

MEETING REPORT

DATE OF MEETING: August 11, 1983

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

PERSONS ATTENDING: Members: Charlie Williamson, Mike Lindberg, Bob Schumacher, Ed Hardt, Ed Ferguson, Larry Cole, Earl Blumenauer (alt.), John Frewing, Wes Myllenbeck, Vern Veysey, Margaret Weil, Richard Waker and Bruce Etlinger

Guests: Winston Kurth, Clackamas County; Larry Rice, Washington County; Rick Walker, Cities of Multnomah County; Geoff Larkin and Steve Dottedter, City of Portland; Paul Bay and Bill Lieberman, Tri-Met; Metro Councilors Bob Oleson and Sharron Kelley; Keith Ahola, WSDOT; Bebe Rucker, Multnomah County; and Ted Spence, ODOT

Staff: Andy Cotugno, Karen Thackston, Peg Henwood, Steve Siegel and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

1. SELECTING THE PREFERRED ALTERNATIVE FOR THE WESTSIDE CORRIDOR, ALLOCATING THE WESTSIDE (e) (4) RESERVE AND ALLOCATING THE WESTSIDE SECTION 3 RESERVE

Steve Siegel presented the project from a policy perspective rather than a technical one because of JPACT's extensive review of the corridor in the preceding planning process. He noted that, in 1975, this region adopted the Interim Transportation Plan in which the Sunset Highway was one of the corridors to be studied. He reviewed the history and background of the various phases of the Westside Corridor study, indicating that we are concluding Phase II, which involved the preparation of the DEIS and many formal public hearings.

Steve cited the effective input of the Policy Steering Group, the Citizens Advisory Committee and the Planning Management Group which led to the proposed Resolution for selection of the preferred alternative.

Steve emphasized the objectives of the project as follows: 1) promoting orderly economic development; 2) protecting neighborhood livability; 3) making the highway system work efficiently; and 4) making the transit system work efficiently. He related that the Sunset is recommended as the long-term alternative because it maximizes operating efficiency, provides the best service, and minimizes buses on local streets. It also includes a

concept proposal on how to expand the bus system over time. The alternatives analysis included the DEIS, public hearings and the preferred alternative decision -- with preliminary engineering, the FEIS and the full-funding contract to be completed in the next three years. One-hundred fifty meetings were held on this project in addition to the 20 public formal hearings.

Mayor Weil expressed concern on behalf of the Cities of Multnomah County that the effectiveness of the Banfield light-rail is evaluated before lending support to the Westside Corridor. Steve Siegel indicated that, if the Banfield were not a success, the Westside light-rail would never be built. He further noted the provision in the Resolution for a one-year assessment of actual Banfield LRT operations as a safeguard. Further, the ultimate review for federal funding would come under JPACT consideration during the TIP project process. Commissioner Lindberg stated that the Portland City Council had many discussions on the Resolution and conditioned its approval with the inclusion of a one-year operational assessment on the Banfield.

Commissioner Wes Myllenbeck expressed Washington County's concern over the need to expedite the process to avoid unnecessary delays on development of the area west of Murray Boulevard extending to 185th. Councilor Waker noted that, in his observation, the alignment west of Beaverton has not received the same scrutiny as the Sunset alignment and asked that the following amendment be incorporated under the first RESOLVE following the word "concerns": "capital and operating financing feasibility." He cited the need for placement of light-rail into the commercial and industrial development areas. Chairman Williamson noted that the proposed amendment had also been recommended by Metro's Regional Development Committee.

Action Taken: It was moved and seconded to recommend approval of the Resolution selecting the Sunset Corridor as the preferred alternative in the Westside Corridor and allocating the Westside (e)(4) reserve and the Westside Section 3 reserve with the inclusion of the amendment proposed by Councilor Waker. Motion CARRIED unanimously.

Larry Rice, Public Works Director of Washington County, praised Steve Siegel and Andy Cotugno for the roles they assumed during the planning period of the Westside Corridor project.

2. AMENDING THE BANFIELD SCOPE OF WORK TO INCLUDE THE ADDITION OF SEVEN LIGHT-RAIL VEHICLES

During review of the Staff Report and Resolution, Andy stressed the urgency of the purchase of the light-rail vehicles at this time in terms of cost savings. The option to buy the additional

cars must be exercised by September 30 or the preferred price is lost.

During discussion, Paul Bay reviewed the various phases of completion on the project, noting that the materials have been purchased. Committee members indicated it would be desirable to have an accounting of percentage complete to dollars spent. Mr. Bay indicated that there are several contracts awarded, with each individually tracked. The Committee expressed the need for Tri-Met to provide a funding schedule for the Banfield project for comparison purposes at some future JPACT meeting.

Mayor Weil wanted the record to be clear that the Cities in Multnomah County are uncomfortable in spending \$7 million on light-rail vehicles when there is no assurance that the contingency will cover it. Paul Bay indicated that the contingency fund was more than adequate to fulfill the needs. He related that a contingency allowance was included in each contract. He stressed the need for the additional cars by 1990, or sooner, noting that it will make a difference in Tri-Met's maintenance capability. The question was raised as to whether purchase of these light-rail vehicles would preclude any other determined improvements, and it was established that it would not. The question of marketability was also discussed if it was later determined that these new vehicles were no longer needed. Mr. Bay assured the Committee that this was a wise investment.

Action Taken: It was moved and seconded to recommend approval of the Resolution amending the Banfield Scope of Work to include the addition of seven light-rail vehicles. Motion CARRIED unanimously.

3. OREGON TRANSPORTATION COMMISSION CHAIRMAN YTURRI VISIT

Andy Cotugno reminded the Committee of the impending August 17 visit by OTC Chairman Yturri and the Oregon Transportation Commission Board. The lunch will be held at the Fountain Room of the Memorial Coliseum.

4. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

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Rick Gustafson
Don Carlson
Ray Barker