

MEETING REPORT

DATE OF MEETING: June 10, 1993

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

PERSONS ATTENDING: Members: Chair George Van Bergen, Roger Buchanan, and Rod Monroe (alt.), Metro Council; Earl Blumenauer, City of Portland; Tom Walsh, Tri-Met; Bruce Warner, ODOT; Dave Lohman (alt.), Port of Portland; Gary Hansen, Multnomah County; Craig Lomnicki, Cities of Clackamas County; Les White, C-TRAN; Gerry Smith, WSDOT; Ed Lindquist, Clackamas County; Steve Greenwood (alt.), DEQ; Bernie Giusto, Cities of Multnomah County; Roy Rogers, Washington County; and Rob Drake, Cities of Washington County

Guests: Mark Brown, Washington County; G.B. Arrington, Tri-Met; Kathy Busse, Multnomah County; Howard Harris, DEQ; Steve Dotterer, City of Portland; Dean Lookingbill, Southwest Washington RTC; Rod Sandoz, Clackamas County; Keith Ahola (JPACT alt.) and Mary Legry, WSDOT; Ted Spence and John Kelly, DLCD; Robin McArthur-Phillips and Dave Bishop, ODOT

Staff: Rena Cusma, Executive Officer; Andy Cotugno; Richard Brandman; John Fregonese; Gail Ryder; and Lois Kaplan, Secretary

MEDIA: Gordon Oliver, The Oregonian

SUMMARY:

The meeting was called to order and a quorum declared by Chair George Van Bergen.

MEETING REPORT

Councilor Buchanan moved, seconded by Bruce Warner, to approve the May 13, 1993 JPACT Meeting Report as written. Motion PASSED unanimously.

CARBON MONOXIDE (CO) CONTINGENCY PLAN

Howard Harris reported a dramatic decline of carbon monoxide concentrations over the past 20 years, noting the strategies implemented that resulted in these declines. He spoke of an adopted oxygenated fuel program in the Portland metro area and the fact that we are on track to meet CO attainment in 1995. DEQ

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does not expect to implement a Contingency Plan but, in order to comply with EPA requirements, one must be put in place by November 15 of this year as a formal amendment to the State Implementation Plan. The purpose of the Contingency Plan is to define strategies for implementation if the CO standard is not met.

Howard emphasized that the Contingency Plan is not related to last year's efforts of the Governor's Task Force relating primarily to ozone and hydrocarbon issues. If the CO standard is exceeded in 1995, a Contingency Plan would be in place followed by a 12-month planning process.

Boosting the oxygenated fuel requirement from 2.7 percent to 3.1 percent as a contingency measure has been considered. Howard Harris reported that the Portland metro area is now in a "moderate" classification and, if attainment is not met, we would be classified as "serious nonattainment."

Also discussed was the tight timeframe. Medford, Grants Pass and Klamath Falls have also received similar letters on compliance from EPA. Klamath Falls and Medford are interested in having DEQ pursue 3.1 percent oxygenated fuels. Letters have also been sent to the oil industry and local governments to alert them to this requirement. Some housekeeping amendments are being proposed to the oxygenated fuel requirements.

Steve Greenwood, Administrator of DEQ's Air Quality Division, reported that trends are getting better and DEQ anticipates not having to implement a contingency strategy. DEQ is moving ahead with receiving public comment on the need for a Contingency Plan and is proposing the increase in the oxygenated fuel requirement as the preferred option. Steve asked whether JPACT members perceived any problems with the option proposed. He noted that most of the people who use that fuel use it at a higher level than 2.7 percent, ranging up to 3.5 percent. Because of the various kinds of oxygenated fuels, it could restrict the range of options that are available.

Andy Cotugno reminded the Committee that, in the past, the Legislature passed a 5-cent reduction on the gas tax on ethanol, which produced a drain on the Highway Trust Fund.

Commissioner Blumenauer cautioned the Committee about doing anything that might undermine other efforts before the Legislature. He felt it could possibly undercut some efforts in other areas and cited the importance of how we position ourselves.

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In discussion on whether there have been any CO violations in the last three years, Howard Harris reported two exceedances at 82nd Avenue/Division Street having been monitored. Howard reviewed additional control measures that could be implemented if CO attainment is not met (as outlined on Attachment 1).

Howard Harris reviewed the time schedule: public hearings to be held during the third week of August; the Environmental Quality Commission to meet in October; and submittal of the Contingency Plan by November 15, 1993. DEQ will seek a formal endorsement of the Contingency Plan from TPAC/JPACT in August and September, respectively.

Action Taken: Chair Van Bergen asked that this matter be referred to TPAC for its recommendation.

