

MEETING REPORT

DATE OF MEETING: March 14, 1996

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

PERSONS ATTENDING: Members: Chair Rod Monroe, Jon Kvistad (alt.) and Don Morissette, Metro Council; Dean Lookingbill (alt.), Southwest Washington RTC; Craig Lomnicki, Cities in Clackamas County; Roy Rogers, Washington County; Bruce Warner, ODOT; Mary Legry (alt.), WSDOT; and Claudiette LaVert, Cities in Multnomah County

Guests: David Yaden, Bernie Bottomly and G.B. Arrington, Tri-Met; Commissioner Peters and Jerry Parmenter, Washington County; John Rist and Rod Sandoz, Clackamas County; Daniel Kent, Dotten & Associates; Steve Dotterer, City of Portland; Nadine Smith, City of Tigard; Maureen Quaid, Oregon Environmental Council; Kathy Busse, Multnomah County; Howard Harris, DEQ; and Richard Ross, City of Gresham

Staff: Mike Burton, Metro Executive Officer; Andrew Cotugno, Mike Hogle, Tom Kloster, Pamela Peck, and Lois Kaplan, Secretary

SUMMARY:

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

MEETING REPORT

Bruce Warner moved, seconded by Mayor Lomnicki, to approve the February 8 JPACT meeting report as submitted. The motion PASSED unanimously.

RESOLUTION NO. 96-2281 - APPROVING THE FY 1997 UNIFIED WORK PROGRAM

Andy Cotugno explained that the FY 97 Unified Work Program (UWP) includes all federally funded planning-related activities for the Portland metropolitan area. Regionally significant federally-funded activities included in the TIP are not included. The dollar amounts reflect the amounts previously approved for allocation through the 2040 process.

Andy noted one change to the dollar amounts that represents a \$50,000 increase for the Port's Commodity Flow Analysis that was recommended for an increase by TPAC but was never carried forward. In addition, Andy noted that the funding summary table reflects the fact that the Section 8 funds received an actual dollar amount of \$2,500 less than what was estimated.

A letter distributed by the City of Milwaukie requested incorporation of the McLoughlin Boulevard (ORE 99E) Feasibility Study in the UWP in the "regionally significant" category of projects. Federal share for the project is \$100,000 of STP funds for a total of \$125,000.

Action Taken: Commissioner Rogers moved, seconded by Bruce Warner, to recommend approval of Resolution No. 96-2281, approving the FY 1997 Unified Work Program with amendments as follows:

- . An additional \$50,000 to be added to the Port of Portland's Commodity Flow Analysis for a total of \$275,000; and
- . Incorporation of the City of Milwaukie's McLoughlin Boulevard (ORE 99E) Feasibility Study in the category of "regionally significant" projects for a total of \$125,000 (\$100,000 STP federal share). The purpose of the study is to review design options for improvements to a .5 mile segment of McLoughlin Boulevard in downtown Milwaukie, part of the integrated Milwaukie Regional Center Arterial/Street Improvement Program.

The motion PASSED unanimously.

UNION PACIFIC/SOUTHERN PACIFIC MERGER

Andy Cotugno reported on the significant benefits of the proposed Union Pacific/Southern Pacific (UP/SP) merger to the Portland area and the rest of the state. ODOT, on behalf of the State of Oregon, is a party of record to the comment process. The region's comments, as defined in a draft letter dated March 14 to Claudia Howells, ODOT's Railroad Services Coordinator, will be incorporated into that process. Andy highlighted the issues of concern to the region and elaborated on the benefits of having a direct single-line rail service from Canada to Mexico.

Concerns are related to rail facility access, rail operations, grade crossings, right-of-way for South/North light rail, the number of trains crossing the area, truck volumes to terminals, whether there would be any impact on current and proposed Amtrak passenger operations, and whether there are plans for any rail abandonments that might be considered for regional recreational trails.

The question was raised about use of the term "rationalization" in the letter and whether that was common usage. Mike Hوجلund reported that the terminology was common to railroad people. He noted that this represents the first of two comment periods. In about three months, a resolution will be introduced that outlines the comments in more detail and supports or conditions approval of the proposed merger.

A letter was introduced on behalf of the cities of Multnomah County requesting that alternate language be provided for the last bullet on Page 3 of the letter to Claudia Howells relating to impacts on Amtrak passenger operations.

Action Taken: Councilor LaVert moved, seconded by Bruce Warner, to approve the March 14 letter to Claudia Howells with the Gresham friendly amendment for a language change to the last bullet on Page 3 to read as follows:

- . Impacts, if any, on current and proposed (e.g., high-speed rail) Amtrak operations in the state.

The motion PASSED unanimously.

REGIONAL TRANSPORTATION PLAN UPDATE

Andy Cotugno explained that Phase I of the Regional Transportation Plan update was the *Interim Federal RTP* adopted by JPACT/Metro Council on May 18 and May 25, 1995, respectively. He cited the need for a lot of work to take place to define how the transportation system will be integrated with the 2040 Growth Concept.

Chapter I of the current and proposed RTP comprises the policy component that will set transportation direction, define the land use/transportation connection, define what it takes to support the 2040 Growth Concept, and determine where facilities are needed and how to design them. The policy component will provide the basis for future planning and decision-making.

