

MEETING REPORT

DATE OF MEETING: December 4, 1980

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

PERSONS ATTENDING: Members: Charlie Williamson, Dick Carroll, John Frewing, Bob Bothman, Connie Kearney, Lloyd Anderson, Bill Young, and Dennis Buchanan

Guests: David Peach, Sarah Salazar, Bebe Rucker, Steve Dotterer, Ted Spence, Bill Greene, and Paul Bay

Staff: Andy Cotugno, Rick Gustafson, Rod Sandoz, Bill Pettis, Ellen Duke, Keith Lawton, Karen Thackston, Lubin Quinones (FHWA), and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

1. PROPOSED PRIORITIZATION OF PROJECTS REQUIRING INTERSTATE TRANSFER FUNDING

A draft of a letter to be sent to the various jurisdictions was reviewed at the meeting regarding the setting of priorities on projects requiring Interstate Transfer funding. Andy related that it is anticipated that the Portland area may only receive approximately one-third (\$20 million) the amount of the initial funding request of \$55 million.

Andy stated that the TIP Subcommittee has met to develop a set of priorities for those projects that would be submitted for various levels of shortfall. Relevant to setting priorities, consideration was given to what kind of projects were ready to move, its relationship to past history, what phase it was in, and staff commitments requiring Preliminary Engineering. It was pointed out that, on the Priority 1 list -- for projects totaling approximately \$35 million -- projects listed are essential and of the highest priority. The \$45 million list of projects is intended in case of a reallocation of funds.

Andy explained that the drafted letter being sent out is to gain concurrence of the strategy from the affected jurisdictions. He also indicated that a final list will be developed for adoption when the actual funding level is established by FHWA. The Committee indicated approval of the letter but felt that it should be clearly identified as a preliminary list inasmuch as it has not been approved by the various Councils.

2. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - AUTHORIZING INTERSTATE TRANSFER FUNDS FOR THE 82ND AVENUE IMPROVEMENT PROJECT

It was pointed out that this project was included in the Priority 1 listing for Interstate Transfer funds.

Action Taken: It was moved and seconded to approve the recommendation to amend the TIP for authorization of Interstate Transfer funds for the 82nd Avenue improvement project. Motion CARRIED.

3. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - AUTHORIZING FEDERAL AID PRIMARY FUNDS FOR A SIGNAL AT MT. HOOD HIGHWAY AND BIRSDALE AVENUE

After a review of the Agenda Management Summary, the following action was taken:

Action Taken: It was moved and seconded to approve the recommendation to amend the TIP for authorization of Federal Aid Primary funds for a signal at Mt. Hood Highway and Birdsdale Avenue. Motion CARRIED.

4. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - TRI-MET'S SPECIAL EFFORTS PROGRAM FOR THE HANDICAPPED - AND RESPONSE TO UMTA'S COMMENTS

After a discussion on the Agenda Management Summary, action was taken as follows:

Action Taken: It was moved and seconded to approve the recommendation to amend the FY 1981 Transportation Improvement Program to include Tri-Met's Special Efforts program for the handicapped. Motion CARRIED.

5. CONCURRING IN THE DESIGNATION OF THE CLARK COUNTY PUBLIC TRANSPORTATION BENEFIT AREA AS THE SECTION 5 RECIPIENT

It was explained that the voters of the Clark County Public Transportation Benefit Area had authorized, at its November 4 election, a sales and use tax to become effective January 1, 1981, at which time the PTBA will assume financial responsibility for the provision of transit service in Clark County. This resolution is necessary to change the designated recipient from the Vancouver Transit System to the PTBA effective the first of the year.

Action Taken: It was moved and seconded to give formal endorsement for designation of the Clark County Public Transportation Benefit Area as the Section 5 recipient. Motion CARRIED.

6. REGIONAL TRANSPORTATION PLAN UPDATE - ALTERNATIVES TO BE STUDIED AND LEVEL-OF-SERVICE CRITERIA

A copy of RTP alternatives and System Performance Criteria was distributed to Committee members at the meeting. Andy related that it represented a conceptual list of alternatives and a definition of what constitutes an adequate level of mobility on the highways and the transit system. The alternatives will be used as a tool in answering questions in terms of cost and will it work? He then reviewed the alternatives, their costs, and impacts to the Committee.

