

## MEETING REPORT

DATE OF MEETING: May 9, 1996

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

PERSONS ATTENDING: Members: Chair Rod Monroe, Susan McLain and Don Morissette, Metro Council; Rob Drake, Cities of Washington County; Roy Rogers, Washington County; Ed Lindquist, Clackamas County; Earl Blumenauer, City of Portland; John Kowalczyk (alt.), DEQ; Tanya Collier, Multnomah County; Tom Walsh, Tri-Met; David Lohman (alt.), Port of Portland; Claudiette LaVert, Cities of Multnomah County; Gerry Smith, WSDOT; and Dean Lookingbill, Southwest Washington RTC

Guests: Pat Collmeyer, Neil Goldschmidt's Office; Maggie Collins, Cities of Clackamas County; Rod Sandoz, Clackamas County; Dave Yaden and G.B. Arrington, Tri-Met; Ron Bergman, Clark County; Susie Lahsene, Multnomah County; Jay Mower, Hillsdale Vision Group; Donna Scott, Oregon Trucking Association; Elsa Coleman, Steve Dotterrer, and Meeky Blizzard, City of Portland; Richard Ross, Cities of Multnomah County; Dave Williams, ODOT; Kathy Busse, Multnomah County; and Kathy Lehtola, Washington County

Staff: Mike Burton, Executive Officer; Andy Cotugno; Richard Brandman; Tom Kloster; Bridget Wieghart; and Lois Kaplan, Secretary

MEDIA: Bruce Solberg, Daily Journal of Commerce

### SUMMARY:

The meeting was called to order and a quorum declared by Chair Rod Monroe. A moment of silence was observed in memory of Bill Naito and his family. Bill was regarded as one of Portland's noted community activists.

### AIRPORT PARKING EXPANSION

Dave Lohman, Port Director of Policy and Planning, explained that the Port Commissioners had received a letter from MPAC dated April 29 concerning the Port's plans for parking expansion at the airport. The Port plans to respond to that letter in more detail at the May 29 joint JPACT/MPAC meeting.

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MPAC's letter questioned whether the Port's plans are in conflict with Metro's Urban Growth Management Functional Plan and intended policies and regulations of the Regional Framework Plan.

Dave reported that the parking expansion project was launched with a great deal of public discussion and was authorized by a July 12, 1995 decision of the Port Commission. He noted that the Port has worked hard with the region toward development of the 2040 Growth Concept and in the regional transportation planning process that affects light rail to the airport. He cited widening and other constraints faced at the airport. The money for such improvements is from passenger facility charges to be collected over time. The garage will be built through a bond derived from parking fees.

The primary problem is a north/south runway that constrains the parking area. A 600-foot curbspace in front of that wall will not allow for any expansion.

Statistics cited by Dave included the fact that 35 percent of people headed for the airport drop people off and 75 percent don't live in the tri-county area. He felt that trying to capture a big percentage on transit is limited. The Port needs to deal with the constrained roadway. Dave cited the need for better shuttle service and putting in another drop-off curb. He emphasized that the Port is trying to achieve a balanced transportation system out to the airport. They're at a point, however, where they have to keep parking restricted as it is now.

Dave indicated that an update would be provided the committee at the May 29 joint JPACT/MPAC meeting.

Mike Burton noted that Metro has not taken a position on this matter. There is a continual effort to work with the Port on these problems. He didn't believe that either the Council or the Executive Department had taken a position on this issue.

Chair Monroe stated that he wanted to see light rail get to the airport, citing tremendous advantages in having it happen. He felt that the 2040 Growth Concept is all about giving people more choices. Dave Lohman responded that the Port is trying to keep that option open.

Tom Walsh felt that every effort has been made for a cooperative effort with the Port and suggested that this issue be discussed further to see if there are other practical solutions.

Commissioner Blumenauer suggested that it be wrapped in with the connection with I-205 and the bridge and Airport Way.

### TRIBUTE

This being Commissioner Blumenauer's last JPACT meeting, Committee members roasted and toasted the Commissioner to commemorate his tenure on JPACT with a surprise package that included a showcase of memorabilia including a 15-year Metro employee pin, a slogan t-shirt, some transportation-related items and trucks and a boat from the Port, a "very" Democratic tie, a Reduce the Gas Tax plaque, a lifetime pass on Tri-Met, a congestion pricing transponder to deal with toll roads, a memorable quote from John Kain, and a poem by Lois Kaplan written on his behalf.

Commissioner Blumenauer noted that it's been 18 years that he's participated in planning activities with the region and that it is his intent to continue to do so. He cited JPACT as being a unique entity in this country and deserving of a lot of credit on how a region can work effectively together to achieve consensus. He indicated he looks forward to working with JPACT in the future and thanked them for their good wishes and sendoff.

### CLARK COUNTY TRANSPORTATION FUTURES COMMITTEE

A letter was introduced by Commissioner Blumenauer for consideration and distribution to the Clark County Transportation Futures Committee proposing that a contingent from JPACT be included as part of their Transportation Futures process in an effort to solidify bi-state accessibility issues and a cooperative partnership. Committee members noted that this would be an opportunity for the region to acknowledge the problems Clark County is facing, that we are receptive to work with them, and that we would like to be a part of a cooperative bi-state futures process. It was felt that the letter should be further refined and expanded upon and was referred to the Transportation Director for its final draft.

