

MEETING REPORT

DATE OF MEETING: October 10, 1996

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

PERSONS ATTENDING: Members: Chair Rod Monroe, Susan McLain and Jon Kvistad (alt.), Metro Council; Grace Crunican, ODOT; Rob Drake, Cities of Washington County; Charlie Hales, City of Portland; Claudiette LaVert, Cities of Multnomah County; Dean Lookingbill (alt.), Southwest Washington RTC; Ed Lindquist, Clackamas County; Dave Yaden (alt.), Tri-Met; Linda Peters (alt.), Washington County; Dave Lohman (alt.), Port of Portland; and John Kowalczyk (alt.), DEQ

Guests: Bruce Warner (JPACT alt.), Leo Huff, and Tamara Clark, ODOT; Elsa Coleman, Steve Dotterer and Vicky Diede, City of Portland; John Rist and Rod Sandoz, Clackamas County; Mike Mabrey, City of Gresham; Xavier Falconi, TVEDC; George Pernsteiner, Portland State University; Peter Fry, Central Eastside Industrial Council; Andy Ginsburg and Howard Harris, DEQ; and John Rosenberger, Washington County

Staff: Andy Cotugno, Richard Brandman, and Lois Kaplan, Secretary

MEDIA: Gordon Oliver, The Oregonian

SUMMARY:

The meeting was called to order and a quorum declared by Chair Rod Monroe.

MEETING REPORTS

Mayor Drake moved, seconded by Commissioner Lindquist, to approve the August 8 and September 12, 1996 JPACT meeting reports as submitted. The motion PASSED unanimously.

RESOLUTION NO. 96-2395 - AMENDING THE RTP AND MTIP TO INCLUDE PROJECTS FUNDED BY THE FY 97 SECTION 5309 (FORMER SECTION 3) APPROPRIATION

Andy Cotugno reviewed the Staff Report/Resolution that would amend the Regional Transportation Plan (RTP) and Metropolitan

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Transportation Improvement Program (MTIP) to include the Portland State University Transit Center and the Portland Central City Streetcar projects.

George Pernsteiner, representing Portland State University (PSU), explained that the PSU Transit Center project is one element of the Urban Center project, one component of the PSU master plan, and a transit mall. Light rail would be located along the bus mall. The University district comprises a 52-block area targeting 1,500 housing units, retail, and a transportation hub and is being planned with the City of Portland to accommodate the marked growth in student enrollment. A graphic, depicting the Urban Center project, was distributed. The area is already one of the busiest areas in terms of transit.

Design plans underway for the Urban Center project are the result of direct communication with the City of Portland and Tri-Met during the design planning process. Improvements would include pedestrian-oriented circulation, a transit information center, doubling size of sidewalks and a light rail stop. Mr. Pernsteiner reported that the City of Portland has approved the Central City Transportation Master Plan which includes the mall extension. PSU has tried to be consistent with bus needs, light rail potential, and yet move forward with the academic building without harming any of the transportation initiatives.

Portland State University anticipates growth of 40 percent over the next eight years, 20 percent over the next four years. PSU anticipates a student enrollment of 22,000 in the year 2004. The latest survey indicates that 30 percent of PSU students travel by transit. Dave Yaden felt it would become a center of urban activity. It will include new housing, a new elementary school, retail, and would create a new urban neighborhood that needs to be served by transit. They expect a lot more foot traffic from the transit mall than would be evidenced by a 40 percent increase in student body.

Commissioner Hales reaffirmed that the City of Portland has already approved the University District plan and that their respective zone changes and comprehensive plan amendments have already been considered.

Vicky Diede, Project Manager of the Portland Central City Streetcar project, explained that the impetus behind the project was to tie two large undeveloped parcels of land into the heart of the city. Their efforts have focused on facilitating and supporting mixed use development in Northwest Portland, the University district and into the Macadam Avenue area.

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Chair Monroe asked whether the Central Eastside Industrial district was still being considered as part of the project. Vicky responded that if the first phase is built and becomes successful, there may be opportunities on the Eastside to supplement service. Phase 1 of the alignment entails engineering and design work. She spoke of the opportunity for infill development. Vicky reported that the work being done on Preliminary Engineering has been funded by HUD and the City of Portland.

Portland Streetcar, Inc. has a contract with the City of Portland to scope the project with regard to operation and maintenance, where stops should be placed, and how the project should be coordinated with the South/North Light Rail project. No decision has been reached on who should operate the streetcar. The \$42 million capital plan for the project will be funded 60/40 (federal/local). The public component will include general revenues from the City of Portland, tax increment revenues, system development charges, a local improvement district, and possible utility investments. Vicky noted that discussions have been held with Portland General Electric, the phone company and the gas company over the incremental costs to provide that service compared to the revenues gained by the utility companies. An effort will be made to have them help us invest in the transportation infrastructure.

