

MEETING REPORT

DATE OF MEETING: December 12, 1991

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

PERSONS ATTENDING: Members: Chair David Knowles, Richard Devlin and George Van Bergen, Metro; Bob Liddell, Cities of Clackamas County; Dave Sturdevant, Clark County; Fred Hansen, DEQ; Tom Walsh, Tri-Met; Don Forbes, ODOT; Gerry Smith, WSDOT; Earl Blumenauer, City of Portland; Roy Rogers, Washington County; Les White, C-TRAN; Ed Lindquist, Clackamas County; Clifford Clark (alt.), Cities of Washington County; Pauline Anderson, Multnomah County; and Carter MacNichol (alt.), Port of Portland

Guests: Craig Lomnicki (JPACT alt.), City of Milwaukie; Steve Greenwood (JPACT alt.), DEQ; Don Adams (JPACT alt.), Dave Bishop, John Rist and Ted Spence, ODOT; Bob Post (JPACT alt.), Laurie Garrett, Dick Feeney and G.B. Arrington, Tri-Met; Grace Crunican and Steve Dotterrer, City of Portland; Howard Harris, DEQ; Bebe Rucker, Port of Portland; Rod Sandoz, Clackamas County; Keith Ahola, WSDOT; Rick Root, Cities of Washington County; Molly O'Reilly, Citizen; Kim Chin, C-TRAN; Ed Pickering, Multnomah County; Ray Polani, Citizen; and Jim Howell, Citizens for Better Transit

Staff: Andrew Cotugno and Lois Kaplan, Metro

SUMMARY:

The meeting was called to order and a quorum declared by Chair David Knowles.

ANNOUNCEMENTS

Chair Knowles announced that it was Ron Hart's last meeting (even though he wasn't in attendance) inasmuch as Ron chose not to run for re-election for the City of Vancouver.

A list of 1992 TPAC, JPACT, Transportation and Planning Committee and Metro Council meetings was distributed.

Chair Knowles noted that the term of the citizen members on TPAC will expire during January and asked the jurisdictions to circulate applications. It was suggested, and the Committee

concurrent, that citizen nominations be extended until January 31, 1992.

Andy Cotugno announced that the FY 92 Transportation Improvement Programs have been published and copies are available from the Transportation Departments of Metro and IRC.

ORDINANCE NO. 92-433 - ADOPTING REVISIONS TO THE REGIONAL TRANSPORTATION PLAN

Andy Cotugno highlighted the ordinance that would revise the Regional Transportation Plan to reflect that it is in a transition state. He acknowledged that actions will be taken in the next few years to meet the requirements of RUGGO, Goal 12, the Clean Air Act Amendments and the American Disabilities Act. This amendment incorporates a variety of decisions resulting from actions taken over the past three years, including: the intergovernmental agreement for the Western Bypass process; alternatives for the Western Bypass study; the Sunrise Corridor alternatives; the initial component of the Southeast Corridor study relating to Johnson Creek Boulevard; decisions and details relating to the Westside Corridor project (transit and highway); changes to light rail transit priorities; and clarification on the relationship between the RTP and local comprehensive plans as identified in the Regional Urban Growth Goals and Objectives (RUGGO). Andy also noted proposed changes to Exhibit A as reflected on a handout distributed at the meeting. Attachments to the Staff Report include comments received for proposed revisions to the RTP.

Ray Polani, citizen member of TPAC and representative of Citizens for Better Transit, stated that his November 5 handout to TPAC included two major recommendations: 1) that there be an immediate moratorium on all highway capacity-enhancing improvements (citing widening, reconstruction or new highways); and 2) as soon as possible, there be additional efforts to refer a Constitutional Amendment regarding gas tax spending restrictions to the voters. Regarding reduced reliance on single-occupant trips (referencing the Clean Air Act and RUGGO), he cited the ease of owning an automobile (adding to VMT, air pollution, vehicle ownership, etc.) being contrary to state, federal and regional objectives.

Action Taken: Richard Devlin moved, seconded by Clifford Clark, to recommend approval of Ordinance No. 91-433, adopting revisions to the Regional Transportation Plan with corrections as noted on the handout for Exhibit A. Motion PASSED unanimously.

RESOLUTION NO. 91-1526 - ENDORSING COMMENTS AND RECOMMENDATIONS REGARDING ODOT'S NOVEMBER, 1991 DRAFT OREGON TRANSPORTATION PLAN POLICY ELEMENT

Don Forbes, Director of ODOT, reported that approximately 24 meetings have been held statewide on the Oregon Transportation Plan. He noted that, while attendance has only totaled about 300 people, those who attended were knowledgeable and gave good input. He commented that even the rural community felt strongly about the need for transit and is supportive of a user-fee concept, which is helping to move the state's agenda. A summary of the OTP will be prepared in January, the comment period closing at the end of January.

