

## MEETING REPORT

DATE OF MEETING: February 12, 1998

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

PERSONS ATTENDING: Members: Chair Ed Washington and Jon Kvistad, Metro Council; Karl Rohde, Cities of Clackamas County; Ed Lindquist, Clackamas County; Rod Drake, Cities of Washington County; Jim Kight, Cities of Multnomah County; Bob Stacey (alt.), Tri-Met; Roy Rogers, Washington County; Dave Lohman (alt.), Port of Portland; Don Wagner, WSDOT; Dean Lookingbill (alt.), Southwest Washington RTC; Grace Crunican, ODOT; and Sharron Kelley, Multnomah County; Mel Gordon, Clark County; and Charlie Hales, City of Portland

Guests: Lou Ogden (JPACT alt.), Cities of Washington County; Kay Van Sickel (JPACT alt.), ODOT; Mary Legry, (JPACT alt.), WSDOT; Dave Williams and Carolyn Gassaway, ODOT; Steve Dotterer and Mark Lear, City of Portland; Meeky Blizzard, STOP; Rod Sandoz and John Rist, Clackamas County; John Arroyo, Northwest Cement Producers Group; Kay Walker, City of Cornelius; Glenn Pascall, University of Washington; Bruce Agnew, Discovery Institute; Susie Lahsene, Port of Portland; Deb Wallace, C-TRAN; Paul Koch, Bill Stewart, Ed Gronke, Ted Kyle and Lois Achenbach, RTP Citizens Advisory Committee; John Rosenberger, Washington County; Ron Papsdorf, City of Gresham; Gary Katsion, Kittelson & Associates; Paul Silver, City of Wilsonville; Scott Rice, Cornelius City Council; G.B. Arrington, Tri-Met; Betty Atteberry, Sunset Corridor Association; Susan Lee, Multnomah County; and Craig Lomnicki, City of Milwaukie

Staff: Andy Cotugno, Richard Brandman, Mike Hogle, Tom Kloster, and Lois Kaplan, Secretary

Media: Gordon Oliver, The Oregonian

SUMMARY:

The meeting was called to order and a quorum declared by Chair Ed Washington.

INTRODUCTIONS

Chair Washington introduced and welcomed Sharron Kelley, Multnomah County Commissioner, as Tanya Collier's replacement on JPACT. In addition, Grace Crunican introduced Kay Van Sickle, ODOT's newly selected Region 1 Manager, who will serve as JPACT alternate. Grace noted that Kay's background and understanding puts her in good stead for her partnership role with the region and the tough challenges that lie ahead.

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Commissioner Lindquist moved, seconded by Councilor Kight, to approve the January 15, 1998 JPACT meeting report as submitted. The motion PASSED unanimously.

RESOLUTION NO. 98-2606 - ADOPTING 1998 PRIORITIES FOR FEDERAL TRANSPORTATION LEGISLATION

An errata sheet was distributed at the meeting relating to proposed changes to Page 9, No. 21, of Exhibit A to Resolution No. 98-2606, and Page 11, No. 3 (Project Priorities), of that same exhibit.

Andy Cotugno explained that the ISTEA Position Paper has been updated to provide a more timely framework for ISTEA, to address outstanding issues, and to re-examine the region's project priorities. He highlighted the significant changes proposed in the exhibit and defined by engrossed text. He especially emphasized changes relating to maintenance of the federal transit program; advancement of projects of high merit in the New Starts program in place of earmarking; innovative financing relating to loans under the Transportation Infrastructure Financing Improvement Act; the return of 4.3 cents of the fuel tax to the Transportation Trust Fund; emphasis on access into the critical bi-state crossing/I-5 Trade Corridor; resolving the ISTEA lapse; support for the transportation/land use program; and not limiting options available on the methods of collecting transportation user fees.

Andy also reviewed the specific project priorities as defined in Exhibit A. He indicated that the Federal Government is being asked to authorize construction for the South/North light rail

project but the funding commitment will be made after completion of the FEIS. A visit to our delegation is planned in March. Andy also spoke of JPACT member participation in groups such as the National Association of Counties, National League of Cities and other related interest groups. He emphasized the importance of carrying a unified message to our congressional delegation.

Commissioner Gordon felt that this represented a good program, was supportive, but, in light of the stance taken by the voters of Clark County, he couldn't vote for the resolution. He indicated that he has planned meetings with Senator Gorton.

Action Taken: Grace Crunican moved, seconded by Commissioner Rogers, to recommend approval of Resolution No. 98-2606, adopting 1998 priorities for federal transportation legislation, inclusive of the errata sheet. The motion PASSED. Commissioner Gordon abstained.

