

## MEETING REPORT

DATE OF MEETING: November 12, 1987

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

PERSONS ATTENDING: Richard Waker, Pauline Anderson, Linore Allison, Earl Blumenauer, Rick Kuehn (alt.), Larry Cooper, Tom Brian, Ed Lindquist, Marjorie Schmunk, and George Van Bergen

Guests: Janis Collins, Denny Moore (Public Transit), and Ted Spence, ODOT; Steve Dotterer and Grace Crunican, City of Portland; John Sachs and Robert Rogers, Portland Chamber of Commerce; Gary Spanovich, Clackamas County; Susie Lahsene, Multnomah County; Frank Angelo, Washington County; Lee Hames, Tri-Met; Richard Ross (Gresham), Cities of Multnomah County; Bebe Rucker, Port of Portland; Peter Fry, Central Eastside Industrial Council; and Fred Patron, FHWA

Staff: Andrew Cotugno, Richard Brandman, Karen Thackston and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

### MEETING REPORTS

The JPACT meeting reports of August 13, September 10, 14 and 28, and October 12 and 26 were approved as written.

### AMENDING THE TIP TO INCLUDE A PROJECT FOR THE REGION'S NON-URBANIZED AREA PUBLIC TRANSPORTATION PROGRAM

Andy Cotugno informed the Committee that approval of this Resolution would render Tri-Met eligible to apply for \$368,800 of Section 18 funds for the purpose of capital equipment for use in rural transit areas. Tri-Met intends to purchase equipment and vehicles that could also be used by its subcontractors.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 87-823, amending the Transportation Improvement Program to include a project for the region's non-urbanized area public transportation program. Motion CARRIED unanimously.

### POLICY PAPER ON TRANSPORTATION PRIORITIES AND STRATEGIES

Andy Cotugno highlighted the conclusions drawn through the JPACT work-session process and identified on the policy paper entitled "JPACT Transportation Priorities and Strategies." He indicated the paper

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sets the agenda for transportation improvement throughout the next decade, specifies what the funding program should be, and identifies the strategy to get there. He recommended that action not be taken at this time, but that public hearings be scheduled in January and February and that the information be presented in a more public-oriented brochure. Hearings will be scheduled in the three counties and Portland.

Andy commented that the opening preface discusses the context of the strategies and priorities in recognizing local priorities and identifies the guidelines that will serve as a basis for future decisions.

During review of the follow-up activities, Andy cited the immediate need for staff to develop recommendations for JPACT consideration of funding allocations for Interstate Transfer, FAU and UMTA Section 3 funds; and for regional funding priorities for the next update of the Six-Year Highway Program.

Chairman Waker felt that the public hearings would be an appropriate process and questioned whether Tri-Met's five-year Transit Development Plan would be coming to JPACT for endorsement. Andy explained that the TDP essentially deals with maintaining a firm financial base for the existing transit system and that these JPACT priorities build from these and call for expansion. He also indicated that JPACT should review the TDP at its next meeting and consider testifying at their hearing.

During discussion of the policy paper, Commissioner Anderson pointed out that she and Bob Bothman had raised objections at the last JPACT meeting over clause I-A-1f in listing the I-84/U.S. 26 Connector project for only Phase I, and no change was made to its listing. Andy responded that East County has not yet resolved the issue, so he felt uneasy about recommending what should be built in the next 10 years. Councilor Schmunk reported that the issue is being dealt with. Commissioner Anderson pointed out that the configuration has not been decided and there is a question as to whether the project can be phased. During further discussion, there was indication that there should be some examination by JPACT to establish what the full facility should consist of before a determination is made on what phases should be constructed. Chairman Waker cautioned making any additions to the list that would take away from its usefulness in targeting for the next 10-year period.

Commissioner Anderson moved that the words "through Gresham - Phase I" be deleted from clause I-B-1f (pertaining to the I-84/U.S. 26 Connector project). Motion was seconded. During discussion on the motion, Commissioner Blumenauer expressed concerns over deleting reference to phasing if the list is to be a useful one. He pointed out that it is a draft and will be back for review before it is shared with the community. If the corridor alignment had been identified and it was

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recognized that it could be divided into phases, then he felt it would be a reasonable request; however, if the alignment goes around Gresham, it would be difficult to phase. It was noted that, where other projects have phasing, there are established alignments. Commissioner Anderson clarified that she did not feel that phasing on all of the other projects should be removed from the list. She emphasized that Bob Bothman concurred that the whole project should be completed within the 10-year timeframe.

Mayor Brian suggested that the words "all or part" be placed behind the project so that a later determination could be made. In concurrence, the motion and second were withdrawn and replaced with the following: ...That the words "all or part" be placed in brackets following the I-84/U.S. 26 Connector project (clause I-B-1f) to replace the phrase "through Gresham - Phase I". Motion PASSED unanimously.

A discussion followed on the responsibilities of the JPACT Subcommittee in financial development of an Urban Arterial Program. Commissioner Lindquist emphasized the need for a report from the Regional Funding Group prior to JPACT making its final recommendation. Chairman Waker suggested that the subcommittee develop an Arterial Program, review the results of the transit capital operating committee, and pool the federal programs for review by JPACT.

Regarding the "vision" map, the question was raised as to whether or not a determination had been made over rail service that would connect Beaverton and Tigard. In response, Andy Cotugno reported that a series of branches and extensions throughout the region were still being evaluated to determine if LRT is financially feasible, including the Beaverton-Tigard-Tualatin corridor.

#### ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

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JPACT Members