Mr. Forbes indicated that the next step will be to bring the comments back to the Task Force which will then look at the systems aspect and what it might look like.

Andy Cotugno noted that this is early in the process and a policy framework won't be adopted until July.

Andy reviewed the resolves in the resolution and spoke of the need to reinforce the region's working relationship with the state. He also noted the suggestion that the tailpipe reference be more generalized. Fred Patron

A letter was distributed from Pauline Anderson as chair of the East Multnomah County Transportation Committee which discussed issues pertaining to mode neutrality, financial policies and urban mobility. She acknowledged that the substance of the letter concurred with the recommendations before the Committee.

Ray Polani cited praise and support for ODOT staff for efforts toward implementation of the Oregon Transportation Plan.

Fred Hansen referenced HB 2175 and the requirement that the Governor appoint a Task Force on Motor Vehicles. The Task Force will not address a series of strategies but broader issues of a comprehensive analysis. He proposed language to the Resolution and Staff Report referencing mode neutrality to read as follows: "In sum, the OTP should clearly define a policy framework for favoring an urban passenger movement mode choice which may not be the most cost-effective "transportation" solution but is the one that addresses recent changes in state and federal legislation, and is the least disruptive on the built and natural environment, and would be the most effective in maintaining and promoting the livability of the area."

Action Taken: Pauline Anderson moved, seconded by Carter MacNichol, to recommend approval of Resolution No. 91-1526, endorsing comments and recommendations regarding ODOT's November, 1991 draft Oregon Transportation Plan Policy Element, incorporating the amendment proposed by Fred Hansen to Resolve 1-b as noted above.

In discussion on the proposed amendment to the Resolution, the

question was raised as to the definition of "livability." As defined in the Oregon benchmarks, air quality and urban form are the key issues, and Fred Hansen felt we should be expressing a policy preference.

Commissioner Rogers favored a mode-neutrality position and wondered whether the proposed amendment would place emphasis of one mode over another. Fred Hansen responded that the intent is not to express a mode preference, that the criteria is too limited for ODOT, and that livability is a reasonable criteria. Andy Cotugno felt it was a good idea to help define the criteria and that it was a legitimate reason to move off the benchmark. Bob Liddell questioned whether livability can be defined and whether it has a development undertone or a broader term. Andy Cotugno responded that it is the broader policy direction.

The motion PASSED unanimously to recommend approval of Resolution No. 91-1526, endorsing comments and recommendations regarding ODOT's November, 1991 draft Oregon Transportation Policy Element with inclusion of the amendment to Resolve 1b.

OVERVIEW OF RESULTS OF SURFACE TRANSPORTATION ACT

John Rist (ODOT) and Dick Feeney (Tri-Met) highlighted the major provisions of regional interest in the 1991 Intermodal Surface Transportation Infrastructure Act, noting where changes have occurred. John recalled that JPACT had endorsed a 10-point position paper on the STA a year ago and felt that most of the 10 points had been achieved. Match ratios noted by John were 90/10 for Interstate highways and 80/20 for all others.

Specifically, the bill includes the following:

1. Designates the Westside project as one of seven priority projects nationwide that have more than one element, such as the Hillsboro segment, and requires timely advancement of all elements.
2. Provides a Full-Funding Grant for the Locally Preferred Alternative (downtown to SW 185th) by April 1992.
3. Requires that 75 percent federal funding be provided (\$567 million over seven years).
4. Authorizes \$515 million for the Westside project for six years. Of that, \$15 million is reserved for Hillsboro.
5. Authorizes Full-Funding Grant contracts to extend beyond the life of the STA.
6. Requires all existing Letters of Intent, Full-Funding Grant agreements and letters of commitment that are in effect when

this Act is enacted to remain in effect (grandfathers Westside Letter of Intent).

7. Increases the amount of federal transit funding from \$16 billion to \$31.5 billion (for FY 92 through 97).
8. Creates a "flexible" fund modeled after Portland's practice in the handling of the Banfield project that makes transit eligible for support from transportation Trust Funds (an estimated \$447.5 million) available to Oregon urban areas.

Chair Knowles felt that the region will benefit favorably by the new legislation, that it has been a unified effort working with our Congressmen, and that we should acknowledge that fact by a letter of appreciation. He suggested that letters be sent to Congressmen AuCoin and DeFazio and Senator Hatfield. In addition, Chair Knowles thanked the individuals responsible from the local jurisdictions for their contribution toward this effort.

Chair Knowles thanked John Rist and Dick Feeney for their overviews on the STA.

Ray Polani pointed out that the Intermodal STA does not include railroads in the plan due to a problem with Congressional jurisdiction. He spoke of railroads pertaining to commerce and the environment and felt that, if we can get financial flexibility, we should revisit the Constitutional restriction.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan
Dick Engstrom
JPACT Members