

MEETING REPORT

DATE OF MEETING: January 9, 1986

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

PERSONS ATTENDING: Members: Richard Waker, Bob Schumacher, Sharron Kelley (alt.), Wes Myllenbeck, Fred Miller, Marvin Woidyla, Fred Hansen, Pauline Anderson (alt.), John Frewing, Lloyd Anderson, Ed Ferguson, George Van Bergen, Margaret Strachan and Ron Thom

Guests: Keith Ahola, WSDOT; Mary Volm, Ed Hardt and Bob Bothman, ODOT; Geraldine Ball, DJB, Inc.; Howard Harris, DEQ; Bebe Rucker, Port of Portland; Peter Fry, Central Eastside Industrial Council; Bob Post, Tri-Met; and Julia Pomeroy, Steve Dotter and Grace Crunican, City of Portland

Staff: Rick Gustafson, Executive Officer; Andrew Cotugno, Richard Brandman, James Giesecking, Karen Thackston, Peg Henwood, Terry Bolstad, Robert Hart and Lois Kaplan, Secretary

MEDIA: Harry Bodine, The Oregonian.

SUMMARY:

MEETING REPORT OF DECEMBER 5, 1985

Fred Miller indicated that he did not intend to imply a "preference" for use of the Interstate Transfer Reserve on Metro's transportation planning program, as noted in the Meeting Report. He asked that it be amended to state that he recognized the importance of the program and the need to seek some equity in financing, and that, if necessary, we could turn to the Interstate Transfer Reserve. The record shall be so amended. In addition, he asked for clarification of the third paragraph on page 3 relating to the "Results of the Blue Ribbon Committee." Andy Cotugno responded, with no resulting amendment to the minutes. The Committee further questioned whether or not they actually asked for a Resolution "endorsing" the recommendations of the Blue Ribbon Committee report or for "comment" on the recommendations; it was agreed that "Action Taken" would be amended to substitute the words "commenting on" in lieu of endorsing.

ANNOUNCEMENTS

Chairman Waker noted that, due to new appointments to the Tri-Met Board, John Frewing would no longer serve on JPACT. He asked Mr. Frewing to attend next month's meeting so that he could properly be honored.

Fred Hansen reported that the differences have been resolved between DEQ and EPA concerning the revised ozone growth cushion.

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STATUS REPORT ON SOUTHWEST CORRIDOR STUDY

Andy Cotugno reported that Metro staff has been working with the local jurisdictions to evaluate outstanding issues and resolve inconsistencies in the adopted jurisdictional transportation plans. He indicated that the Southwest Policy Advisory Committee has reached two milestones: 1) the definition and agreement on the nature of the problems and assumptions on growth; and 2) the definition of the basic alternatives. The next phase will include the preparation of cost and impact data by ODOT, Metro and local jurisdictional staffs as part of the evaluation of the alternatives. Factors to be considered include how well the system performs, impacts of sets of improvements, total costs with and without the increased levels of service called for in the RTP, how LRT affects the projects, and the Urban Growth Boundary issue. Reconnaissance engineering will be performed by the state.

A detailed overview was then provided on the improvements and concepts of the two alternatives -- a Bypass alternative and a Sunset/Highway 217 alternative (non-bypass). Andy noted that the key issue in the analysis was to focus on the differences between the two alternative improvement packages. He then reviewed the proposed project improvements for each alternative as well as those common to both alternatives.

In considering the two options, it was suggested that there be some examination of the question of whether choosing an alternative that widens the existing corridors might preclude the possibility of building a new bypass-type facility in the future.

Metro staff was commended on a job well done in framing the alternatives for the Southwest Corridor study.

During discussion, John Frewing questioned whether any consideration had been given to the issue of the relocation of the Sellwood Bridge or its disposition. Andy Cotugno responded that that issue would be dealt with in next year's work program as part of the scoping of Johnson Creek Boulevard -- being tied to the McLoughlin study.

CONCLUSIONS OF TRI-MET BLUE RIBBON COMMITTEE

In December, JPACT requested that Andy Cotugno prepare a report commenting on the Blue Ribbon Committee recommendations.

Andy reviewed the Discussion Paper, relating TPAC's concern over the uncertainty of the implications and impacts on the trunk routes and feeder system by exercising other options. He also stressed the underlying theme of "productivity" cited in the Blue Ribbon Committee report.

Questions were raised as to how the report impacts the Regional Transportation Plan and whether or not JPACT should address the management issue.

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Other concerns noted included the impact on the ozone strategy and overall vehicle usage by not including air quality measures as part of transit's objective but rather the byproduct of an efficient transit system.

During discussion, it was evident that there were various interpretations of the meaning of the Tri-Met "mission statement" in facilitating mass movement of people and its implications on the transit system. Rick Gustafson indicated the chairman of the Blue Ribbon Committee had implied that the intent is to concentrate on mass movements of people -- where there are high concentrations of people rather than strictly the peak hours. It is also the intent that there be more emphasis on the cost recovery ratio through the farebox.

It was noted that Tri-Met is required to submit an annual service plan and a Transit Development Plan that is tied to the Regional Transportation Plan. Rick Gustafson stressed the importance of JPACT seeing that those requirements are met and pointed out that a Transit Development Plan had not been submitted for five years.

In discussing the issue of Tri-Met financing, the Committee supported the principle of maintaining Tri-Met's overall level of funding but could not agree to specific policies on sources of funds.

Action Taken: Committee members agreed that a statement be prepared on interpretation of the Blue Ribbon Committee proposals, which would be drafted by Chairman Waker and Andrew Cotugno reflecting the discussion and concerns of the region.

ANNOUNCEMENT OF UPCOMING MEETING

On January 21, JPACT will meet with members of the Oregon Transportation Commission. Jurisdictional presentations will be made of priority projects for inclusion in the ODOT Six-Year Program.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rick Gustafson
Don Carlson
JPACT Members