A graphic presentation was further made depicting the committed investment in terms of major highway expansion, major transit expansion and major carpool expansion.

The Committee was informed that, at the last TPAC meeting and at the ICC meeting as well, the question was raised as to whether Metro shouldn't be looking at the process of making the trade-offs that will have to be made in adoption of the RTP. Crucial issues to be considered include needs in the year 2000, what should be done first, the phasing of money over time, and where and when to spend the money. They further indicated the need for an evaluation of a development plan for the region. TPAC therefore voted to recommend that JPACT make a request of the Executive Officer for the ICC, RPC, and Metro Development and Transportation staffs to prepare a work program for a regional sketch plan for development policy in working with the RTP for consideration at the January JPACT meeting. It was their objective to define some criteria for development of the region, taking into consideration the various jurisdictional Comprehensive Development Plans, where the infrastructures are now, where land is available and where it is not, and indicate where opportunities for development and its constraints exist.

The JPACT members indicated that they too felt that a set of assumptions for the region had to be adopted and concurred on prior to any funding commitments. In order for the RTP to be effective, it was felt that an effort should be made to build a base on direction and that this should run parallel to what the ICC is doing. The importance of making the assumptions well known is very critical. The question of how to address the information to the public is the next step.

The Committee stressed the need in getting the public involved at this point in time as well as contacts being made with vested interest groups, such as the League of Women Voters, industrial clubs, AOI, neighborhood associations, and environmental groups in order to form and build a political base for the final RTP. Andy related that the immediate next step is to complete more of the various criteria in the evaluation.

How the "user" would get input into the criteria selected was of vital concern to Committee members. They also expressed the need to illustrate the important relationship between the amount of anticipated growth and the transportation plan to serve that need.

Gaining public acceptance and early involvement of the jurisdictions were matters of key importance to the Committee. They therefore recommended that the staff prepare a document of key assumptions for use in public discussions and involvement. These assumptions would be used as guidelines for achievement.

Action Taken: The Metro staff was instructed by Acting Chairman Williamson to prepare a booklet on key assumptions for the RTP for presentation to public groups and consideration by JPACT.

7. AMENDMENTS TO THE FY 79 AND FY 80 UNIFIED WORK PROGRAMS

Andy Cotugno explained that the resolution is merely a house-keeping measure for the purpose of shifting priorities and carrying funds over into the next fiscal year.

Action Taken: It was moved and seconded to approve the recommendation to amend the FY 79 and FY 80 Unified Work Programs. Motion CARRIED.

8. DISCUSSION ON JPACT ATTENDANCE AND THE QUESTION OF ALTERNATES

Inasmuch as the matter of attendance was taken up at the last JPACT meeting, concern was registered by one committee member who realized he would be unable to attend all meetings and questioned the desirability of an alternate being appointed. It was discussed that most of the material for the meeting is distributed beforehand and, even with the member in question missing, a policy-making decision could be made ahead with an alternate in attendance placing his vote.

It was therefore moved and seconded to recommend to the Metro Council that the Department of Environmental Quality be authorized to put forth an alternate to JPACT and that person be a voting member in the absence of the designated member. In discussion on the motion, it was pointed out that JPACT has never lacked a quorum, that it is a policy-making board, and Committee members expressed concern over the possibility of it becoming another technical committee; however, it was felt that the question should be raised of Metro Council. The motion and its second were then withdrawn.

Acting Chairman Williamson indicated he would take the matter up with Metro Council to see whether any of the designated agencies could be authorized to appoint an alternate who would have voting privilege in the absence of the designated member. In general, however, the Committee indicated it did not wish to have technical people serve in the capacity of the policy-making committee member.

9. CERTIFICATE OF APPRECIATION FOR CONNIE KEARNEY

A Certificate of Appreciation was presented to Connie Kearney at the meeting for her dedication and contribution to JPACT. Acting Chairman Williamson expressed the Committee's appreciation for her faithful attendance and devotion.

10. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: JPACT Members
Denton Kent
Rick Gustafson

AC:lmk