

MEETING REPORT

DATE OF MEETING: August 9, 1979

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

PERSONS ATTENDING: Charlie Williamson, Chairperson, Donna
Stuhr, Betty Schedeen, Dick Carroll, WSDOT;
John Frewing, Tri-Met; Donald Clark,
Multnomah County; Al Myers, Gresham; Larry
Cole, Beaverton; Ted Spence, ODOT; Bill
Young, DEQ; Connie Kearney, Clark County;
Lloyd Anderson, Port of Portland

Staff: Bill Ockert, Ernie Munch, Dick
Arenz, Bebe Rucker, Paul Bay, Bill Pettis,
Mike Borresen, Clyde Doctor, Deanna
Mueller-Crispin, Bob Haas, Ken Johnson,
John MacGregor, Karen Thackston

MEDIA: None

SUMMARY:

1. CHANGES TO THE INTERIM TRANSPORTATION PROGRAM (ITP)

Multnomah County has requested that certain streets shown in the ITP be redesignated to match the functional classification of Multnomah County. Bob Haas explained that staff was recommending the changes be made to both the ITP and the functional classification system where there was no conflict and the changes were technically sound. Amendments that conflict with bordering jurisdictions were recommended for further study.

Betty Schedeen moved and was seconded to approve the staff recommendation and forward to the Council for adoption. Motion passed unanimously.

2. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND AIR QUALITY CONSISTENCY STATEMENT

TPAC had recommended that projects be categorized as to whether a detailed air quality analysis is underway or not. If such an analysis is not underway, the results of the sketch-level air quality analysis undertaken by the staff would be presented. If a detailed analysis is underway (or completed), reference would be made to these analyses.

Don Clark asked about the determination on I-205. Bill Young responded that the air quality permit for I-205 issued by EQC was conditional on finding solutions to counter balance the increase in pollution resulting from the highway. Such actions as ramp metering, etc. may be needed. Mr. Young explained that on days when the ozone problem is extreme, the freeway may have to be closed.

Mr. Clark was very concerned about the health factors for people. Discussions centered on alternatives, solutions and trade-offs. It was suggested that staff should look at viable transit alternatives to the trips which would use I-205 in developing the Regional Transportation Plan, the short-range Transportation Development Program, and the Air Quality Transportation Control Plan.

John Frewing moved and was seconded to forward the TIP and Air Quality Determination of Consistency to the Council for adoption with the proviso that I-205 be flagged so the Council is made aware that I-205 will contribute to the region's air quality problem. Motion passed unanimously.

3. UNIFIED WORK PROGRAM AMENDMENTS

The proposed amendments are needed to satisfy requirements of the Urban Mass Transportation Administration.

Don Clark read a position statement from Multnomah County concerning the federal requirements on accessible buses and asked that MSD consider making a statement to UMTA. Paul Bay suggested that Tri-Met address these concerns as part of their special transportation studies.

Donna Stuhr moved and was seconded to approve the UWP amendments and forward to the Council for adoption. Motion passed unanimously.

4. COST INCREASES

Staff explained that nine committed FAU projects have cost increases totaling about \$4.4 million but that there is only about \$2 million left in this category to cover them. TPAC had recommended cost increases be granted on projects ready to go to bid. Two of the nine projects (Greenburg Road and Scholls/Allen) are about ready to go to bid and total \$168,000 in increases. TPAC also felt that policy options should be reviewed before cost increase decisions are made on other projects. It was decided to call a meeting of the involved jurisdictions (elected officials and staff) to lay out policy options to deal with this problem. Lloyd Anderson suggested the discussions also deal with the broader management problems of getting all funded projects to a point where federal funds can be obligated.

Betty Schedeen moved and was seconded to forward the cost increases on the Greenburg Road and Allen/Scholls projects to the Council for approval. Motion passed unanimously.

5. MPO DESIGNATION

Governor Straub had designated MSD as the MPO, A-95 Clearinghouse and Air Quality Lead Agency through September, 1979. It is now time to request a new designation of Governor Atiyeh.

Donna Stuhr moved and was seconded to recommend Council approval of the designation. Mayor Myers questioned the advisability of MSD continuing their role as the A-95 Clearinghouse. Motion passed with one dissenting vote (Myers).

6. CITIZEN INVOLVEMENT

Application forms were given to JPACT members with the request that they suggest names of possible citizens to sit on TPAC.

REPORT WRITTEN BY: Karen Thackston

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