Operation and maintenance of the Portland Central City Streetcar will cost about \$3 million per year. The City hopes to recapture one-third of that cost through fares and advertising.

Commissioner Peters expressed excitement about the project but noted that it is in stark contrast to development in other parts of the region. Because of the project's operating cost, she spoke of continual funds that must come out of the regional pot each year at a time when there are limited resources. The question of balance between investments for future growth and the need to make up for existing deficiencies was noted.

John Rosenberger reported that, at the last Washington County Coordinating Committee meeting, concern was expressed about the operating issue and how it would affect the South/North or Westside operations. The second issue dealt with the next phase of the Lovejoy ramp and the TOD proposal. They felt this project would be competing with such projects. Commissioner Hales felt that few other projects in the region had enlisted the same level of private sector support. He noted that the Portland Streetcar board is looking at a variety of revenue sources which emphasize local sources where there is a correlation between transportation behavior in the Central City and revenue sources for people making other choices of travel. Commissioner Hales felt we

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should be supportive of projects where 50-60 percent of the trips will be made by facilities other than the auto.

Dave Yaden felt that other public-private initiatives will be submitted for consideration. The operating question is one to concentrate on. While Tri-Met wants to be supportive, they are not in a position to financially absorb this.

Mayor Drake felt that it represented a great project. He indicated that the concern expressed at the Coordinating Committee meeting is that the financially-constrained transportation package is putting a lot of pressure on Washington County. He wanted the committee to be mindful to work toward 2040 and to encourage citizens to get out of their cars, ride MAX, and bike, but noted that there are other areas that don't have the basic framework. He emphasized the need to be mindful that it is a broad region and that, in Clackamas and Washington Counties, people have always driven.

Chair Monroe spoke of the need for a healthy urban goal as essential to a healthy urban region. He didn't want to disregard our responsibilities for the outlying communities but didn't feel these were at cross-purposes. Commissioner Peters agreed with that but also wanted some assurance that the things that are needed for growing and new regional centers in our station areas would receive the same level of support. An acute need for basic amenities at the suburban stations was also cited as acute needs.

Commissioner Lindquist applauded the City of Portland's efforts and spoke of the operating fund deficiencies that Tri-Met has. He reminded everyone of the partnership forged around the JPACT table as it exhibits leadership throughout the region. He noted that the anticipated densities need to have the full operation of transit.

Councilor McLain commented on MPAC's efforts with their long-range functional plan. They are discussing a functional plan for the suburbs and Central City commitments. JPACT needs to decide what can truly get on the ground in the short and long term. We need to establish whether we can build those densities.

Councilor Kvistad noted that there are two regional centers on the Westside that are dysfunctional and won't work without a fully functional I-5/217 interchange.

Action Taken: Commissioner Hales moved, seconded by Mayor Drake, to recommend approval of Resolution No. 96-2395, amending the RTP and MTIP to include projects funded by the FY 97 Section 5309 (former Section 3) appropriation. The motion PASSED. Councilor Kvistad abstained.

1998-2001 STIP/MTIP UPDATE

Information provided the committee in the agenda packet reflects the TIP Subcommittee's recommendation. The process has been proceeding in a consolidated fashion toward development of a draft that would go out for public comment. A major decision will be made following the public hearing in January. Final adoption will take place in February/March subject to the air quality conformity analysis.

Revenues were divided into two categories -- State Modernization (currently an overcommitted resource) and flexible funding (Transportation Enhancement, Congestion Mitigation Air Quality, and Regional STP) where commitments have been made through 1998.

Andy reported that the proposed draft was developed in close coordination between ODOT and Metro staff. A number of issues are subject to approval of the Oregon Transportation Commission. In the past, 20 percent of the Modernization funds have been programmed in the rural portion of Region 1. This year, it is being proposed that those funds, totaling \$14 million, be transferred to the Metro region. Past Modernization commitments in the rural areas will have been met.

In addition, the OTC has set apart funds for safety projects. The region will be asking the OTC to recognize that some of the projects on the Modernization list include some of those safety improvements and needs they hope to meet. Andy referred the committee to Attachment 1 of the October 4 memo that defines the recommendations for the Modernization projects and use of flexible funds.

Grace Crunican reported that ODOT is still shifting numbers around to try to fund the full \$37 million for the I-5/217/Kruse Way interchange. She expressed concern about taking some of the rural funds for Region 1 and wanted to see what kinds of funds could be leveraged. She also cited the need to maintain transit in the region.

