

## MEETING REPORT

DATE OF MEETING: October 12, 1995

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

PERSONS ATTENDING: Members: Chair Rod Monroe and Don Morissette, Metro Council; Earl Blumenauer, City of Portland; Roy Rogers, Washington County; Dean Lookingbill (alt.), Southwest Washington RTC; Craig Lomnicki, Cities of Clackamas County; Rob Drake, Cities of Washington County; Gerry Smith, WSDOT; Langdon Marsh, DEQ; Tom Walsh, Tri-Met; Ed Lindquist, Clackamas County; Dave Lohman (alt.), Port of Portland; and Bruce Warner, ODOT

Guests: Greg Green (JPACT alt.), DEQ; Dave Yaden, G.B. Arrington, Mary Fetsch and Laurie Garrett, Tri-Met; Patricia McCaig (JPACT alt.), Metro Council; Mary Legry (JPACT alt.), WSDOT; Lidwien Rahman and Dave Williams, ODOT; Rebecca Ocken, City of Gresham; Steve Dotterer and Meeky Blizzard, City of Portland; Susan Lee and Kathy Busse, Multnomah County; Pat Collmeyer, Neil Goldschmidt's Office; Rod Sandoz, Clackamas County; Kathy Lehtola, Washington County; and Bill Brandon, City of Happy Valley

Staff: Mike Burton, Executive Officer; Andrew Cotugno, John Fregonese, Carol Kelsey, Mark Turpel, 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 REPORT

Tom Walsh moved, seconded by Commissioner Lindquist, to approve the September 14, 1995 JPACT meeting report as written. The motion PASSED unanimously.

### URBAN ARTERIAL FUND

Andy Cotugno explained that there are three things to be considered for the Urban Arterial Fund: a candidate list of projects identified by the jurisdictions; the candidate projects

based 75 percent on regionally significant projects and 25 percent for the freight/bridge component with the lists forming the basis for an outreach effort; and consideration of whether the effort should be pursued by a ballot measure, the priorities, the type of tax structure, and the target amount.

Candidate lists and a schedule for the Community Bridge and Road Fund (Regional Arterial Fund) were distributed. Andy reported that they are in the process of defining which groups around the region they should meet with.

Andy noted a request from Governor Kitzhaber for the region to work with the state in developing a finance strategy to meet its statewide transportation needs. He spoke of the need to be a party to that process and to coordinate the state/regional effort so that the regional measure does not impair statewide efforts. It is hoped that both efforts will be complementary to one another.

Chair Monroe asked JPACT members to review the proposed letter to the Governor that offers our assistance with their statewide effort.

Comments on the proposed letter included the need to move forward with the Regional Arterial Fund, whether it was appropriate to send the letter, the question of "veto" power by the Governor over the regional effort, and the need to respond favorably to the request as it demonstrated a positive example of statewide leadership. It was noted that there were business leaders in support of the state effort at the October 6 meeting with the Governor.

Also discussed was the Governor's willingness to talk with different parts of the state in developing a framework for growth and resources. There was acceptance on the part of Committee members to embrace the state's effort in helping develop a process or strategy for the statewide initiative. They felt a template could be crafted on how to deal with other areas in the state. They also recognized the need to demonstrate how our regional effort fits into, rather than opposes, a statewide strategy.

Tom Walsh suggested ending the letter following the word "strategy" in the last paragraph and supported the content of the letter.

Mayor Drake indicated that the message from Salem is generally that the region should do more on its own. He felt we should be working with the Governor but felt that transportation concerns are a regional priority and that we need to help ourselves first.

He asked that Committee members exercise their leadership by doing the right thing.

Mayor Lomnicki felt that, even if the Legislature enacted a tax measure, it wouldn't be enough to meet local needs, noting funding for storm drains on roads as an example. He supported partnership with the state, felt this was a timing issue, and cited the need to find other means of resources.

Commissioner Blumenauer felt the response should be more direct in terms of how we are going to move the Regional Arterial Fund forward, the process that could occur in the rest of the state, and our desire to work with the Governor.

Mike Burton commented on the state's proposal to fund statewide highways, the regional effort that is exploring ways to fund the arterials that feed onto that highway network, and the challenge to formulate a strategy that would meet both needs. He noted that the meeting with the Governor also dealt with local financing issues and felt that more time was needed to draft an informed response.

