

MEETING REPORT

DATE OF MEETING: January 14, 1992

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

PERSONS ATTENDING: Members: Chair George Van Bergen, Jon Kvistad and Roger Buchanan, Metro Council; Earl Blumenauer, City of Portland; Don Adams (alt.), ODOT; Bernie Giusto, Cities of Multnomah County; Bruce Hagensen, City of Vancouver; Steve Greenwood (alt.), DEQ; Gary Hansen, Multnomah County; Bob Liddell, Cities of Clackamas County; Ed Lindquist, Clackamas County; Roy Rogers, Washington County; Keith Ahola (alt.), WDOT; David Sturdevant, Clark County; Dave Lohman (alt.), Port of Portland; and Tom Walsh, Tri-Met

Guests: Rod Monroe (JPACT alt.), Metro Council; Keith Bartholomew, 1000 Friends of Oregon; Bob Post (JPACT alt.), Tri-Met; Dave Williams, ODOT; Craig Lomnicki (JPACT alt.), Cities of Clackamas County; Jim Beard, Oregon Environmental Council; Kathy Busse, Multnomah County; Rick Root, City of Beaverton; Jack Lattemann, C-TRAN; Susan McLain, Metro Council; Molly O'Reilly, Citizen; Steve Dotterrer, City of Portland; G.B. Arrington and Dick Feeney, Tri-Met; Bruce Warner, Washington County; Eric Herst, Oregon Trucking Association; Dean Lookingbill, Southwest Washington RTC; Rod Sandoz, Clackamas County; and Susie Lahsene, Port of Portland

Staff: Andrew Cotugno, Rich Ledbetter, John Cullerton, Gail Ryder and Lois Kaplan, Secretary

MEDIA: Robert Goldfield, Daily Journal of Commerce; Gordon Oliver, The Oregonian

SUMMARY:

The JPACT meeting was called to order and a quorum declared by Chair Richard Devlin.

Chair Van Bergen introduced newcomers to JPACT, which included: Commissioner Gary Hansen of Multnomah County (replacing Pauline Anderson) and Metro Councilors Roger Buchanan and Jon Kvistad, noting that Rod Monroe would serve as Metro's alternate representative.

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The December 10 JPACT Meeting Report was approved as written.

DRAFT LEGISLATION

Copies of draft legislation were distributed for further consideration by JPACT's Finance Committee. Two versions of a Constitutional Amendment were presented, one dealing with an emissions fee only in the Portland metropolitan area and one that would also cover a statewide tire and battery tax. Andy noted that conceptual approval had been given at last month's JPACT meeting for a regional study on congestion pricing, noting the proposed congestion pricing pilot project. Andy then highlighted the draft legislation relating to the Constitutional Amendments.

PLANNING IN TRANSITION SUBCOMMITTEE

Commissioner Lindquist indicated that a Planning in Transition Committee meeting would be scheduled within the next several months.

RESOLUTION NO. 93-1731 - AMENDING THE RTP AND THE FY 93 TIP FOR INCLUSION OF THE REGION'S PRIORITY CONGESTION MITIGATION/AIR QUALITY AND TRANSPORTATION ENHANCEMENT PROJECTS

Andy Cotugno highlighted the Staff Report/Resolution that programs two new categories of funds under ISTEA -- Transportation Enhancement and Congestion Mitigation/Air Quality (CMAQ). He reported that projects were solicited from the jurisdictions, criteria established, and projects ranked for consideration by TPAC's Transportation Demand Management (TDM) Subcommittee. These are recommendations that the Oregon Transportation Commission (OTC) will consider out of funding for the next three years of the Six-Year Program.

Andy Cotugno then reviewed the Exhibits relating to the resolution. He noted that there is a target list for Transportation Enhancement projects, which is within the funding level established for Region 1, and a competitive list. CMAQ projects have the objective of reducing vehicle emissions.

Distribution was made of the January 6, 1993 letter from Fred Patron, questioning eligibility of some of the CMAQ projects. Steve Greenwood questioned whether the provision of additional information might place these projects back in contention. Andy Cotugno suggested that there be some back-up projects in the event some projects are removed from consideration. He noted that Attachment E lists the final rankings.

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Chair Van Bergen noted the Planning Committee's concern about the MAX Bike Lockers/Bus Shelters not being ranked. Andy responded that it lacked ranking because of unavailable data but that it will be moved up the list based upon recently compiled data. He indicated that the list should be extended as some of the projects are dropped from consideration.

Action Taken: Commissioner Blumenauer moved, seconded by Commissioner Lindquist, to recommend approval of Resolution No. 93-1731 with the understanding that the entire CMAQ list will be reprioritized with the Tri-Met project and extended to reflect the full list described in the Staff Report.