REGION 2040 UPDATE

John Fregonese, Manager of Growth Management, reported that the Region 2040 planning process resulted from the outgrowth of Metro's Regional Urban Growth Goals and Objectives (RUGGO). Surrounding the planning process are issues relating to the Urban Growth Boundary, meeting the Urban Reserves and Transportation Rules, the Regional Transportation Plan (which must be updated by 1995) and the Clean Air requirements.

Metro's Charter has brought new meaning and urgency to the Region 2040 planning process. The purpose of Region 2040 is to link transportation and land use policies in compliance with Metro's Charter.

John spoke of development of a regional framework that supports the UGB, urban reserves, RTP, housing density and urban design, and its effect on Greenspaces and growth of the region. He reviewed the planning efforts of Phase I which involved the choice of three growth concepts: Concept A, which would accommodate growth by expanding the Urban Growth Boundary; Concept B, which would keep the Urban Growth Boundary fixed while increasing the density and efficiency of land use within the boundary; and Concept C, which would have a fixed boundary and compact growth with satellite cities developed beyond the UGB.

Phase II will analyze the concepts and provide a basis for decision-making. It has been decided to combine design work with the modeling. The four models include: 1) population and employment based on a 50-year scenario (1.1 million population is the middle range for the four-county area); 2) Metro's transportation model; 3) Spatial Allocation Model (SAM) which attempts to

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integrate land use and transportation; and 4) use of RLIS as a tool to generate data for the land use models and maps.

John Fregonese explained that a base case was established for a 50-year horizon. Base Case I added 150,000 acres of urban land to the Oregon side of the river and 150,000 acres to the Washington side. It was noted that one of the assumptions used was that the Growth Management Act was in place in the state of Washington. The results of the Base Case were referred for review to the Users Group (RTAC and TPAC) and they have since been refined. It is hoped that three alternatives with equal merit will emerge and a complex solution will be adopted. They are seeking distinct alternatives that must meet LCDC's Goal 12, the Clean Air Act, and state laws that constrain the models.

By the end of this year, the Region 2040 process hopes to develop a report on the upside/downside of job opportunities, economics, and options on growth in detail and design. John Fregonese emphasized the key milestones that have been reached and the goal to have an option chosen by the Metro Council in May 1994. Beyond May of 1995, the process will take up issues relating to urban reserves, a complete update of the RTP, and complete chapters on housing density and urban design.

John felt that JPACT's involvement included the following: giving input in the decision for Growth Concepts A, B and C; reviewing the results of that modeling; participating in a formal presentation on the report; and advising Metro Council of its decision in May of 1994. He noted that the RTP update will be an output of this process.

A discussion on the Base Case revealed that Base Case I had east-west light rail only but Base Case II has representation for building LRT historically. The South/North component will be in all three alternatives as a single corridor but will not be in the Base Case as separate projects constructed in 10-year increments. John Fregonese clarified that the Base Case is not to be considered a selectable alternative. He also noted that the issue of staging has not been addressed as yet.

Les White reported that Clark County is looking at a 50-year framework and did not wish to work at cross-purposes. John Fregonese noted that there will be two members of Clark County appointed to MPAC.

Steve Greenwood asked whether concrete needs for additional highways and funding to accommodate that need have been projected. John Fregonese responded that accrued cost per lane mile is being looked at as well as congestion miles.

Bruce Warner felt that Region 2040 is an important issue and process and that JPACT needs to be on top of it. He spoke of satellite communities developing within existing limitations and the need to factor that in. He suggested that this not be limited to the three or four-county area.

Bruce also touched on the issue of the role of JPACT in this process (for review of information, comment and recommendation to Metro Council) and whether it's possible to expand that role. Andy Cotugno noted that staff would be happy to have as much JPACT involvement as the group wants. When framework plans are adopted, they will represent some degree of shift from the Base Case. He indicated that will require a broad base of support and he felt that JPACT should be its key supporter. Andy questioned whether JPACT needs to be part of the development process. Tom Walsh felt JPACT needs more, rather than less, involvement in this process in order to make informed choices. Bruce Warner felt the role of JPACT should be discussed further.

Commissioner Blumenauer cited the need for additional time for questions to be answered on the growth concepts.

Chair Van Bergen spoke of the Metro Council governed by a Charter that envisions seven rather than 13 Councilors. He felt that the seven Councilors will be more involved than the 13 were.

John Fregonese indicated that the next step would involve more detail on Growth Concepts A, B and C. Andy Cotugno suggested that the next logical milestone is to have a worksession where some of the results of the Base Case and more details of the growth concepts can be reviewed. Andy suggested that an evening session with MPAC be scheduled in early July. Ken Greenberg, a planning consultant from the Toronto area with expertise on coordination of growth management/transportation issues, will be in Portland on June 23 to give the region some perspective on urban design policies elsewhere in the world.