Dean Lookingbill felt that the letter is both timely and beneficial as the Futures Committee goes through its final deliberations and felt the committee needs to fully understand the bi-state partnership.

Action Taken: There was committee consensus to send such a letter to the Clark County Transportation Futures Committee but to provide more direct language about inclusion of some JPACT members and staff for interaction.

### MEETING REPORT

Mayor Drake moved, seconded by Commissioner Rogers, to approve the April 11 joint JPACT/MPAC meeting report as submitted. The motion PASSED unanimously.

SOUTH/NORTH LRT COST RESPONSIBILITY ASSUMPTIONS FOR BIKE/PEDESTRIAN FACILITIES

Andy Cotugno highlighted the March 26, 1996 memo to the South/North Steering Group relating to cost responsibility assumptions for bike/pedestrian facilities. The first two bullets dealt with South/North bike/pedestrian projects that would be covered by the project. The third bullet dealt with five river crossings that would provide for bike/pedestrian pathways but responsibility for costs would be borne elsewhere. The five river crossings noted included the Ross Island LRT crossing; the Caruthers crossing; the Columbia Slough crossing (north of Kenton); the North Portland Harbor crossing (south end of Hayden Island); and the Columbia River crossing. The river crossing projects are not currently part of a bike/pedestrian plan for the region.

Andy explained that there are cost efficiencies that are possible during LRT construction. The recommendation to the Steering Group is that these facilities be identified in the EIS so that, when completed and a final decision is made, a determination will be made on whether those projects constitute a priority, whether they make sense and whether they should be included in the South/North project. In order to include them in the project, some jurisdiction will have to make a financial commitment for their construction.

There may be opportunities for local jurisdictions to add projects to the South/North project. If they choose to do that, they could be included in the design but a commitment for cost responsibility must be made at the time. The conclusion of the EIS will be the critical decision point for a commitment to be made to include projects for construction with South/North. Andy asked that such requests be submitted by the jurisdictions.

Action Taken: There was committee consensus to forward the memo on South/North LRT cost responsibility to the South/North Steering Group for adoption.

RESOLUTION NO. 96-2333 - ENDORSING THE CONGESTION PRICING TASK FORCE

Andy Cotugno explained that this resolution would appoint the oversight policy group for the Congestion Pricing pilot study and set the charge for that group. Andy introduced Bridget Wieghart, Project Manager for the study. Contract negotiations are underway for both technical and public outreach consultants. The Congestion Pricing Task Force will oversee the assessment of pros/cons of congestion pricing relative to feasibility, impacts, compatibility with the Region 2040 Growth Concept, and public outreach efforts, and ensure that the technical assistance is done well.

Action Taken: Commissioner Rogers moved, seconded by Mayor Drake, to recommend approval of Resolution No. 96-2333, endorsing the Congestion Pricing Task Force. The motion PASSED unanimously.

REGIONAL TRANSPORTATION PLAN CHAPTER 1 POLICY COMPONENT

Andy Cotugno explained that we are moving toward an interim milestone, Chapter I of the Regional Transportation Plan. He emphasized that it represents an interim step and cited the need to define the rest of the system, improvements, and the implications on how it helps implement our land use plans. A joint JPACT/MPAC meeting is planned as an evening meeting on May 29 for further review to allow it to proceed to adoption schedule. An RTP Chapter I adoption schedule was distributed and will be incorporated with this record.

The public comment period is open until May 17 with a hearing scheduled by Metro Council on May 23.

Andy commended the hard work and effort of the RTP Citizens Advisory Committee that occurred over a period of several months. He then presented an overview and slide presentation on the RTP vision, future travel needs, mix of travel modes, and implementation of the 2040 Growth Concept.

In addressing the systemwide goals, Andy stated that the purpose of the RTP is to define regional priorities to serve the 2040 Growth Concept. The connection to 2040 is important by linking transportation and land use. He cited the importance of providing good access to the Regional Centers and Central Cities, good bus access, a mix of modes, and maintaining a more compact region.

The second major component he cited is the link between land use/transportation and freight considerations. He also noted the need for better street connectivity in the neighborhoods while protecting them from excessive through traffic.

Andy reviewed the 2040 emphasis and components outside the Urban Growth Boundary which included Urban Reserves, Rural Reserves, Neighbor Cities and Green Corridors. He spoke of the street design concepts and its importance in terms of traffic function and the land use it passes through. There is a hierarchy of design types that recognize different land use needs, including throughways, boulevards, streets, roads, and local streets.

Andy also described modal objectives and noted that there would be a network for each mode in the system. Updated system maps

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establish new project evaluation criteria, new funding strategies, broader monitoring and performance measures.

Andy encouraged JPACT members to read the RTP in more detail as a means of becoming more familiarized with the document.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton  
JPACT Members