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## Meeting Notes 1983-11-04

Joint Policy Advisory Committee on Transportation

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**METROPOLITAN SERVICE DISTRICT**  
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

## MEMORANDUM

Date: November 4, 1983  
To: JPACT  
From: Andy Cotugno *AC*  
Regarding: November Agenda

Since there is only one action item with no major issues involved, I suggest we can dispense with a formal meeting and vote on the item by telephone. The item, dealing with addition of "Interstate" and "Primary" funded resurfacing projects to the TIP, was unanimously approved by TPAC. If any member feels it is necessary to discuss the matter, we will arrange a meeting; otherwise, a telephone poll will be conducted on November 10 for your vote.

AC:lmk

Attachment  
CC: TPAC

## MEETING REPORT

DATE OF MEETING: October 13, 1983

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

PERSONS ATTENDING: Members: Charlie Williamson, Larry Cole, Bruce Etlinger, Robin Lindquist and Richard Waker

Guests: Elton Chang, FHWA; Winston Kurth, Clackamas County; Ted Spence, ODOT; Bebe Rucker and Paul Yarborough, Multnomah County DES; George Starr, Citizen; Janet Jones, Jack Mason and Paul Bay, Tri-Met; Sarah Salazar, Port of Portland; Steve Dotterer, City of Portland; and Sharron Kelley, Metro Councilor

Staff: Rick Gustafson, Andy Cotugno, Karen Thackston, Peg Henwood, Phil Fell and Lois Kaplan, Secretary

MEDIA: None

### SUMMARY:

Chairman Williamson thanked Tri-Met, on behalf of JPACT, for the hospitality extended at the Ruby Junction Maintenance facility.

#### 1. UPDATE ON TRANSIT DEVELOPMENT PLAN

Mr. Williamson stressed the importance of the Transit Development Plan to the region and noted that JPACT and the Metro Council want to be part of the review process before the plan is submitted to the Tri-Met Board. Paul Bay indicated that the plan did not require approval beyond the Tri-Met Board but was willing to submit the proposed service changes to JPACT for review. For clarification purposes, he related that the Transit Development Plan is required by UMTA and used for planning purposes but does not have to be updated annually. It is helpful to Tri-Met in reviewing its service and standards and how they are being applied to the region, as well as providing an overview of ridership in terms of cost-effectiveness.

Mr. Bay said the recession is responsible for the major changes that have taken place since publication of the last TDP. Tri-Met is analyzing what can be done with the resources available and, in cooperation with the jurisdictions and Metro, determining what changes or cuts need to be made. Based upon comments received at this time, the draft TDP will go to public hearings in the spring.

Jack Mason reviewed the breakdown of Tri-Met's financial structure, citing 58 percent of revenue from the payroll tax and

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28 percent from farebox. Charts displayed at the meeting indicated a decline in ridership since 1980, with employment and recession as contributing factors. There is evidence also of too much capacity on the street system or of poor distribution. He described existing revenue and expenses for operating costs and capital expenditures. He pointed out the hesitancy in raising fares based on past experience that ridership declines when fares are raised.

Andy Cotugno stressed the importance of JPACT involvement in the review process, noting that all transportation planning is predicated on major transit growth. In addition, he pointed out the \$76.8 million allocation to the region over a seven-year period and the jeopardy these federal capital funds and Section 9 funds might be placed in if there is no local match.

Paul Bay described Tri-Met's efforts to obtain local match. Cooperation has been sought from Washington County, Beaverton and Milwaukie regarding their respective transit centers as well as developers in the Sunset Corridor.

Mr. Bay indicated a summary of the proposed January service cuts is available and would be sent directly to JPACT members. It will be submitted to the Tri-Met Board on October 31. Councilor Etlinger stressed the importance of Metro Council involvement as a means of keeping the Council better informed of transit issues in the region.

Regarding proposed service cuts, Paul Bay spoke of the opposition received from the business community. Some of the proposed cuts involve the issues of shrinking the service boundaries and cutting out all night and weekend service.

Chairman Williamson asked that the proposed TDP be placed on the JPACT agenda for next month's meeting.

## 2. ADJOURNMENT

There being no further business, the meeting was adjourned to a tour of the Ruby Junction Maintenance facility.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: JPACT Members  
Rick Gustafson  
Don Carlson  
Ray Barker

STAFF REPORT

Agenda Item No. \_\_\_\_\_

Meeting Date \_\_\_\_\_

CONSIDERATION OF RESOLUTION NO. \_\_\_\_\_ FOR  
THE PURPOSE OF AMENDING THE TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) TO INCORPORATE A  
SERIES OF PROJECTS SPONSORED BY THE OREGON  
DEPARTMENT OF TRANSPORTATION (ODOT)

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Date: October 17, 1983

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Exhibit "A" to Resolution No. \_\_\_\_\_ is a list of projects that Metro has been requested to have identified in the FY 1984 TIP. The request originated with ODOT in order to initiate preliminary work in early FY 1984. The projects are identified in ODOT's Preliminary Six-Year Program.