A discussion followed on whether the 1994 buses would be purchased early in the process. Tom Walsh responded that it is possible but not highly probable. He spoke of 10 alternative fuel buses having been delivered and the willingness on the part of Tri-Met to be aggressive with the current technology. He noted, however, that reliability of buses would be a determining factor.

The motion PASSED unanimously.

Dave Lohman commented that the Rivergate Shuttle project was dropped from the CMAQ list but that he understood Tri-Met would accommodate it through other means.

RESOLUTION NO. 93-1738 - AMENDING THE FY 93 UNIFIED WORK PROGRAM AND AUTHORIZING CONTRACTS WITH ODOT AND 1000 FRIENDS OF OREGON FOR THE LUTRAQ PROJECT

Andy Cotugno described various aspects of the proposed LUTRAQ contract, namely that it is a research-oriented project for travel forecasting and land use forecasting to be utilized as prototypes for land use alternatives. He noted that such information would be utilized throughout the country. Andy indicated that 1000 Friends original interest was to see that another alternative might be considered and to enable them to develop that alternative. 1000 Friends has raised money from foundations toward that end. Their alternative has now been shifted to ODOT to be reflected as one of the five alternatives in the DEIS.

Andy explained that a great deal of the research has been done with the model at Metro. A sensitivity analysis will be developed as to how it works with and without this model.

Keith Bartholomew indicated that 1000 Friends is trying to finish the work that was started. He spoke of the complexity and expense of the project and gave assurance that the tools provided

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would be fully utilized. Keith indicated 1000 Friends has purchased, installed and calibrated a land use model. The final grant would allow them to determine whether the technology works.

Commissioner Rogers expressed concern that there might be potential conflicts with the EIS and the non-EIS process. Washington County supports the data-gathering but questions whether it will be in conflict with the Bypass study and how the information will be used. Keith Bartholomew noted that they are working with ODOT to avoid any duplication of effort. As far as the non-EIS conclusion, it is something being driven by the national technical committee and the various components will be best described in the sensitivity analysis. He indicated that 1000 Friends does not intend to use their national alternative in the DEIS process.

Andy Cotugno clarified that there are two aspects: there is data evaluating the LUTRAQ alternative as opposed to the Bypass and the No-Build. The numbers, however, will be consistent. There is another LUTRAQ alternative than that in the EIS. The question is whether the EIS has a reasonable range of alternatives and whether all the alternatives have been considered. The second LUTRAQ alternative is not considered a reasonable alternative in the EIS process. Keith Bartholomew noted that, in order to be considered in the EIS, it must first be proposed for inclusion. 1000 Friends does not propose its inclusion.

Action Taken: Commissioner Rogers moved, seconded by Commissioner Blumenauer, to recommend approval of Resolution No. 93-1738, amending the FY 93 Unified Work Program and authorizing contracts with ODOT and 1000 Friends of Oregon for the LUTRAQ project, and incorporating the updated Attachment A to the Staff Report.

Councilor McLain spoke of the integrity and thoroughness of the ODOT and LUTRAQ process to ensure that those differentials have been made.

Councilor Kvistad felt it is poor public policy to pass money on to special interest groups. He indicated he would vote for the resolution at the JPACT meeting but would vote against it at the Metro Council meeting.

Keith Bartholomew indicated the entire project and final reports will be concluded by Christmas of 1993. Inasmuch as the project is being paid for by public funds, he acknowledged that 1000 Friends is obligated to make full disclosure.

In calling for the question, the motion PASSED unanimously.

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RESOLUTION NO. 93-1743A - ENDORSING THE REGION'S PROPOSAL TO PARTICIPATE IN THE FHWA CONGESTION PRICING PILOT PROJECT

A replacement Staff Report/Resolution with accompanying Attachments and Exhibit were distributed. Andy Cotugno explained that this resolution grants approval to proceed with an application for a pilot congestion pricing project. The FHWA announcement for the pilot project came on November 24, leaving the region with a short timeline. The region must decide whether to undertake such a project and whether it should be considered on a site-specific approach, a corridor-type approach, or a systemwide approach. Issues to be dealt with include defining the project, its components, the costs it represents and the need for a placeholder for funds if it is to be implemented.

A discussion followed on what the risk factor might be for such a project. Dave Williams of ODOT commented that there is no certainty the region would be awarded the funds for a pilot project. He noted, however, the extremely short timeline and the fact that we have the Transportation Planning Rule as being in our favor.

Commissioner Blumenauer also felt that we have a unique opportunity because of the Transportation Rule and the fact that the project is being supported at a regional level. He cited the need of putting our resources together and suggested a regional program that would make this a national model. Dave Lohman noted that the Port of Portland is supportive of this pilot project and wishes to participate.

Steve Greenwood indicated that DEQ supports the pilot project and that it should be tried out as a strategy in the region. He felt the work is just beginning and that it will take a specific amount of political groundwork to generate interest.