#### COMMENTS ON OREGON HIGHWAY PLAN

Mike Hoglund, Metro's Transportation Planning Manager, explained that the Oregon Department of Transportation (ODOT) is in the process of updating their Oregon Highway Plan (OHP). He highlighted the comments discussed at the January 30 TPAC meeting for submittal to ODOT on the OHP as they relate to Special Transportation Areas, which recognizes what we are trying to do in the 2040 Growth Concept; highway level of service; the freight system overlay; highway needs analysis; ODOT's role as a partner with the state's MPOs; and other clarifications. The OHP is one of the modal pieces of the Oregon Transportation Plan and was last updated in 1990.

Mike commented that the plan includes policies for access management and recommendations for intergovernmental transfer of roads between the state and local jurisdictions. This update attempts to incorporate land use elements with the transportation component.

A copy of ODOT's January 1998 flyer on the Oregon Highway Plan Update was distributed. Review of the plan is centered on system efficiency, partnerships, safety and the land use/transportation connection.

Mayor Ogden commented on the STA language strategy and his concern about ODOT and the community working together. He preferred that the local governments identify the STA areas. Mike Hoglund noted that ODOT has promised to work with the local jurisdictions to alleviate any concerns about the STAs.

With regard to level of service, Commissioner Rogers expressed concern in that he felt it would be difficult for the public to accept, anticipating a possible backlash. He also felt it would be significantly difficult to implement and therefore wanted to revisit the issue in the future. Mike Hoglund noted the issue would be revised through the RTP Update.

Grace Crunican advised that the update, though well designed, does not have the funds for implementation. She appreciated the comments, citing problems with local governments, property rights, and through streets versus main streets. She noted that ODOT has taken a statewide approach but is attempting to see what will work in the Portland metropolitan area. She felt that the access management issues need to be worked out and asked for jurisdictional input toward solutions.

Chair Washington felt it would be beneficial for ODOT to present an overview of the Oregon Highway Plan's process and planning at an upcoming JPACT meeting.

#### RTP UPDATE

Andy Cotugno noted that a 21-member Citizens Advisory Committee has been working on the *Regional Transportation Plan* (RTP) Update over the past three years. Two years ago, it finished its first major project, Chapter 1, the policy direction of the RTP. That chapter provides the conceptual guidance for the plan and was incorporated into the *Regional Framework Plan* through approval of MPAC, JPACT and the Metro Council.

Andy explained that the committee and staff are now in the process of defining the projects for implementing that policy direction. The CAC members helped solicit input from the community. They have now completed their committee activities and are working with the local governments and local government advisory groups to coordinate their regional perspectives with local plans.

Paul Koch, Chair of the CAC, emphasized that the committee was comprised of a broad cross-section of citizenry and that it was an exercise and practice of determination in going through the RTP's three-year planning process. They avoided recommending specific projects; it was not their intent to make local city/county decisions. The CAC was supportive of a regional policy that would enhance the 2040 Growth Concept and provide a link between land use and transportation.

Mr. Koch thanked committee members for the opportunity to serve on the Citizens Advisory Committee and spoke of the high degree of cooperation from Metro staff and elected officials. He also spoke of his committee's concern about trying to gain public involvement to help solve the region's transportation problems. The committee would like to encourage facilitating more citizen involvement.

The CAC's Idea Kit was introduced along with the 12 guiding principles for the *Regional Transportation Plan*, as defined on Page 1 of the document. Mr. Koch emphasized that the document's strategies and ideas should serve as a beginning point in defining the region's future transportation needs. He felt it may be difficult to convince the public to try new ideas.

Ed Gronke, the business representative from Clackamas County on the CAC, also felt the committee represented a good cross-section of the community. He felt that every possible interest group was represented. He commented on reporting back to his Rotary groups, reflecting their reactions and concerns at meetings. He noted that the meetings were not staff driven and that CAC members were free to question and debate prior to a consensus having been reached. Mr. Gronke indicated that there was a lot of discussion and debate and that he was satisfied with the outcome. He also stressed the importance of citizen involvement, was concerned about the segment of the population that hasn't been heard, and encouraged further citizen involvement as the project selection process moves forward. He thanked Metro for allowing him to be a part of the process.

Bill Stewart, the freight representative on the CAC, reported that the freight perspective, its needs and interests were considered throughout the process. He felt the process was good and enabled committee members to share interests and find common ground. He also commended Metro staff in their efforts.

Ted Kyle, the CAC member representing the cities in Clackamas County, noted that the CAC Idea Kit includes everything from sidewalk improvements to new highways. He pointed out that not every project meets all the goals and principles and no one project would maximize all the goals. He felt that the 12 principles represent 12 ideas and a good starting place for further discussion. Mr. Kyle asked that the smaller jurisdictions look beyond their jurisdiction and think about the transportation system as a whole and that they seek a balance among those 12 guiding principles.

