

MEETING REPORT

DATE OF MEETING: July 10, 1980

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

PERSONS ATTENDING: Members: Charles Williamson, Dick Pokornowski, John Frewing, Mike Lindberg, Connie Kearney, Jim Fisher, Donald Clark, Robert Bothman, Larry Cole, and Gerald Edwards (alt.)

Guests: Anne Sylvester, Winston Kurth, Don MacDonald, Bebe Rucker, Bill Greene, Ted Spence, Steve Dotterer, Elton Chang, John Price, and Dick Howsley

Staff: C. William Ockert, Andy Cotugno, Ellen Duke, Karen Thackston, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

Prior to the onset of the meeting, the Committee discussed the need for a more definite prior commitment from Committee members regarding their intent to attend a JPACT meeting. It was further suggested that alternates be appointed where necessary. For elected officials on the Committee, the alternate should also be an elected official, but not necessarily from the same jurisdiction.

1. AUTHORIZATION OF INTERSTATE FUNDS FOR A PAVEMENT OVERLAY ON THE MARQUAM BRIDGE AND APPROACHES

Mr. Bothman related that this project is under ODOT's six-year program but has not been authorized by Metro. He also cited the present freeze on Federal funds.

Action Taken: It was moved and seconded to recommend adoption of the Resolution as presented by the staff. Motion carried.

2. AUTHORIZATION OF INTERSTATE FUNDS FOR AN ICE-DETECTION SYSTEM ON THE FREMONT BRIDGE

There was no discussion on this item and the following action was taken.

Action Taken: It was moved and seconded to recommend adoption of the Resolution as presented by the staff. Motion carried.

3. AUTHORIZATION OF PORTLAND FAU SYSTEM FUNDS FOR A CITYWIDE SIGNAL SYSTEM ANALYSIS

The study will analyze what kind of changes should be made in the city-wide signal system to make it more energy efficient, responsive to transit needs, and functional for pedestrians. Under consideration is whether the downtown computer-connected signal system should be extended to arterials or whether systems like that should be set up in other areas of the city. It was suggested that the matter of hooking up cables to the street-light system be looked into as well.

With regard to Exhibit "A", a correction was noted under "Approach", that Phase I rather than Phase II should be substituted following the words "recommended in Phase".

Action Taken: It was moved and seconded to recommend adoption of the Resolution with the correction to Exhibit "A", as presented by the staff. Motion carried.

4. AUTHORIZATION OF TRANSITION QUARTER FUNDING FOR REPLACEMENT OF FANNO CREEK BRIDGE ON SCHOLLS HIGHWAY

It was pointed out that this proposal is included in ODOT's six-year program but Metro has not authorized funding as yet. Mr. Bothman related that funds are not currently available regarding Fanno Creek run-off. Under the proposal, the park is not included, and the bridge replacement will be confined strictly within the right-of-way.

The Committee members indicated that the plan should take into consideration the accommodation of a bikeway.

Action Taken: It was moved and seconded to approve the project. Motion carried.

5. AUTHORIZATION OF TRI-MET'S CAPITAL GRANT APPLICATION FOR CONSTRUCTION OF THE BANFIELD LIGHT-RAIL TRANSIT PROJECT

Mr. Don MacDonald of Tri-Met outlined the plans for the Banfield project. He explained that, following public hearings, the Tri-Met Board gave approval pending the necessary application for Section 3 funds. With regard to the preliminary design work, the City of Portland representative indicated the need for inclusion of amenities that go along with a light-rail system in downtown Portland, such as street construction and traffic light changes. It was pointed out by Mr. McDonald that the budget for this project is very tight and that only minimal amenities could probably be included.

The 1978 estimate for the project was \$161.1 million, but inflation has altered the cost to \$225.5 million. Mr. MacDonald related that there are two areas in which money can be made available for the amenities: by speeding up the project and by using the 10% contingency. It was brought out that UMTA would like Metro to transfer additional Interstate Transfer funds for use on this project.

Project approval is expected in September, which will shift the project into the final design and property acquisition stage. The Committee encouraged Tri-Met to continue working with the City of Portland regarding design standards and to assess the funding problems to indicate what additional funds would be needed.

Action Taken: It was moved and seconded to recommend adoption of the Resolution as presented by the staff. Motion carried.

6. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: JPACT Members
Denton Kent
Rick Gustafson