Don Adams felt that congestion pricing would become more prominent if it becomes a shift in policy direction. He cited the need for a lot of citizen participation in the process as well as jurisdictional input. The matter will be taken up by the OTC on January 19. He emphasized the need to look at the issue in a broad sense to determine whether it would be the most advantageous strategy. He also spoke of the need for OTC sign-off if enabling legislation would be required for tolling of roads.

Andy Cotugno noted a proposed change, as offered by Metro's Planning Committee, to Resolve 4 to read as follows:

"4. That the Metro Council and JPACT continue to participate in the process, particularly at key decision points, to

evaluate feasibility of and potentially implement a congestion pricing pilot project."

Action Taken: Tom Walsh moved, seconded by David Lohman, to recommend approval of Resolution No. 93-1743A, endorsing the region's proposal to participate in the FHWA Congestion Pricing Pilot Program with Resolve 4 to be amended as noted above. The motion PASSED unanimously.

Andy noted that six of the nine chapters have been developed for the Congestion Pricing Pilot application.

BRIEFING ON PRE-AA NORTH/SOUTH TRANSIT CORRIDOR

John Cullerton, Project Manager for the North/South Transit Corridor studies, reported that the study is approaching the first of the decision points in the process of determining which is the priority corridor(s) in the I-205/Milwaukie (north) and I-5/I-205 (south) study.

John reviewed the study schedule and noted that data has been developed from which reports will be prepared defining results for the end of the first phase. The second phase will include developing a range of high-capacity transit alternatives in the priority corridors. The third phase is development of materials required for application to FHWA to enter Alternatives Analysis.

A draft schedule of the Phase I decision-making process was distributed.

A public hearing will be scheduled before JPACT on March 18. In the past, a Steering Group has held the public hearing. Because it represents such a large territory of the region, JPACT was identified to convene that public hearing. The major Eastside jurisdictions should be present at the hearing.

John noted that a series of community meetings have been scheduled, the first one held in Oregon City on January 13. Three open houses are scheduled in March.

John explained there would be recommendations from the Citizens Advisory Committee (CAC), the Project Management Group (PMG) and the Expert Review Panel (ERP) prior to submittal to JPACT. The ERP's task is to determine whether the information is reliable.

TRI-MET STRATEGIC PLAN UPDATE

G.B. Arrington provided an overview of Tri-Met's Strategic Plan update, emphasizing the importance of its relationship to its

regional partners. He noted issues that have been raised over the plan and Tri-Met's efforts to respond to those issues in the update. G.B. distributed a schedule of one-hour briefings set over the next five weeks.

G.B. reported that the Strategic Plan commits the Tri-Met Board to seek \$45 million in new operating funds, which needs to be in place by January 1995. Funding would be incremental: \$45 million needed in FY 95; \$30 million needed in FY 98 and match for LRT. The first increment of funding is consistent with the Regional Transportation Plan.

Andy Cotugno noted that the Strategic Plan is a significant document, requesting feedback from jurisdictions on what deliberation should be made. It represents a statement on Tri-Met's vision for the region and is dependent on major decisions made by JPACT. Andy asked whether Committee members wished to participate in Tri-Met's Board meeting.

Commissioner Lindquist commented that Tri-Met, as mass transit planners, should be more involved in land use planning to ensure that the Strategic Plan is workable.

Commissioner Blumenauer expressed concerns relating to the interaction of JPACT to such committees as RPAC and MPAC. Chair Van Bergen indicated that Metro is addressing that issue now and hopes it will be sorted out soon.

It was noted that the Tri-Met Strategic Plan schedule contemplates land use discussions in the three counties. At issue is whether JPACT will be involved before it goes to the Tri-Met Board. Commissioner Blumenauer pointed out that the land use discussions within a county are different than with JPACT. He felt the region would be better served if there was JPACT discussion before it ends up at the Tri-Met Board. Tom Walsh indicated it would be convenient for such a discussion at the February 11 JPACT meeting. Tom Walsh noted that one of the big policy issues is whether there should be a land use component in the Strategic Plan.

Andy Cotugno indicated he would like to pull together all comments from JPACT members to see if there is some position or statement to be developed on February 11. Commissioner Blumenauer spoke of a comfort level with regional partners in understanding our roles. Tom Walsh clarified that Tri-Met will respond to the region's expectations.

There was Committee consensus that this issue be scheduled on the February 11 JPACT agenda.

ANNOUNCEMENTS

Mayor Liddell indicated this would be his last day on JPACT and spoke of his four-year assignment as being an enjoyable one. He indicated that Craig Lomnicki would probably be appointed the member from the Cities of Clackamas County.

Don Adams announced that this was his last day as JPACT alternate for ODOT and that Bruce Warner would be appointed to fill his vacancy.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members