Commissioner Lindquist reported that other regions are considering a gas tax measure while the state is looking at a statewide effort. While he was supportive of a state initiative, he cited the need to move forward in the regional process.

Councilor Morissette emphasized the importance of the funding strategy. He concurred in the need to do something toward long-range problems and enlisting a groundswell of support. It was noted that the purpose of the public hearings in December is to solicit opinions and to determine if there is collective support for a tax measure. Councilor Morissette indicated he was dedicated to an arterial program that would allow each jurisdiction to spend its funds in its own way.

Action Taken: Tom Walsh moved, seconded by Councilor Morissette, to forward the proposed letter to Governor Kitzhaber with the final paragraph to read as follows: "In conclusion, we are available to assist you in your efforts to develop a statewide transportation funding strategy and will provide you with our recommendations."

Motion: Dave Lohman moved to amend the letter to add a statement that we will be coming forth with some proposals that might help the Governor in his effort. The motion died for lack of a second.

In discussion, Mike Burton indicated it was his intent to direct staff to formulate a way for some mechanisms to occur that would

link regional efforts with that of the state, but he didn't want it to hinder the regional effort.

Commissioner Rogers asked whether the meeting held by the Governor was a partisan meeting. Chair Monroe did not feel it was a partisan effort in any way, indicating that the purpose was to discuss concerns about the Regional Arterial Fund process impairing statewide efforts.

In calling for the question, the motion PASSED; Mayor Drake dissented. It was agreed that the letter be co-signed by Commissioner Lindquist, Chair of the JPACT Finance Committee, and Councilor Monroe, Chair of JPACT.

RESOLUTION NO. 95-2219 - RECOMMENDING FUNDING FOR THE ODOT/DLCD TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM

Andy Cotugno explained that the Transportation and Growth Management (TGM) Program is a coordinated DLCD/ODOT effort. There is \$2.1 million available for Region 1 in the next biennium and most of it will come to the Metro region. The three categories for eligible TGM funds are: Category 1, Transportation Planning Rule Implementation; Category 2, Land Use Alternatives; and Category 3, Urban Growth Management.

Exhibit A of this resolution identifies the applications recommended for consideration of TGM funds. The applications for Categories 1 and 2 were reviewed and evaluated by ODOT/DLCD/Metro, with Metro bypassing review of its own or co-sponsored applications.

Bruce Warner emphasized the fact that this is not an entitlement program and that further ODOT/jurisdictional discussions on the projects would take place. He spoke of the need for information to be in place if closure is needed on some issues.

Mayor Lomnicki wanted to go on record in opposition to the proposed recommendations as he felt that Oregon City and Wilsonville projects, which are being considered as Regional Centers, should be given higher status. One concern noted regarding Wilsonville and the use of Dammasch property is that the TGM funds cannot be used on state property. Mayor Lomnicki asked that they reconsider Oregon City and Wilsonville as they once again evaluate the Priority B list.

Commissioner Rogers suggested that the funding for Washington County's grants coded 1.76 and 1.77 -- Implementation of Narrower Local Street Standards and Neighborhood Traffic Management Techniques and Urban Collector System Study, respectively -- may be higher than necessary. Washington County is trying to better understand traffic management techniques as they are experiencing

traffic calming and mitigation. He noted that their principal interest is the ability to use these projects to implement 2040, that Washington County wants to move some of its other applications downward and asked that the projects be reconsidered as projects of regional significance.

Action Taken: Mayor Drake moved, seconded by Commissioner Lindquist, approval of Resolution No. 95-2219, recommending funding for the ODOT/DLCD Transportation and Growth Management Program.

In discussion on the motion, the question was raised whether there would be opportunity for local jurisdictions to switch things around as they choose. Bruce Warner indicated that, if there are savings to be realized, they will be looking at other projects. There is the likelihood of some changes/modifications that can be worked out with ODOT.

The motion PASSED unanimously.