Phase II of the update will define the policy direction for the road and transit system and the bike/pedestrian system in compliance with the objectives of the 2040 Growth Concept and Transportation Planning Rule. The policy component of the RTP (Chapter 1) will be adopted by ordinance during this phase, scheduled for May 1996.

Phase III of the update will deal with system improvements over a 20-year period geared to funding scenarios that are financially committed, financially constrained, strategic and preferred. Andy spoke of determinations to be made on the kinds of direction to be pursued for funding improvements. In defining "strategic,"

he cited "projects for an Arterial Program," with a specific set of improvements and size, as one example.

Parallel to work on the RTP update is development of the Regional Framework Plan. Andy pointed out there's an integrated timeline to ensure that the transportation framework and the Regional Framework Plan are integrated and consistent with one another.

As part of the update process, Andy felt that the RTP Citizens Advisory Committee represented a good mix of people, had worked hard, and their recommendations for goals and objectives reflected a good effort. He then reviewed the chart summarizing CAC actions to date relating to the transit, freight, bicycle and pedestrian systems and transportation demand management.

Chapter I of the RTP will form part of the basis for the open houses scheduled in March/April to gain input for early implementation of the Regional Framework Plan. Adoption is proposed in May.

Andy reviewed the regional vision and guiding principles identified in Chapter I of the RTP that target accessibility and mobility, a cost-effective transportation system, and prioritized system improvements. He highlighted the primary and secondary components of the 2040 Growth Concept and their relationship to the transportation system. He emphasized the importance of identifying the highest priority components of the 2040 Growth Concept and the importance of system operations/maintenance and safety.

Andy cited the need to revisit and further discuss some of our performance standards.

A handout was distributed on the Metro Open House Schedule on livability issues. Electronic polling will take place every 45 minutes at these open houses in response to questions on land use and transportation issues. All jurisdictions are encouraged to participate in these open houses.

Bruce Warner commented that, from the state's perspective and for the purpose of planning, the RTP represents a financially committed, money-in-hand, constrained document in compliance with the Transportation Planning Rule. If projects are not included in the RTP, they can't be included in the TIP. The state TPR requirement and the local comprehensive plans define whatever transportation system is needed to support the land use and is reflective of the "preferred" system. Andy Cotugno indicated that the federal requirement is much more restrictive, based on what is perceived as revenues. The "strategic" system is an

attempt to be more targeted -- the amount of revenue you wish to raise to accomplish certain objectives. Bruce felt that this is an area that gets the public stirred up. He felt you have to justify why you should live in higher density when the state can't live up to its commitments with limited funds. He cited the need for more discussion on system performance and the requirements of the RTP. He asked where limited dollars should be placed to promote the elements of 2040.

Mike Burton spoke of the conflicting differences between the federal, state and regional transportation systems and cited the need to discuss what is reality and what is proposed. He noted that the decision-makers have a difficult planning process.

It was noted that Fred Eberle of ODOT presented a clear picture of the Oregon Transportation Plan, its program, and available funds for building at a recent CPO 8 meeting. Bruce Warner cited the importance of making it clear to the public that the projects are not fully funded. The level of congestion and what is tolerable needs to be discussed further. Bruce felt the basis of defining our framework of transportation investments should be in terms of the ability to fund the projects, being forthright and clear with the public, and strategically placing our investments to best realize our vision.

The survey will be tested at the March 19 CAC meeting and by a high school class at Marshall High School before being finalized.

Councilor Morissette and Commissioner Rogers emphasized the importance of how the questions are generated or posed. Councilor Morissette noted that people support higher density but want more property to fit that on. A discussion followed about the choices being made for living that may cause more congestion in the future. Commissioner Rogers expressed concern about what the expectations of our consultants might be because of the way some of the questions are posed (pertaining to questions 64 through 68 of the questionnaire). He asked whether we would still be willing to expand to create more growth opportunities if the outcome of the poll doesn't predict anything.

A discussion followed on the functionality of the Regional Transportation Plan. It is regarded as both a product and a process. The product is intended to satisfy the federal requirement but there is also need to use it as the organizing vehicle to engage the public. There was consensus that the 2040 framework is the right place to be in terms of shape of the region and livability. Dave Yaden suggested not separating the survey out by modes. He felt that the RTP represents not only the level of investment, the design of those elements that define how the streets are built and integrated with other modal aspects, but emphasizes the

need to make the right kinds of transportation investments. The public has an interest in understanding how the transportation investments would make a difference if there is more dense development.

Commissioner Peters felt that a good survey will lead people through a series of questions that arrive at finer distinctions in the same two to three areas. She was impressed with how well the survey was structured and encouraged comments. She indicated it recognized the factors affecting people's decisions on what is acceptable.

Commissioner Peters reported that MPAC is now reviewing public involvement for the Regional Framework Plan and has asked for a joint meeting with JPACT to consider the parking and transportation issues. The focus of the meeting would be on Title 3, the Regional Parking Policy; Title 7, Regional Accessibility; Title 8, the Narrow Streets Policy; and Title 9, Compliance Procedures. She noted that Commissioner Hales is the new Chair of MPAC.

JPACT Committee members agreed that the April 11 JPACT meeting will be jointly held with MPAC with focus on the above issues.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members