ENDORSEMENT OF LCDC/ODOT URBAN MOBILITY GRANT PROGRAM

Ted Spence, speaking on behalf of LCDC, provided an overview of the proposed ODOT/DLCD Urban Mobility/Urban Growth Management Program. The program would be administered as a joint venture and includes a budget of \$6.2 million for ODOT and \$1.1 million for DLCD. They are asking for JPACT's endorsement of this joint effort. Ted Spence explained that its purpose is to integrate land use planning with ODOT's corridor and transportation planning. Ted further noted that the program is aimed at helping local jurisdictions meet Goal 12 requirements.

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Robin McArthur-Phillips of ODOT elaborated on the three components of the Urban Mobility/Urban Growth Management Program: Transportation Planning Rule (TPR) implementation; land use planning in conjunction with ODOT transportation planning; and the testing and demonstration of Urban Growth Management tools. Some of the benefits of the program would include helping local jurisdictions to change their ordinances; examining land use changes to implement Goal 12 rules; helping the local jurisdictions test the principles of urban growth management; and launching a public information program.

John Kelly of DLCD commented on the funding sources of this program. He indicated it is a \$7 million budget proposal, \$6 million of which is designated in the Governor's budget and \$1 million in DLCD's budget. \$5 million would be secured from grants, with the remaining funds to be obtained through ISTEA and lottery funds.

Ted Spence reported receiving favorable comments statewide on this joint proposal. He indicated there is a lot of support, and jurisdictions want to know how they can be involved. The draft letters of support introduced at the meeting are intended as a base of advocacy from this metro area.

Action Taken: Gerry Smith moved, seconded by Commissioner Lindquist, to endorse the letters addressed to William Blosser, LCDC Chair, and Michael Hollern, OTC Chair, in support of ODOT's/ DLCD's Urban Mobility/Urban Growth Management Program.

Motion PASSED unanimously.

ODOT'S WILLAMETTE VALLEY PLAN

Dave Bishop reported that the Oregon Transportation Commission is very much interested in adopting the Willamette Valley Plan in view of development to the Northwest and the Willamette Valley. With the magnitude of a high-speed rail project, there is need for coordination. He cited the formation of a Willamette Valley Transportation Advisory Committee comprised of 24 members, including an LCDC representative, to provide guidance for the Willamette Valley transportation strategy. Also serving in an advisory capacity will be the High-Speed Rail Task Force consisting of 11 members and staffed by the Willamette Valley Transportation technical advisory committee. It is their intent to develop an overall strategy for all forms of transportation in the valley, and they are on a fast track.

Dave Bishop noted that Oregon is one of five designated nationally in the high-speed corridors and the need to remain competitive in seeking these national funds. He added that Congress

is expanding that program. The OTC is very supportive of an effort that will study and implement this program.

Dave reviewed the composition of the committees (Willamette Valley Policy Committee on Transportation, High-Speed Rail Task Force and Willamette Valley Transportation TAC) and reported that Susan Brody would be chairing both advisory committees. The OTC is looking for members to serve on the High-Speed Task Force and the Technical Advisory Committee. He hoped there would be similar TPAC involvement as with the Oregon Transportation Plan. He also noted that ODOT is committed to having the public participate in the process.

Dave commented that ODOT wants to keep the focus on the major issues. The strategy will provide the context, coordination, interconnections and framework in order to make the high-speed rail system work in the state -- with trains running by the year 2000.

A discussion followed on the importance of the city representatives working with the LOC and the counties with the AOC to ensure that these appointments are made. Mayor Drake, Commissioner Hansen and Mayor Lomnicki were asked to follow up on these appointments for their appointed jurisdictions. Dave Bishop cited the need for JPACT representation on the advisory committees as a cross-over. It was generally agreed that the MPO appointment should be a Metro Councilor on JPACT.

Dave reported that letters have been sent out to Tri-Met, the Port of Portland, cities and counties. Les White suggested that V-PACT also include a member of WSDOT. He noted that Washington State is moving aggressively forward with a six-year rail plan (\$267 million) that has been adopted by the Legislature. Their plans encompass high-speed rail from Vancouver to Seattle and Seattle to Vancouver, B.C. with a connection to Eugene. He cited the importance of dove-tailing the Washington plan with the Oregon plan, noting that Washington is on a faster track.

A handout on the high-speed rail plan was distributed. Dave Bishop concurred on the need for Oregon/Washington coordination.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members