

MEETING REPORT

DATE OF MEETING: December 5, 1985

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

PERSONS ATTENDING: Members: Richard Waker, Fred Hansen, Ed Ferguson, George Van Bergen, Jim Gardner, Wes Myllenbeck, John Frewing, Larry Cole, Dick Pokornowski, Fred Miller, Marvin Woidyla, Margaret Strachan, Ron Thom, and Robert Schumacher

Guests: Ted Spence, Mary Volm, Ed Hardt, and Bob Bothman, ODOT; Bob Post, Tri-Met; Gil Mallery, IRC of Clark County; Susie Lahsene, Multnomah County; Howard Harris, Tom Bispham, and Merlyn Hough, DEQ; Karen Gritzka, League of Women Voters; Steve Dotterer and Grace Crunican, City of Portland; Keith Ahola, WSDOT; Gary Spanovich, Clackamas County; Robert Behnke, CWWF Transportation Committee; Bebe Rucker, Port of Portland; and Geraldine Ball, DJB, Inc.

Staff: Rick Gustafson, Executive Officer; Andrew Cotugno, Richard Brandman, Karen Thackston and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

MEETING REPORT OF NOVEMBER 14, 1985

The Meeting Report of the November 14, 1985 JPACT meeting was approved as submitted.

ENDORING THE REVISED OZONE CONTROL STRATEGY FOR THE PORTLAND-VANCOUVER INTERSTATE AIR QUALITY MAINTENANCE AREA (AQMA)

Richard Brandman asked for JPACT endorsement of the revised ozone control strategy for the Portland-Vancouver Interstate AQMA. He explained the major changes to the ozone strategy recommended by DEQ's Task Force on Ozone as follows: 1) the availability of an ozone growth cushion (1,780 kg/day) for new and expanding industries in the next two years; 2) a change in the allocation procedure of the growth cushion which would enable more even distribution to applicants; and 3) the recommendation that the entire growth cushion be allocated to the Oregon portion of the airshed. Mr. Brandman explained that Clark County currently uses an "emission offset" approach while the Oregon portion has operated under a "growth cushion" approach, taking advantage of benefits being derived from the vehicle and inspection program. He also indicated that the region is still in non-attainment of the federal ozone standard after having experienced four violations of the ozone standard in the last two years.

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Richard spoke of a letter received by DEQ from the Environmental Protection Agency challenging the direction of the proposed revisions to the ozone plan in view of the violations incurred. EPA may not recognize the growth cushion because of this status. A meeting is proposed between DEQ and EPA to resolve the differences.

Fred Hansen cited the importance of the vehicle inspection/maintenance program in creating the growth cushion and the benefits the program is now yielding for development.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 85-610 for endorsement of the revised ozone control strategy for the Portland-Vancouver Interstate Air Quality Maintenance Area (AQMA). Motion CARRIED unanimously.

TRANSPORTATION PLANNING -- ISSUES, DIRECTIONS, AND FUNDING RECOMMENDATION

Andy Cotugno reviewed Metro's current transportation program and cited the process being undertaken by TPAC to develop the work program, define the priorities and recommend funding actions. At its November 27 meeting, TPAC formed a Planning Subcommittee and a Finance Subcommittee for defining those priorities.

Andy explained that Metro's allocation from the Interstate Transfer Program is coming to an end and that alternative funding resources need to be found. The basic task is to clearly define the important changes in direction the region needs to address or scale down the work program.

Andy suggested that JPACT consider an evening work session to review the issues and how to finance them. During discussion, it was apparent that the consensus was that the transportation planning program not be cut, and that the issue remains one of obtaining the necessary funding. Fred Miller stated a preference in supporting the program with the Interstate Transfer Reserve but indicated the financing is a matter of equity -- how the region is willing to split up the costs of the program.

Rick Gustafson indicated that this time should be used not only to explore funding options but to consolidate the planning process, taking into consideration changes occurring from population growth, impact of major projects, and the changing role of transit in the community.

Action Taken: It was agreed that a JPACT work session be held in early February to address the funding issues of the work program.

AUTHORIZING THE TRANSFER OF SECTION 3 "TRADE" FUNDS TO THE OREGON CITY TRANSIT STATION AND AMENDING THE TIP ACCORDINGLY

Andy Cotugno clarified that Tri-Met's request for expanding the scope of the Oregon City Transit Station is funded through the Section 3 "Trade" Letter of Intent from UMTA. Resolution No. 84-486, adopted by Metro on August 23, 1984, recognized the need for additional funding for the transit station from the McLoughlin Boulevard Improvements Reserve. The question was raised as to whether or not this project would impact any other from the McLoughlin Corridor by reducing the reserve, and assurance was given it would not.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 85-609 authorizing the transfer of Section 3 "Trade" funds to the Oregon City Transit Station and amending the Transportation Improvement Program accordingly. Motion CARRIED unanimously.

ANNOUNCEMENT

Commissioner Strachan, having to leave early, asked that the record note her wishes to everyone for a "Merry Christmas."

RESULTS OF BLUE RIBBON COMMITTEE

Andrew Cotugno highlighted portions of the report of the Citizens Advisory Committee on Mass Transit Policy (Blue Ribbon Committee). Goals pertaining to improved productivity and increased cost savings were emphasized while striving to move large numbers of people at hours of high transit demand in an efficient manner. Also of prime importance, and included as part of its "mission," is to assure transportation in the region to the transit-dependent.

In addition, Andy pointed out that air quality benefits realized would stem from an efficient and effective transit system -- rather than as a part of Tri-Met's charge.

The audit portion of the report, conducted by Price-Waterhouse, deals with recommendations pertaining to increased efficiency in management and operations. Future direction for Tri-Met is handled in two phases: 1) making commitments to the service and capital programs within the existing funding program; and 2) recommendations for long-term considerations and implementation of a larger transit system and market.

During discussion, it was suggested that there is need for staff and JPACT to determine what kinds of service changes should be implemented and their effect on the rest of the Regional Transportation Plan. Also to be explored is how to best provide transit service in the low ridership areas of the region. Whether or not the recommendations of the Blue Ribbon Committee are consistent with the existing RTP and the impact of transit playing a smaller role in the major transit corridors were also discussed.

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Mr. Frewing indicated that the Tri-Met Board has received and reviewed the recommendations of the Blue Ribbon Committee but has not yet adopted the report. With a new board in the offing, he stated that an educational process would take place for those members and doubted that work on the five-year Transit Development Plan would begin until after that process is underway.

Rick Gustafson stressed the need for JPACT to take a position on the recommendations of the Blue Ribbon Committee for submittal to the Tri-Met Board.

Action Taken: To help monitor the direction of the Blue Ribbon Committee's findings, Andy Cotugno was asked to prepare a Resolution endorsing the recommendations of the Blue Ribbon Committee report for the January meeting.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rick Gustafson
Don Carlson
JPACT Members