

MEETING REPORT

DATE OF MEETING: May 8, 1980

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

PERSONS ATTENDING: Members: Al Myers, John Frewing, Dick Carroll, Charles Williamson, Bob Bothman, Connie Kearney

Guests: Jerald Heimbuch, John Price, Paul Bay, Steve Dotterrer, Ted Spence, Anne Sylvester, Karen Sides, John MacGregor, David Peach, Bill Greene, Bebe Rucker

Staff: Bill Ockert, Denton Kent, Bill Pettis, Karen Thackston, Andy Cotugno, Pam Juett

MEDIA: None

SUMMARY:

1. FUNDING AUTHORIZATION FOR PRELIMINARY ENGINEERING ON TERWILLIGER/ BARBUR INTERCHANGE

Steve Dotterrer reported that the project has three elements. 1) The need to replace Terwilliger Bridge; 2) examination of the possibility of changing some of the ramp terminals to alleviate the problem of directing traffic across Terwilliger Bridge; 3) evaluation of how Westside Transitway alternatives interact with the proposed project. Al Myers moved and was seconded to recommend approval. The MOTION was adopted unanimously.

2. I-84 BRIDGE TIP AMENDMENT

Bill Ockert reported that TPAC had reviewed and recommended approval of this item. John Frewing moved and was seconded to approve the item. The MOTION passed unanimously.

3. AUTHORIZING FUNDING FOR A BICYCLY PARKING PROJECT

Steve Dotterrer noted that the final version of the TIP issued May 1 no longer required Metro review of bicycle peoposals. The JPACT members felt that it should be included in the TIP. Dick Carroll moved and was seconded to recommend approval of the project. The MOTION was adopted unanimously.

4. FY 1980 UNIFIED WORK PROGRAM (UWP)

Bill Ockert pointed out that the UWP was in final draft. He had reviewed the individual studies with JPACT at the previous meeting. TPAC has reviewed and recommended approval of the UWP. They focused their attention on the Net Energy Analysis. They asked for more specific statements of the objectives, and agreed it should remain part of the UWP, but want another opportunity to review it before implementation.

A question was raised as to whether there was a connection between the Energy Study and the Land-Use Study on the East Side. Charlie Williamson asked that someone look into the connection to see if energy was a criteria in the Land-Use Study. Al Myers moved and was seconded to recommend approval of the UWP. The MOTION was passed unanimously.

5. FHWA/UMTA CERTIFICATION - EXPLANATION BY FEDERAL HIGHWAYS

John Price from the Oregon Division of FHWA attended the JPACT meeting to explain the FHWA certification process. He stated that FHWA requires certification for project approval in urban areas and that they look at the planning process to see if it is functioning satisfactorily. He mentioned a number of factors which are considered in developing plans and noted that FHWA was especially interested in five which warranted mentioning in the certification action. There is a high interest in 1) the Transportation Plan for both Washington and Oregon, that it be updated and endorsed; 2) an updated Prospectus; 3) the UWP; 4) differences in programming periods of the TIP between the Oregon and Washington portions; 5) institutional arrangements for carrying out the planning process.

Bob Bothman pointed out that JPACT is the working body of the MPO and that attendance by members from local jurisdictions has been poor. He felt that when a course of action was decided upon by JPACT, it should represent all affected jurisdictions. He suggested something should be done to stimulate more participation by local jurisdictional officials. Charlie Williamson indicated that he would add this issue to the next agenda and that he would write a letter.

6. STATUS REPORT OF LLOYD ANDERSON'S LETTER

Bill Ockert reported that TPAC had discussed the issue raised by Lloyd Anderson and felt that the TIP Subcommittee should

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prepare a proposal for managing and streamlining the process.

A meeting will be held next week to discuss the issue and a report will be ready by the next JAPCT meeting of specific actions to consider.

7. ADJOURNMENT

There being no further business the meeting was adjourned.

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