#### REGION 2040 EARLY IMPLEMENTATION

John Fregonese spoke of the interim land use measures formulated by MTAC and their recommendation for early implementation of Region 2040. They involve better coordination with local jurisdictions as well as with state agency activities where problems have been identified. The following performance measures are recommended: 1) to accommodate new zoning for 2015 population growth; 2) to provide for mixed use growth (whereby the zoning text would be changed to allow for mixed uses and urban designs in station areas, regional and town centers, mainstreets, and corridors as a means of reducing VMT); 3) to protect stream corridors and wetlands; 4) to implement the rural reserve and green corridors through adoption of intergovernmental agreements; 5) to institute parking measures in a three-point program that would reduce parking minimums and accommodate 2040 densities, coordinate and implement with DEQ a voluntary parking reduction program, and the region would benefit with air quality and TPR compliance benefits (MPAC has also directed staff to develop a maximum parking standard that would represent 125 percent of the minimum); and 6) to limit retail in employment areas.

John Fregonese indicated that the interim measures will be considered for approval at the October 25 MPAC and October 27 TPAC meetings. Based on the package of interim measures, the Urban Reserve and Urban Growth Boundary will be modified. He anticipated adoption of the Urban Reserves and any needed Urban Growth Boundary expansion in the spring.

In discussion, Councilor Morissette noted that, in implementation of this plan and accommodating growth through regulatory reform, it would serve as a guideline rather than a mandate.

John Fregonese noted that the challenge from MPAC to TPAC/JPACT is to identify transportation-related actions that would help implement 2040 earlier. A TPAC subcommittee meeting was held to identify where density is needed and how to make it work. Andy Cotugno reviewed the ten proposed transportation actions defined in his October 9 memo that would help accelerate implementation of 2040. They represent actions that encourage higher densities in designated areas or mitigate the effects of higher density.

Andy spoke of setting targets for the Regional Centers, share of travel for various modes that allows for VMT reduction, and a goal of what we are trying to accomplish. There needs to be further discussion on whether these are the kinds of issues that would help set our priorities and get us closer to early 2040 implementation.

In discussing congestion, it was noted that Metro has a different standard for level-of-service than does ODOT. Andy Cotugno felt that accessibility also should be measured in addition to congestion. He cited easy accessibility to freight terminals as a factor. Andy suggested that a policy discussion on congestion be scheduled at a future JPACT meeting.

RESOLUTION NO. 95-2224 - AMENDING THE FY 95-96 UNIFIED WORK PROGRAM TO INCLUDE DEVELOPMENT OF REGIONAL FRAMEWORK PLAN ELEMENTS FOR TRANSIT-SUPPORTIVE LAND USES IN LIGHT RAIL STATION AREAS AND CORRIDORS

This resolution would allow Tri-Met to become eligible for an FTA grant that encourages transit-supportive development along rail corridors and station areas.

Action Taken: Bruce Warner moved, seconded by Mayor Drake, to recommend approval of Resolution No. 95-2224, amending the FY 95-96 Unified Work Program to include development of Regional Framework Plan elements for transit-supportive land uses in light rail station areas and corridors.

The motion PASSED unanimously.

ENDORSING RUGGO AMENDMENTS FOR ADOPTION OF REGION 2040 GROWTH CONCEPT

Mayor Lomnicki noted that there was an unresolved issue tabled at the September 12 JPACT meeting relating to Clackamas County's proposed changes to the Growth Concept Map. Some of the changes

were resolved by MPAC and have already been incorporated on the map, but he asked that the following proposed map additions also be incorporated:

- . That the Clackamas regional LRT terminus would end on the west side of I-205 and that the route south to Oregon City would be represented by a dotted line. All future extensions would be shown by a dotted line;
- . That Oregon City, designated as a Regional Center, be shifted slightly northward to encompass the Clackamette Cove area within the purple circle;
- . That designation of 122nd/129th Avenue in Happy Valley as a corridor was inappropriate because of the steep terrain -- Mayor Lomnicki didn't feel it would be practical; and
- . That 82nd Drive should also be designated as a corridor.

Action Taken: Commissioner Lindquist moved, seconded by Mayor Lomnicki, to recommend approval of the proposed changes to the Growth Concept Map as submitted by Mayor Lomnicki.

In discussion on the motion, it was noted that substantial housing development is going on in the Happy Valley area that will need access off of Sunnyside Road. It was clarified that it will continue to be an arterial but not a corridor.

In calling for the question, the motion PASSED unanimously.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton  
JPACT Members