Given the limited resources, TPAC's recommendation is not to do a broad transportation solicitation. They would like to see projects considered that have already gone through the last allocation and ranking process. The exact dollar figures have not been finalized.

The last issue is the criteria to be used for project allocation. The recommendation is to expand the character of the criteria for 2040 as depicted on Attachment 3. To reflect the draft *Urban Growth Management Functional Plan*, land use, density, street connectivity and street design criteria have been incorporated. By

the time the public hearings are held, the flexible funding projects would be ranked.

Mayor Drake supported funding projects that have already been in the queue. He expressed concern over the I-5/217/Kruse Way interchange project.

In discussion on the expanded 2040 criteria, the question was raised about whether such criteria will be used retroactively for use of the \$34 million of candidate projects. Councilor Kvistad was not supportive of going back retroactively and proposed putting as much funds as possible toward the I-5/217/Kruse Way interchange project.

Commissioner Hales noted that it is timely that we start to rely on the 2040 plan in making transportation investments.

Commissioner Peters expressed concern about the inability to address congestion and provide funds for pedestrian-friendly and adequate transit improvements in the south end of Washington County. She felt they will be out of step with the rest of the region and have no way to reverse it.

Dave Lohman supported the concept represented but felt it is overwhelmingly a list of passenger-related transportation improvements. He felt the list should also recognize an economy that is reliant on trade and hoped that, in the future, it would be a more balanced list. Commissioner Hales felt that potential freight projects would likely fare better than safety or congestion measures under this grading system.

Commissioner Lindquist noted that Clackamas County is where most of the Urban Reserves will end up and applauded all efforts to help solve that problem. He felt ODOT and Metro staff had done a good job in developing the recommendation.

Action Taken: Commissioner Lindquist moved, seconded by Mayor Drake, to approve the draft report as presented. The motion PASSED unanimously.

OZONE UPDATE

John Kowalczyk, DEQ, introduced Andy Ginsburg who presented an overview relating to exceedance and violation of the federal ozone standard. He reported that the ozone standard is exceeded when it is over 0.124/ppm. A violation occurs if there are more than three days in a three-year period that exceed that measured ozone concentration at one monitoring site.

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Andy reported that the region had two exceedances this summer at Milwaukie High School and one at Carus and is designated in non-attainment for ozone. EPA has not acted on the Maintenance Plan as yet but will approve it prior to the next ozone season. If the Maintenance Plan is not approved by next summer, there is a potential for more exceedances. New control requirements can be imposed on industry if we violate before being redesignated by EPA. We can trigger our Maintenance Plan after designation has been made. The air quality strategies have a major impact on transportation.

Andy noted that the two exceedances triggered Phase 1 of the Contingency Plan. The Maintenance Plan is due to be submitted to EPA in February. Ninety degree days and multiple days of 90° with stagnant wind conditions triggered the exceedances.

Most of the strategies have not been implemented yet. Andy cited the need to make Clean Air Days more effective, to place less emphasis on commuting and limitations on lawn mowing. If necessary, he felt that an advisory committee would be formed to re-evaluate certain strategies, consider using reformulated gasoline, and look at other options. John Kowalczyk felt that, at that point, DEQ would be looking for regional consensus on other appropriate strategies. John emphasized the need to do a good job in implementing the contingency strategies. He noted that there was no safety margin built into the Maintenance Plan.

A discussion followed on whether there were any differences in the pollution components in the different grades of gas and the process and cost difference in reformulated fuel. John Kowalczyk reported that the split between industrial and vehicle emissions for was 50/25 for carbon monoxide and 30/25 for ozone.

Also discussed was possible implementation of "cash for clunkers" as a means of getting the older vehicles off the road. It was noted that, starting with the 1996 model years, the new cars will be operating cleaner. Also noted was Portland General Electric's incentive relating to lawnmowers and the possibility of placing a ban on operating your lawnmower on certain days.

Other strategies mentioned included implementation of an odd/even drive day.

From the standpoint of process, John Kowalczyk and Andy Ginsburg suggesting giving the Maintenance Plan an opportunity to prove itself. They indicated that the Employee Commute Program option is underway.

Chair Monroe thanked Andy Ginsburg and John Kowalczyk for their presentation.

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ANNOUNCEMENTS

Andy Cotugno announced that the next JPACT Finance Committee meeting is scheduled for Thursday, October 24, at 7:30 a.m. at Metro in the Council Annex.

In accordance with JPACT bylaws, Andy noted that it is the responsibility of the City of Gresham to solicit nominations to fill JPACT member/alternate terms expiring in January for the cities of Multnomah County.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members