The Oregon Transportation Commission (OTC) will not formally adopt the Six-Year Program until January 1984. Because of this, timely project development may be jeopardized. So as to accelerate implementation, the OTC has indicated that ODOT may proceed in project development in advance of formal adoption of the Six-Year Program.

TPAC recommended adoption of the resolution.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adopting the attached resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

BP/gl  
0159C/366  
10/29/83

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO.
TRANSPORTATION IMPROVEMENT PROGRAM	)	
(TIP) TO INCORPORATE A SERIES OF	)	Introduced by the Joint
PROJECTS SPONSORED BY THE OREGON	)	Policy Advisory Committee
DEPARTMENT OF TRANSPORTATION	)	on Transportation

WHEREAS, Through Resolution No. 83-430, the Metro Council adopted the TIP and its FY 1984 Annual Element; and

WHEREAS, The Oregon Department of Transportation (ODOT) has requested that a series of restoration projects be added to the TIP; and

WHEREAS, Preliminary Engineering for these projects, and in some cases construction, will be initiated in FY 1984; and

WHEREAS, The projects are identified in ODOT's Preliminary Six-Year Program; and

WHEREAS, The Oregon Transportation Commission (OTC) has indicated that ODOT staff can proceed on project implementation in advance of formal OTC adoption of the Six-Year Program; and

WHEREAS, It is necessary that projects utilizing federal funds be included in the TIP in order to be federally obligated; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses the projects in Exhibit 'A' and their use of the noted federal funding sources.
2. That the TIP and its Annual Element be amended to reflect these authorizations.
3. That the Metro Council finds the projects in

accordance with the region's continuing cooperative, comprehensive planning process including the State Implementation Plan to meet air quality standards and, thereby, gives affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1983.

\_\_\_\_\_  
Presiding Officer

BP/gl  
0159C/366  
10/29/83

## EXHIBIT "A"

RESTORATION PROJECTS TO BE ADDED TO THE FY 1984 TIP  
(Federal \$)Projects Using Federal Aid Interstate 4R Funds<sup>1</sup>

1.	I-5 - Marquam Bridge to N. Tigard Interchange--Overlay and Illumination	PE Const.	\$ 184,000 5,342,440 5,526,440
2.	I-5 - Southbound Connection to Banfield-- Widen and Add Lane	PE Const.	\$ 8,280 121,440 129,720
3.	I-5 - Lombard Street to Portland Blvd.-- Grading and Paving	PE Const.	\$ 59,800 943,000 1,002,800
4.	I-5 - Iowa Street Viaduct (8197)-- Deck Restoration	PE Const. <sup>2</sup>	\$ 27,600 727,720 755,320
5.	I-5 - Delta Park to Marquam Bridge-- Base Shoulder Overlay	PE Const. <sup>2</sup>	\$ 230,000 7,367,360 7,597,360
6.	I-5 - Morrison Bridge Ramps-- Deck Restoration/Joint Repair	PE Const. <sup>2</sup>	\$ 46,000 1,571,360 1,617,360
7.	I-5 - Overcrossing Hassalo/Holiday (8583)--Deck Restoration	PE Const. <sup>2</sup>	\$ 26,970 641,870 668,840
8.	I-5 - Northbound Connection to Southbound I-405--Deck Restoration	PE Const. <sup>2</sup>	\$ 36,800 875,840 912,640
9.	I-5 - Overcrossing Columbia Blvd./Union Pacific Railroad (8882)--Deck Restoration	PE Const. <sup>2</sup>	\$ 36,800 811,440 848,240
10.	I-5 - Overcrossing Columbia Slough (8883)--Deck Restoration	PE Const. <sup>2</sup>	\$ 36,800 1,294,440 1,331,240
11.	I-405-Fremont Bridge Structural Repairs	Const.	\$ 552,000
Total 4R Funds			\$20,941,960

Projects Using Federal Aid Primary Funds

Highway 217 - Sunset Highway to I-5--Overlay	PE Const.	\$ 176,000 2,757,040 2,933,040
Total FAP Funds		\$ 2,933,040

<sup>1</sup> Interstate restoration, rehabilitation, resurfacing and reconstruction.

<sup>2</sup> FY 1985