

MEETING REPORT

DATE OF MEETING: June 11, 1987

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

PERSONS ATTENDING: Members: Richard Waker, Linore Allison, Earl Blumenauer, Bonnie Hays, Marjorie Schmunk, Rick Kuehn (alt.), Tom Bispham (alt.), Ron Thom, Vern Veysey, George Van Bergen, Ed Ferguson, Ed Lindquist and Pauline Anderson

Executive Officer: Rena Cusma

Guests: Lee Hames, Doug Capps and Bob Post, TriMet; Doug Allen, Citizens for Better Transit; Steve Dotterer and Grace Crunican, City of Portland; Diane Jones, Greg DiLoreto and Richard Ross, City of Gresham; Pamela Kambur, Southeast Uplift Neighborhood Program; Denny Moore and Ted Spence, ODOT; Gil Mallery, IRC of Clark County; Susie Lahsene, Multnomah County; Geraldine Ball, I-5 Corridor Transportation Committee; and Gary Spanovich, Clackamas County

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

MEDIA: Daily Journal of Commerce

SUMMARY:

The meeting report of the May 14 JPACT meeting was approved as written.

REGIONAL TRANSPORTATION PRIORITIES

Andy indicated that this was a follow-up to discussions held at the May 14 JPACT meeting pertaining to further consideration of Section 3 Letter-of-Intent, Federal-Aid Urban and Interstate Transfer allocations and the broader issues affecting transit and highways, including: 1) local highway project funding for Marine Drive, Stark Street, 185th Avenue and 82nd Drive/railroad overcrossing; 2) regional highway corridor priorities for the Sunrise Corridor, Western Bypass, I-84/U.S. 26 Connector and I-5/I-405 downtown Portland loop; 3) short-term transit capital improvements; 4) regional LRT corridor priorities and funding; 5) railroad abandonments; 6) local arterial funding; and 7) local and suburban transit service configuration and funding. He emphasized that the Six-Year Program would be updated shortly and that a logical set of priorities need to be adopted. A series of JPACT meetings are to be scheduled to establish a basis for setting regional transportation priorities and funding decisions.

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During discussion, there was concurrence with the recommendation that \$7.71 million of highway funding be provided for the Marine Drive, Stark Street, 185th Avenue and 82nd Drive/RR projects. Staff, however, recommended that all the issues be addressed before the \$7.71 million of Interstate Transfer/FAU funds are allocated.

Andy pointed out the need to establish which regional rail corridors should be pursued, which are the highest priorities and what the implementation and funding strategies will be.

Commissioner Blumenauer felt that the memo and attachments represented the issues but he was concerned about short-term transit capital improvements that would draw funds away from some of the highway and local service needs. He suggested focusing on rail corridors as a beginning, suggesting that discretionary funds might be dedicated by the jurisdictions toward Sunset LRT, as a means of getting things started. Commissioner Blumenauer suggested that FAU funds be utilized for regional transit needs because of their flexibility. He stressed the importance of making this a regional coordinated effort. The Committee consensus was that the issues be addressed within a six-month timeframe.

Commissioner Lindquist commented on the omission of the \$30-40 million shortfall for projects lacking a funding commitment for construction. Andy indicated that those projects would probably receive the next logical increment for allocation because they have been in the pipeline. Chairman Waker cited the need for staff to provide information on such projects -- considerations from an earlier date.

Action Taken: It was the consensus that regional rail corridors and highway projects be the first two issues addressed. It was also agreed that these special JPACT meetings be scheduled on Mondays at 3:00 p.m., and that the first meeting be held within 30 days.

SENATE BILL 227

Andy informed the Committee that the Senate Transportation Committee passed Senate Bill 227 which would appropriate \$350,000 out of the General Fund to a Corridor Transit Project Fund. This fund would enable the Public Transit Division of ODOT to finance analyses of alternatives and preliminary engineering studies for the I-205 corridor transit project and the McLoughlin Corridor transit project.

Andy noted that a letter was sent to the legislators in March relating to funding for the I-205 light-rail corridor (HB 2270), requesting that legislation be consistent with the regional priorities (identified in the letter). Toward this objective, Bob Bothman suggested asking for a change in the bill to delete the specific reference to the McLoughlin and I-205 corridors.

TRANSIT DEVELOPMENT PLAN

Because of past concerns expressed by JPACT, it was felt that a review of the proposed Transit Development Plan was in order. Issues covered in the analysis include the amount, type, and locations of transit service to be provided, projected capital, and what the short-term financial implications are for local match and operating expenses.

Linore Allison indicated that Tri-Met Board members have individually reviewed the TDP, including the draft goals and strategies. She stressed the role of advocacy groups to attain the needed local match. She added that capital and operating investments are noted in the TDP but such needs must be reinforced with cooperation of the jurisdictions. The two advisory groups having reviewed the TDP include the Citizens Advisory Committee and the Technical Advisory Committee. She indicated that the Board will review the draft document at its September meeting. She added that the most appropriate kinds of transit to be provided in the outlying areas is yet to be determined.

Lee Hames, Director of Transit Development at Tri-Met, then provided an overview of Phase I of the TDP that describes the existing system -- a current trends analysis of bus, capital, rail, operations and capital requirements. The next phase of the plan will examine the five-year plan with solutions and recommendations.

Lee explained that, over the five-year horizon, population-employment was examined and it was determined that the principal market would remain within the central core area. Deficiencies were divided into two areas: service quality deficiencies and service deficiencies. Service quality deficiencies included bus and facility maintenance, advertising, service reliability and customer information. Service deficiencies included substandard frequencies, development areas outside one-quarter mile (fixed route and paratransit), missing network links and peak-load factors at the Central Business District corridor.

Lee indicated that one-third of the routes are presently below standard. She stated that the Transit Development Plan will be re-evaluated annually and updated.

Linore Allison spoke of UMTA's new requirement for guarantee of local match prior to seeking any grant.

In response to a question raised as to whether Tri-Met focuses on employment centers for targeting routes, Lee Hames indicated that the focus instead is on travel patterns.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan
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Dick Engstrom
JPACT Members