



Ruby Junction LRT Facility
located just south of Burnside St.

MEETING REPORT

DATE OF MEETING: September 14, 1983

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

PERSONS ATTENDING: Members: Charlie Williamson, Earl Blumenauer (alternate), Bruce Etlinger, John Frewing, Ed Hardt, Mike Lindberg, Wes Myllennebeck, Bob Schumacher, Bill Young, and Corky Kirkpatrick (alternate)

Guests: State Representative Jane Cease; Ted Spence, ODOT; Paul Bay, Tri-Met; Vic Rhodes, Geoff Larkin and Steve Dotterer, City of Portland; Easton Cross, Citizen; Bebe Rucker, Multnomah County; Larry Rice, Washington County; Gil Mallery, RPC of Clark County; Sarah Salazar, Port of Portland; and John Price, FHWA

Staff: Rick Gustafson, Andy Cotugno, James Giesecking, Peg Henwood, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

1. MEETING REPORT OF AUGUST 11, 1983

A proposed amendment to the JPACT Meeting Report of August 11 was requested by Mayor Weil for inclusion on page 2, second paragraph, after the first sentence to read as follows:

"With the Banfield LRT entering the final design and construction stage, it should be noted that additional supportive projects may be identified to make the Banfield Corridor transit system whole. These projects would be asked to be considered for funding by JPACT within the committee's commitment to complete the free-way replacement projects (including the Banfield) as stated in the resolution."

The Committee concurred its approval for inclusion of the proposed amendment as presented at the meeting.

2. UPDATING THE ADOPTED REGIONAL TRANSPORTATION PLAN

Andy Cotugno explained that the Regional Transportation Plan calls for an annual update to incorporate the decisions and actions taken place during the past year which affect the Plan. This is a routine amendment encompassing the Bike Plan components, project decisions, and the policies, projects and

decisions associated with the Westside Corridor preferred alternative selection.

Mr. Frewing expressed concern that the Regional Transportation Plan amendment was being made without adequate involvement of citizen and business interests, particularly on the Westside. He indicated that firms such as Tektronix should be an integral part of the planning process in such an update. In response, it was noted that many public hearings (150) were held on the Westside project which involved representation by Tektronix and others from the Westside business community. In addition, Mr. Frewing spoke of the repeated testimony given at Westside hearings on the role of telecommunications in the future in questioning the need for light-rail or other improvements in the Westside Corridor; he felt that concern and interest should be reflected in the report. Mr. Frewing felt that the process the Westside Corridor underwent was a particular corridor decision rather than a regional one in context with the Regional Transportation Plan.

Other members felt that further review of the update would not be beneficial in view of the extensive review the Westside already received during the past six months. Mr. Frewing stressed the need for contact with the constituency in the Westside Corridor as important to the Plan's success. Andy Cotugno related that this update to the RTP is a minor one, incorporating decisions and policies of the past year. The next update will be a significant one -- with fundamental questions to be adopted such as the growth of the region, where it will be concentrated, and how big a transportation plan and investments should be planned for.

Larry Rice spoke of the management processes that have been set up in the various jurisdictions with regard to updates for the RTP. It was pointed out that the RTP is the base document for all the work to be undertaken in the region and that input is needed from those affected jurisdictions.

Mr. Frewing suggested that, for the future update, a letter be sent out highlighting the planning process with the intent of gaining a real contribution for the Plan. There was Committee endorsement given for such a letter to be drafted.

Action Taken: It was moved and seconded to amend the RTP update to include the following as "outstanding issues" in the Plan: 1) a reassessment of growth trends and travel forecasts, in light of the recession, as it relates to transit ridership; and 2) the potential of telecommunications to lessen the need for transportation investments. Motion CARRIED unanimously.

It was then moved and seconded to recommend approval of Ordinance No. 83-161 for updating the adopted Regional Transportation Plan. Motion PASSED unanimously.

3. FY 84 TIP UPDATE

Andy explained that this update serves primarily as a house-keeping document reflecting changes brought about in the Transportation Improvement Program through administrative adjustments and resolutions. It denotes the status of projects and its readiness for funding.

Action Taken: It was moved and seconded to recommend approval of the Resolution adopting the FY 84 to post-87 Transportation Improvement Program and the FY 84 Annual Element. Motion PASSED unanimously.

