

MEETING REPORT

DATE OF MEETING: May 13, 1982

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

PERSONS ATTENDING: Members: Charlie Williamson, Corky Kirkpatrick, Larry Cole, Marge Kafoury, Bob Bothman, John Frewing, Al Myers, Dennis Buchanan, Robin Lindquist, Ed Ferguson and Vern Veysey

Guests: Steve Dotterer and Jerry Markesino, City of Portland; Winston Kurth, Clackamas County; Bruce Etlinger, Metro Councilor; Sarah Salazar, Port of Portland; Ted Spence, ODOT (Metro Branch); Beth Mulcahy, ODOT (Public Transit Division); Bebe Rucker, Multnomah County; Paul Bay and Park Woodworth, Tri-Met; Rick Walker, City of Gresham; Gil Mallery, Regional Planning Council of Clark County; Dave Peach, WSDOT; and John Price, FHWA

Staff: Rick Gustafson, Andy Cotugno, Phil Whitmore, Stephen Burdick, Keith Lawton, Karen Thackston, G.B. Arrington, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

1. ODOT/TRI-MET/METRO AGREEMENT ON SPECIAL NEEDS TRANSPORTATION FUNDING

This endorsement would alter the roles, responsibilities, and funding for Special Needs transportation under 16(b)(2). The present policy creates unfair competition between non-profit private corporations and private carriers. This change was brought about because of threatened lawsuits and because it is hoped that better and newer vehicles could be provided by Tri-Met while service would be contracted out. Funding for new vehicles would come from the Section 3 program.

Action Taken: It was moved and seconded to recommend endorsement of the definitions of roles, responsibilities and funding for Special Needs transportation. Motion CARRIED unanimously.

2. MCLOUGHLIN BOULEVARD INFORMATION

As background to the discussion, Andy pointed out that, two years ago, JPACT recommended improvements to McLoughlin that consisted of combinations of widening and potential exclusive

HOV lanes and/or priority treatment for buses and carpools. Interstate Transfer funding in the amount of \$22-23 million was allocated to the highway project, and ODOT was directed to begin the preliminary engineering. The design has now been completed for three basic highway alternatives consistent with Metro's recommendation and the funds allocated.

During the public hearing, Citizens for Better Transit recommended that light-rail transit be considered as an alternative to the highway project and that the funding allocation be transferred to the light-rail. The CBT proposed route would follow McLoughlin from the Milwaukie Transit Station north to the State Highway Building and then westward to the PTC right-of-way along the Willamette to downtown Portland.

In addition, the City of Milwaukie has requested that Tri-Met respond to the feasibility of light-rail as a short-term alternative in that corridor.

Andy felt that a review of the old Systems analysis was in order as well as a review of the project design by ODOT and the slide show by Citizens for Better Transit.

Action Taken: Andy Cotugno was directed to schedule an evening meeting for JPACT prior to its next monthly meeting for informational review of McLoughlin development.

3. APPROVING THE FY 1983 UNIFIED WORK PROGRAM (UWP)

The Resolution would approve the Metro/RPC Unified Work Program. Andy Cotugno reviewed the many work elements contained in the UWP. He also indicated that a new Metro/Clark County RPC agreement is under development. He explained that, at present, Section 8 Planning funds are allocated to the metropolitan area with an 85/15 split, Oregon receiving 85 percent and 15 percent for Clark County. Future allocation will be based on county and SMSA population, changing the split from 15 to 15½ percent for Clark County.

Andy indicated that TPAC and CTAC have reviewed these work programs.

Action Taken: It was moved and seconded to recommend approval of the Resolution approving the FY 1983 Unified Work Program. The motion was amended to change the Resolution to read as follows:

The last "WHEREAS" to state:

WHEREAS, The FY 82 UWP includes a work element for a Bi-State Transit Assessment and that any reprogramming

in the FY 83 UWP towards a Regional Transportation Plan--
Phase I would require the prior approval of the Bi-State
Policy Advisory Committee; and

Incorporate the following under "BE IT RESOLVED":

That the Bi-State Policy Advisory Committee must approve
any modification to the Bi-State Transit Assessment work
element.

The motion, as amended, CARRIED unanimously.

4. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: JPACT Members
Rick Gustafson
Don Carlson