Councilor Rohde indicated he had served on the RTP CAC, spoke of their hard work and effort, and commended them for completing the process. He felt the challenges were unsurmountable.

Dave Lohman appreciated the comments relating to public involvement and the difficulty in getting people to participate. Mr. Koch agreed that it was not an easy task and asked for advice on how to accomplish this.

Mayor Ogden commented that the Idea Kit looked like a comprehensive document and that the challenge is to be able to pick the high impact recommendations with respect to the 12-step overlay. With regard to committee sunseting, he asked the CAC representatives what they felt were the high priorities. Mr. Koch indicated there was a project selection list provided in the document for evaluation of the projects. Mr. Stewart expressed some concerns relating to equity with regard to taxation of the freight industry. Mr. Kyle felt that the selection of projects is a difficult task, that there is no one formula to achieve that task, and cited the importance of getting people engaged in the process.

Commissioner Lindquist thanked them for all their work on behalf of the region, recognizing that three of the four citizen members testifying before JPACT were representatives from Clackamas County.

Andy Cotugno explained that the next step is to develop, define and evaluate three different systems: 1) the Preferred System -- one that would meet all standards set into the 2040 Growth Concept that would produce a pricetag of unfunded projects; 2) the Strategic System -- identifying key priorities of the right magnitude comprised of the critical portions of the transportation plan that are anticipated as fundable; and 3) limiting investments to existing resources.

Andy suggested that two joint worksessions be planned for MPAC/JPACT around April 1 and about June 10. Adoption of the RTP Update by resolution will be sought in July and adoption by ordinance in the fall. The RTP Update process occurs about every five years.

Kay Van Sickel felt that many issues will be coming her way and that it represented a good approach for a high strategy. She acknowledged that she wants to be an active participant in the process.

PRESENTATION FOR MAYOR LOMNICKI

An award was presented on behalf of the region, depicting a "playful take" on Mayor Lomnicki's political beginnings on the Ardenwald Neighborhood Association. Following the roast, JPACT members rose to give Craig a standing ovation for his efforts on behalf of the region. He indicated that he would try to stay engaged in transportation and land use, citing their importance in the region. He commented that JPACT represented the best and brightest of the region and thanked the members for their friendship and working together over the past 10 years.

CASCADIA PROJECT: CONNECTING THE GATEWAYS AND TRADE CORRIDORS

Glenn Pascall, economist for the University of Washington, explained that the Discovery Institute's Cascadia Task Force has been working with the Oregon and Washington Departments of Transportation and Amtrak since 1993 on intercity passenger rail.

He noted that a series of community sessions have been held on the Vancouver, B.C. to Eugene, Oregon corridor to consider improvements for the movement of people and goods.

The study initially was to develop bi-state and bi-national support for the Northwest Passenger Rail Corridor. Other issues being addressed include Canadian border crossing enhancements and immigration clearances; highway/rail grade separation and improved landside access to ports; I-5 freight improvements, including technology, and Columbia River issues; and improving transportation connections for international travelers under the Two-Nation Vacation.

At the conclusion of Phase 1, products of the study will include a graphic picture of the 20-year gateway/trade corridor infrastructure needs, investments that would make a seamless transportation system, and a full menu of financing options.

Glenn reported on a meeting held in Seattle on December 18, attended by Senators Linn and Lundquist, at which many of the key bi-state or bi-national elements were discussed.

Mr. Pascall hoped there would be a bi-state request that could be tied together that would provide new mechanisms to form an alliance in support of Connecting the Gateways and Trade Corridors. He reported that the next session will be focused on the border crossings. They are working hard to introduce a second train from Vancouver, B.C. to Portland and to form a larger

development authority for the border.

Registration information will be mailed the week of February 16. An intercity passenger rail conference is being planned. The Cascadia Metropolitan Forum will be held in Portland in conjunction with Rail-Volution.

Mr. Pascall and Mr. Agnew welcomed JPACT's input on the scope of work, noting that they look forward to working with the region. One of their goals is to strengthen bi-state goals. The idea of connecting the Northwest with goods and other private sector interests is now included. This project was initiated through a grant from The Boeing Company.

Chair Washington hoped there would be representation from JPACT in this process and thanked Glenn Pascall and Bruce Agnew for their presentation.

#### CREATING LIVABLE STREETS - STREET DESIGN GUIDELINES FOR 2040

Chair Washington asked that the Creating Livable Streets agenda item be deferred to the March 12 JPACT meeting.

#### ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton  
JPACT Members