

## MEETING REPORT

DATE OF MEETING: November 6, 1980

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

PERSONS ATTENDING: Members: Ernie Bonner, Connie Kearney, John Frewing, Mike Lindberg, Charlie Williamson, Dick Carroll, Lloyd Anderson, Larry Cole, Stan Skoko, Al Myers, and Bill Young

Guests: Ted Spence, Sarah Salazar, David Peach, Steve Dotterer, Winston Kurth, John Price, Tom Matoff, Paul Bay, Bebe Rucker, and Anne Sylvester

Staff: Andy Cotugno, Denton Kent, Keith Lawton, Ellen Duke, Lubin Quinones, Bill Pettis, Sue Klobertanz, and Lois Kaplan, Secretary

MEDIA: None

### SUMMARY:

#### 1. NOTIFICATION OF MEETINGS

Chairman Bonner related that the Metro staff was encountering difficulty in ascertaining a quorum prior to JPACT meetings and felt that only one notification should be required. He felt that, after the initial call, the secretary would assume the member's attendance at the meeting unless notified to the contrary. Committee members also expressed the need to place restrictions on members, for possible replacement, who have been absent for a period of three to four times in succession. It was therefore decided to defer this matter for consideration at the next month's JPACT meeting. Matters to be taken up will concern a needed quorum and a list of people delinquent in attendance.

#### 2. TRI-MET'S FIVE-YEAR TRANSIT DEVELOPMENT PROGRAM AND AMENDMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

It was explained that Tri-Met had adopted the Transit Development Program (TDP) in June and that it was anticipated that endorsement by Metro would have taken place in its adoption of the Regional Transportation Plan (RTP). In order to seek the necessary funding for implementation of the TDP, an endorsement by Metro is needed at this time for items to be included in their Transportation Improvement Program. The Federal Government requires each transit agency to provide data pertaining to future transit demands, relationship to highway needs in the region, fleet requirements, and other facilities needed.

The TDP represents an evaluation of Tri-Met's present service and how it relates to future needs. Some of the capital improvement programs designated in the TDP need to be included in the TIP.

Tom Matoff, Director of Service Planning for Tri-Met, related that the role of transit in the region will have to change. People will need to be oriented into supporting transit that will take them to destinations other than the downtown area alone. He felt that the potential of non-work trips needs to be expanded upon. Mr. Matoff then reviewed the six goals adopted by the Tri-Met board and included in the Presentation Summary distributed at the meeting. Alternatives considered by Tri-Met included the following: 1) maintenance of existing service; 2) existing service commitments; and 3) major proposed service improvements. It was explained that, in the urban area, a commitment is being proposed for a grid system, whereby one transfer only on a 15-minute schedule would be utilized; in suburban areas, a 30-minute transfer network would be employed inasmuch as population does not justify the same type of system. In the suburban areas, a timed-transfer strategy is planned that is based on 30-minute headways all feeding into a transfer station that ultimately leads to the downtown area. For this type of trip, advance planning is necessary to comply with the schedule.

Mr. Matoff then reviewed the phasing of the five-year service improvements as provided in an overview of the TDP.

Paul Bay related that the Tri-Met board hopes to achieve a 40 percent farebox recovery rather than the present 32 percent. He pointed out that 80 percent of the total transit costs deal with that of the driver. He added that, taking into consideration anticipated revenues by 1985 and capital and operational requirements, additional funding is needed, adding that a serial levy is being considered. It was brought out that, throughout the western countries, the transit service does not operate out of the farebox.

Action Taken: It was moved and seconded to recommend endorsement of Tri-Met's Five-Year Transit Development Program and the amendment of the Transportation Improvement Program (TIP).

In discussion on the above motion, concern was expressed by one committee member over the treatment of transit stations in the timed-transfer concept for outlying areas. It was related that the City of Beaverton has encountered quite a traffic situation in the area where the transit station has been

placed, and that there is a definite need for a shift to a more permanent location. It was discussed that traffic is being rerouted in that area and that it is causing traffic and parking problems within the Beaverton shopping area. Other committee members felt that Tri-Met should recognize the problem in Beaverton and that it is one that will have to be addressed. Paul Bay related that the present location needs to be worked out with the City of Beaverton. It was brought out that the concept of a five-year plan, such as the TDP, is to avoid problems such as that in the future.

The Committee also expressed concern that, in addressing increased transit, the matters of noise, congestion, energy and pollution should not be overlooked. The quality of service between bus and auto needs to be looked into further. It was stated that, following adoption of the RTP, Tri-Met will have to review the TDP for compliance. Through adoption of the RTP, it was also felt that the improvement of the Beaverton Transit Center could be achieved.

Motion CARRIED.

3. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - UMTA URBAN INITIATIVES GRANT FOR PIONEER SQUARE

Approval of this TIP amendment will enable the City to seek the necessary Initiatives Grant for development of Pioneer Square. This will further insure that the development of Tri-Met's transit station will include the amenities that will be compatible with the Square and the Transit Mall.

Action Taken: It was moved and seconded to recommend approval of the Urban Initiatives Grant application for Pioneer Square and amend the Transportation Improvement Program (TIP).  
Motion CARRIED.

4. METRO/CLARK COUNTY MEMORANDUM OF UNDERSTANDING - COMMITTING TO REACHING AGREEMENT ON CLARK COUNTY POPULATION AND EMPLOYMENT FORECASTS

Andy Cotugno related that the proposed Memorandum of Agreement was a product of the JPACT subcommittee that met to reconcile the Clark County/Metro population difference between the two MPOs.

Action Taken: It was moved and seconded to approve the Memorandum of Agreement for Clark County/Metro. Motion CARRIED. Andy related that the date of December 31 is to reach an

interim agreement on population and employment forecasts and that these figures would be used for the remainder of the RTP.

5. REGIONAL TRANSPORTATION PLAN - PROCESS FOR PROCEEDING WITH REMAINING WORK

Andy reported that the proposed schedule for completion of the RTP was a product of meetings held by a JPACT subcommittee composed of Ernie Bonner, Bob Bothman, Connie Kearney, and himself. Andy reviewed the schedule for adoption of the RTP and related that the subcommittee's intent was to determine what type of transportation system we want to provide and the direction it should take. Also, it is hoped that a range of alternatives to obtain the desired objectives would be clearly defined as well as their financing so that the public can make clear choices.

It was the consensus of the Committee that ICC would perform the technical analysis while JPACT would set the general criteria. It was further agreed that the strategy should be set by JPACT on how to accomplish the goals. The Committee indicated that it was important to ensure that the ICC meetings were represented by all jurisdictions.

Richard Carroll stressed the importance in holding to the time-table proposed inasmuch as we are dealing with financing obligations as well.

Chairman Bonner asked each JPACT member to make sure that each jurisdiction would be represented at all ICC meetings that deal with the RTP.

Action Taken: The Committee agreed to accept the proposed time-table toward completion of the RTP.

6. HIGHWAY AND TRANSIT SERVICE CRITERIA

Andy related that the Transportation Evaluation Criteria distributed to JPACT was the criteria being considered by ICC for the RTP. A recommendation in this regard will be forthcoming from ICC to JPACT.

7. TAX MEASURE IN STATE OF WASHINGTON FOR TRANSPORTATION IMPROVEMENTS

Connie Kearney related that a tax levy had just passed by a 58 percent vote in the State of Washington to provide funding for the Public Transit Benefit Area.

8. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: JPACT Members  
Denton Kent  
Rick Gustafson