancing access to the Central Eastside industrial area.
 - The Slough Bridge project can be broken into several phases to allow that project to be implemented incrementally.

- The I-84/181st Avenue interchange can be constructed in advance of the I-84 widening, thereby providing a better connection to the 181st/Burnside principal arterial and providing access to industrial development along the Columbia River.
- 2. ODOT should reconsider the timing of the \$89 million (\$82 million of Interstate funds) I-82 project in Eastern Oregon (and Eastern Washington) and should evaluate the feasibility of implementing a phased project. If this project is delayed, improvements vital to the economic health of Portland could be advanced, such as completing I-205 within a shorter time-frame and/or advancing the I-405 ramps, Water Avenue ramp, Slough Bridge, Greeley Avenue ramps and North Tigard/South Tigard projects.
- 3. ODOT should pursue discretionary Interstate funds available for the completion of "critical gaps" to advance I-205. In addition, ODOT should retain a "backup" program of projects in the event additional discretionary funds are available.
- 4. ODOT should ensure that their program for use of State funds includes previous match commitments toward Interstate Transfer funded projects.
- 5. If the Six-Year Plan results in the loss of federal funds due to insufficient State match, ODOT should consider releasing these funds for use by local jurisdictions.

In addition to forwarding these comments to the Oregon Transportation Commission, individual jurisdictions and JPACT members are urged to express your views directly at the public hearings and Commission meetings.

AC:lmk