4. ODOT SIX-YEAR HIGHWAY IMPROVEMENT PROGRAM

In response to the OTC request that this region recommend a transportation program that is of one accord, the staff presented a proposed Position Paper for consideration by JPACT. If approved, the paper would be presented at the upcoming OTC hearings on the Six-Year Highway Improvement Program. Andy then reviewed the paper, emphasizing support for the "Draft" program with a further recommendation of three new project additions for inclusion in the Draft 84-89 Program: 1) NE Portland Highway (PE, ROW, and Construction); 2) Sunset Highway at 158th (PE and ROW); and 3) Sunset Highway at 185th (PE). Andy emphasized the need to present a program, on behalf of the region, that would be credible in terms of justification, noting that it should be conservative and realistic. He further asked for JPACT support of the three new projects. He then reviewed the criteria used in evaluating and ranking of the projects.

In discussion on the NE Portland Highway project, Washington County questioned where the e(4) funds would be reallocated by the City of Portland should this project qualify for FAP funds. Commissioner Lindberg indicated that the City of Portland would reallocate e(4) funds to a Portland/Multnomah County joint effort for Airport Way, cost of which is estimated at \$10 million. In support of the NE Portland Highway project, Andy noted the many reasons supporting its high rank among projects: 1) existing and projected traffic; 2) existing accident conditions; 3) economic potential; 4) maintenance; and 5) the need for providing a critical link between I-5 and I-205 on the north side of Portland.

Commissioner Mylllenbeck indicated that Washington County supports adoption of the Six-Year Plan as proposed by the State exclusive of the three new projects proposed in the staff recommendation. He further emphasized the need for construction to be obtained at the 158th Avenue intersection of Sunset Highway for economic development in Washington County. The need for consideration of this project as a top priority within the next two years was stressed.

Commissioner Lindberg mentioned that the schedule for the East Marquam Bridge ramps and the Slough Bridge project had slipped, and was assured that it would be restored.

A discussion then followed on whether any additional projects should be included in the program for tactical purposes at the OTC hearing and, if so, how many. Along this line, Ed Hardt cautioned the Committee to be conservative in its presentation of projects, noting that the OTC policy adopted this year is for preservation of the existing system: 70 percent allocated for maintenance; and 30 percent for modernization projects. Thus, there is little money for new projects. The general conclusion of the Committee was that it would be appropriate to add projects but only with a small number of very defensible projects and only as additions to the "Draft", not at the expense of any projects in the "Draft."

Rick Gustafson pointed out that ODOT should be commended this year for first allowing the region's input before publishing the first draft of the Six-Year Highway Improvement Program. He related that we are advocating a single regional position as we prepare for testimony before the OTC. He encouraged members of JPACT to volunteer for testimony at the upcoming hearings: September 27, Oregon City; September 28, Washington County; October 4, Coos Bay; and October 11, Gresham. Andy Cotugno offered assistance with the presentations. Commissioner Lindberg offered to speak at the hearing in Clackamas County.

Action Taken: It was moved and seconded to recommend approval of the State's proposed Six-Year Highway Improvement Program and to accept the staff's recommended Position Paper proposing the three new projects: NE Portland Highway (PE, ROW, and Construction); Sunset Highway at 158th (PE and ROW); and Sunset Highway at 185th (PE). Motion PASSED unanimously with one abstention from Ed Hardt.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: JPACT Members, Rick Gustafson, Don Carlson,
and Ray Barker

COMMITTEE MEETING TITLE JPACTDATE 10-13-83

NAME	AFFILIATION
✓ M- LARRY COLE	CITIES OF WASHINGTON COUNTY
✓ G- JANET JONES	TRI-MET
✓ G- Bebe Rucker	Mult. Co
✓ G- Sarah Salazar	Port of Port.
✓ S- Karen Shackston	Metro
✓ G- Sharon Kelley	Metro
✓ S- Phil Felt	Metro
✓ G- Elton Chang	FHWA - Salem
✓ M- ROBIN LINDQUIST	CITIES OF CLACKAMAS CTY
✓ S- Rick Gustafson	Metro
✓ M- Charlie Williamson	"
✓ S- Andy Cotugno	Metro
✓ G- John Mason	TM - MET
✓ S- Peg Hammond	METRO
✓ G- George Starr	TPAC
✓ G- Paul Bay	TRIMET
✓ G- STEVE DOTTERLIER	CITY OF PORTLAND
✓ G- Ted SPENCE	ODOT
✓ G- Winston Kurth	Clack. Co.
✓ M- RICHARD WAKER	METRO
✓ M- Bruce Etlinger	"
✓ G- Paul Yarbrough	Mult. Co. DES