



Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: January 2, 1986
To: JPACT
From: *X* Andrew C. Cotugno, Transportation Director
Regarding: Review of Blue Ribbon Committee Recommendations

Attached for your consideration is a discussion paper on the key elements of the Tri-Met Blue Ribbon Committee recommendations dealing with:

1. the recommended role for transit;
2. financing recommendations; and
3. short-term priorities.

A discussion by JPACT is recommended on the following issues prior to taking action on the matter in February:

1. Role for Transit

In summary, the effect of the Blue Ribbon Committee recommendation would change the transit policy direction in the Regional Transportation Plan (RTP) from:

providing a transit system "that is a competitive and viable alternative to the automobile serving a wide variety of trip destinations, purposes and times of day...."

to a refined policy direction with:

emphasis on the "mass movements of large numbers of people" with a recognition that there is an additional obligation "to assure transportation for citizens in the region who depend upon transit as their primary means of mobility."

2. Financing Transit

It is recommended that JPACT not take a position on each funding recommendation of the Blue Ribbon Committee, but simply endorse several principles about finances. Alternatively, a position could be taken on each individual funding recommendation.

AC/gl/4943C/D5-2

Attachment

DISCUSSION PAPER ON THE
TRI-MET BLUE RIBBON COMMITTEE RECOMMENDATIONS

1. Role for Transit -- JPACT should support the Blue Ribbon Committee recommendations calling for an important role for transit to meet future travel needs of the region with the recognition that there could be the following effects on the Regional Transportation Plan:
 - a. Delivery of transit service should be concentrated on the "mass movements of large numbers of people" having similar needs for transportation to destinations throughout the region."
 - b. With a stronger emphasis in the RTP on provision of transit service to targeted markets, there should be an added recognition that there is an obligation "to assure transportation for citizens in the region who depend upon transit as their primary means of mobility."
 - c. The trunk route portion of the RTP transit system will likely not change to a great extent because it clearly serves a large, viable transit market and can cost-effectively provide essential transportation capacity that cannot otherwise be met with the highway system. In addition, these highway elements of the RTP will likely not change due to changes in transit policy. Associated with the trunk routes, it is appropriate to implement transit stations and park-and-ride lots and consider LRT where needed and economically feasible.
 - d. The feeder and cross-town portions of the transit system will require further evaluation with a greater emphasis on identifying and serving viable transit markets. It is this portion of the system where alternative methods of providing service should be considered, including greater use of part-time drivers, contracted service, variations by time of day, jitneys and other forms of para-transit. However, these forms of transit are largely unexplored in the Portland area and further investigation will be needed to determine the feasibility, operation and ridership of alternatives to conventional transit. The elements of this part of the highway system should also be re-evaluated to ensure highway project recommendations account for a reassessment of transit ridership potential.
 - e. Transit service expansion should follow the development patterns and pace of the region rather than be used as a tool to lead development.
 - f. The above changes in transit service policies are intended to produce improvements in service quality accompanied with improvements in productivity.

2. Recommended Financing for Transit -- The Blue Ribbon Committee presented a menu of financing options to consider in the short, intermediate, and long-term time frames. At this time, endorsement of the following points are appropriate:
 - a. The Tri-Met Board should be urged to maintain the currently adopted level of financing (including a \$10 million increase) because this is essential to meet existing service needs and effectively serve the Banfield LRT.
 - b. The Tri-Met Board priority in the short-term should be on other pressing matters rather than the prolonged reconsideration of tax options.
 - c. Expansion of finances above the current level should not be considered until other short-term recommendations have been implemented.

3. Short-Term Priorities -- JPACT should endorse a strategy for Tri-Met involving a short-term set of priorities to achieve service, financial and management stability assuming the availability of currently adopted resources and the long-term implementation of the role recommendations. In the short-term, priority emphasis should be placed on:
 - a. Implementing the pertinent audit recommendations regarding management, organization, cost savings and Board function.
 - b. Establishment of a regular program committing to five-year service plans and capital improvements based upon the availability of committed resources and regularly reporting productivity measures.
 - c. Successfully bringing the Banfield LRT on line.

AC/gl
4943C/D5-2

COMMITTEE MEETING TITLE JPACT

DATE 1-9-86 7:30 am

NAME

AFFILIATION

NAME	AFFILIATION
M- [unclear]	CLACKAMAS COUNTY
M- Wernicke	Washington Co
M- Fred Miller	ORE. P.O.T.
S- Rick Gustafson	Metro
M- Marc Woldyfa	Cities of Multnomah County
M- FRED HANSEN	DEQ
MA- Sprouson Kelly	Metro
MA- Pauline Anderson	Multnomah County
M- RICHARD WAKER	METRO
M- JOHN FREWING	TRIMET
M- LLOYD ANDERSON	PORT OF PORTLAND
M- ED FERGUSON	WSDOT
G- Keith Ahola	WSDOT
M- George Van Zeyen	Metro
M- Margaret Strocker	Portland
M- Ron Thom	Cities of Clack. Co.
G- Geraldine R. Ball	DDC + CWFF
G- Howard Harris	DER
S- Karen Shackleton	Metro
Media HARRY BODINE	The OREGONIAN
S- Peg Henwood	
G- Bebe Rucker	Port of Portland

