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Agenda

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: January 21, 1986

Day: Tuesday

Time: 2:00 - 4:00 p.m.

JPACT WORK SESSION WITH TONY YTURRI, CHAIRMAN,
OREGON TRANSPORTATION COMMISSION

Place: Metro, Council Chambers

- . REVIEW OF REGIONAL PRIORITIES FOR INCLUSION IN SIX-YEAR HIGHWAY PROGRAM UPDATE.



Agenda

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: January 9, 1986

Day: Thursday

Time: 7:30 a.m.

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Place: Metro, Conference Room A1/A2

- *1. DISCUSSION ON CONCLUSIONS OF TRI-MET BLUE RIBBON COMMITTEE - Andy Cotugno.
- *2. STATUS REPORT ON SOUTHWEST CORRIDOR STUDY - Andy Cotugno.
3. ANNOUNCEMENTS ON UPCOMING MEETINGS WITH ANTHONY YTURRI AND BILL VIAN - Andy Cotugno.

*Material Enclosed

NEXT JPACT MEETING: February 13, 1986

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, CWF 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



Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: January 2, 1986
To: JPACT
From: *X* Andrew C. Cotugno, Transportation Director
Regarding: Review of Blue Ribbon Committee Recommendations

Attached for your consideration is a discussion paper on the key elements of the Tri-Met Blue Ribbon Committee recommendations dealing with:

1. the recommended role for transit;
2. financing recommendations; and
3. short-term priorities.

A discussion by JPACT is recommended on the following issues prior to taking action on the matter in February:

1. Role for Transit

In summary, the effect of the Blue Ribbon Committee recommendation would change the transit policy direction in the Regional Transportation Plan (RTP) from:

providing a transit system "that is a competitive and viable alternative to the automobile serving a wide variety of trip destinations, purposes and times of day...."

to a refined policy direction with:

emphasis on the "mass movements of large numbers of people" with a recognition that there is an additional obligation "to assure transportation for citizens in the region who depend upon transit as their primary means of mobility."

2. Financing Transit

It is recommended that JPACT not take a position on each funding recommendation of the Blue Ribbon Committee, but simply endorse several principles about finances. Alternatively, a position could be taken on each individual funding recommendation.

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Attachment

DISCUSSION PAPER ON THE
TRI-MET BLUE RIBBON COMMITTEE RECOMMENDATIONS

1. Role for Transit -- JPACT should support the Blue Ribbon Committee recommendations calling for an important role for transit to meet future travel needs of the region with the recognition that there could be the following effects on the Regional Transportation Plan:
 - a. Delivery of transit service should be concentrated on the "mass movements of large numbers of people" having similar needs for transportation to destinations throughout the region."
 - b. With a stronger emphasis in the RTP on provision of transit service to targeted markets, there should be an added recognition that there is an obligation "to assure transportation for citizens in the region who depend upon transit as their primary means of mobility."
 - c. The trunk route portion of the RTP transit system will likely not change to a great extent because it clearly serves a large, viable transit market and can cost-effectively provide essential transportation capacity that cannot otherwise be met with the highway system. In addition, these highway elements of the RTP will likely not change due to changes in transit policy. Associated with the trunk routes, it is appropriate to implement transit stations and park-and-ride lots and consider LRT where needed and economically feasible.
 - d. The feeder and cross-town portions of the transit system will require further evaluation with a greater emphasis on identifying and serving viable transit markets. It is this portion of the system where alternative methods of providing service should be considered, including greater use of part-time drivers, contracted service, variations by time of day, jitneys and other forms of para-transit. However, these forms of transit are largely unexplored in the Portland area and further investigation will be needed to determine the feasibility, operation and ridership of alternatives to conventional transit. The elements of this part of the highway system should also be re-evaluated to ensure highway project recommendations account for a reassessment of transit ridership potential.
 - e. Transit service expansion should follow the development patterns and pace of the region rather than be used as a tool to lead development.
 - f. The above changes in transit service policies are intended to produce improvements in service quality accompanied with improvements in productivity.

2. Recommended Financing for Transit -- The Blue Ribbon Committee presented a menu of financing options to consider in the short, intermediate, and long-term time frames. At this time, endorsement of the following points are appropriate:
 - a. The Tri-Met Board should be urged to maintain the currently adopted level of financing (including a \$10 million increase) because this is essential to meet existing service needs and effectively serve the Banfield LRT.
 - b. The Tri-Met Board priority in the short-term should be on other pressing matters rather than the prolonged reconsideration of tax options.
 - c. Expansion of finances above the current level should not be considered until other short-term recommendations have been implemented.

3. Short-Term Priorities -- JPACT should endorse a strategy for Tri-Met involving a short-term set of priorities to achieve service, financial and management stability assuming the availability of currently adopted resources and the long-term implementation of the role recommendations. In the short-term, priority emphasis should be placed on:
 - a. Implementing the pertinent audit recommendations regarding management, organization, cost savings and Board function.
 - b. Establishment of a regular program committing to five-year service plans and capital improvements based upon the availability of committed resources and regularly reporting productivity measures.
 - c. Successfully bringing the Banfield LRT on line.

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4943C/D5-2

COMMITTEE MEETING TITLE JPACT

DATE 1-9-86 7:30 am

NAME

AFFILIATION

M- [unclear]	CLACKAMAS COUNTY
M- Wernicke	Washington Co
M- Fred Miller	ORE. D.O.T.
S- Rick Gustafson	Metro
M- Marv Woldyfa	Cities of Multnomah County
M- FRED HANSEN	DEQ
MA- Sprouson Kelly	Metro
MA- Pauline Anderson	Multnomah County
M- RICHARD WAKER	METRO
M- JOHN FREWING	TRIMET
M- LLOYD ANDERSON	PORT OF PORTLAND
M- ED FERGUSON	WSDOT
G- Keith Ahola	WSDOT
M- George Van Zeyen	Metro
M- Margaret Strocker	Portland
M- Ron Thom	Cities of Clack. Co.
G- Geraldine R. Ball	DDC + CWFF
G- Howard Harris	DER
S- Karen Shackleton	Metro
Media HARRY BODINE	The OREGONIAN
S- Peg Henwood	
G- Bebe Rucker	Port of Portland

COMMITTEE MEETING TITLE _____

DATE _____

NAME

AFFILIATION

✓ G- Julia Someroy

City of Portland

S- Robert Hunt

METRO

S- James Preskin

METRO

S- Terry Bolstad

"

G- Peter Fry

CEIC

✓ G- Steve Dottener

City of Portland staffs

G- Bob Tait

TRI-MET

✓ G- Mary Ann

ODOT

G- Ed Hardt

"

✓ G- Bob Bohman

"

✓ G- Grace Ceunican

Pdx

S- Richard Brandman

Metro

S- Andrew Cotugno

Metro