

MEETING REPORT

DATE OF MEETING: October 10, 1991

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

PERSONS ATTENDING: Members: Chair David Knowles, Richard Devlin and George Van Bergen, Metro; Gary Hansen, (alt.), Multnomah County; Earl Blumenauer, City of Portland; Clifford Clark (alt.), Cities of Washington County; John Kowalczyk (alt.), DEQ; Ron Hart, City of Vancouver; Don Adams (alt.), ODOT; Ed Lindquist, Clackamas County; Tom Walsh, Tri-Met; Marjorie Schmunk, Cities of Multnomah County; Les White (alt.), C-TRAN; Bob Liddell, Cities of Clackamas County; and Gerry Smith, WSDOT

Guests: Craig Lomnicki (JPACT alt.), City of Milwaukie; Bebe Rucker, Port of Portland; Kim Chin, C-TRAN; Grace Crunican, City of Portland; Leeann MacColl, League of Women Voters; Rod Sandoz, Clackamas County; Keith Ahola, WSDOT; Dave Williams, Ted Spence, and Dave Bishop, ODOT; Gil Mallery, Clark County IRC; Bruce Warner, Washington County; and Howard Harris, DEQ

Andrew Cotugno and Lois Kaplan, Metro

SUMMARY:

The meeting was called to order and a quorum declared by Chair David Knowles. Gerry Smith, District Administrator of WSDOT, was introduced as the newest JPACT member, replacing Gary Demich. Also welcomed was Commissioner Hansen, alternate from Multnomah County.

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The September 19 JPACT Meeting Report was approved as written.

REVIEW OF AIR QUALITY CONFORMITY ANALYSIS FOR THE TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLAN

Andy Cotugno explained that the region was required to demonstrate that the overall amount of vehicle emissions produced by the transportation system for a Transportation Improvement Program would be less than the current level and that it would be less than a No-Build TIP condition.

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Andy noted that it has been 10 years since vehicle emission data was available, that the charts do not reflect the stricter requirements of the Clean Air Act as adopted by Congress last year, but that it should serve as an indicator. A discussion followed on turnover of the bus fleet with factors relating to growth and travel affecting the outcome in meeting the air quality standards. Andy emphasized that we need to show that we will be able to meet the standard over time.

The air quality conformity analysis was submitted to FHWA and UMTA with the Transportation Improvement Program. Andy described the differences between the Build and No-Build conditions. During discussion, it was noted that the vehicle travel per day and how it is affected differs little between the two conditions. Andy also pointed out that this does not reflect the Goal 12 Rule so there will be new actions to be implemented. In addition, this does reflect inauguration of vehicle inspection in the Clark County area.

John Kowalczyk informed the Committee that the new Clean Air Act will include provisions for oxygenated fuels. All the non-attainment areas are mandated to get the fuels but on a competitive basis. He felt we would receive some during the critical months but that the need in the states of Washington and California would dictate the allocation.

REVIEW OF DRAFT OREGON TRANSPORTATION POLICY ELEMENT

Andy Cotugno indicated that the Oregon Transportation Commission is approaching an important milestone, and explained the general process ODOT has followed in developing the two-element Oregon Transportation Plan. The OTP consists of a policy document and a system element. A draft policy document will be available for public review this month and is based on the recommendations of a number of advisory committees. The system element, the second phase of the OTP, will define the highway, freight and transportation systems and will be the task of a consultant.

Andy referenced the September 5 and September 11 letters to Dave Bishop expressing regional concerns in development of the OTP. The first concern is to ensure that urban mobility is a dominant policy interest, that it has emphasis in the OTP, and that it is recognized by the state. The second concern is whether the plan after adoption should be mode neutral or emphasize a mode. Also, should it have a policy, regulatory, or financial emphasis toward that mode or be market driven? During discussion, it was noted that the Transportation Rule has mode emphasis.

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The third concern is the issue of who does what -- concerning the role of JPACT relative to the Oregon Transportation Plan. If it has an urban element, then it should have an urban plan and it should be developed at the JPACT level. ODOT is an important partner in developing that plan. Andy stressed the importance of recognizing what the state adopts and whether we will be able to meet those standards at the regional and local level.

Chair Knowles hoped that JPACT would formally communicate those issues to the Oregon Transportation Commission. Andy Cotugno concurred in the need and suggested that it be submitted through the review process.

Dave Bishop thanked Andy Cotugno for his input at the Klamath Falls OTC meeting. He felt it was one of the most involved policy discussions held by the OTC members. Following the next OTC worksession, the draft will be discussed at public review sessions.

Dave referenced the livability characteristics and policies on page 19 of the OTP as they relate to urban mobility. He felt we are moving in the right direction in recognizing that the state needs to work in cooperation with the MPOs and their input becomes part of the OTP. He reported that the OTC has determined that the remainder of the policy development and system element would be overseen by a Steering Committee. It will be their task to review the policy document for release to the public. That committee will have the responsibility of providing guidance to the Senate and House Interim Committees and to continue working with TPAC and JPACT.

Dave Bishop explained that the OTC's decision was to give preference to mode neutrality in its policies and decisions. The mindset was that if there are tax policies or incentives or a costing system operating that favors one mode over another, the state should do what it can to offer fair competition. The schedule for public meetings in the Portland area is set for December 9-13.

Les White questioned how consistency will be achieved with the state's Rule 12 in a mode-neutral plan. Dave Bishop responded that the Freight Committee recommended the mode-neutrality stance and the state's intent is to be more mode neutral except in areas where other directions have been given by the state. Factors that have a bearing on how we cost out the system or some costs that have been ignored will be considered. There may also be a greater shift in reducing single-occupancy vehicles.

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Also discussed was the issue of whether buses are considered a "part of the transportation system" or a "user of the transportation system." It was noted that, from a policy standpoint, if VMT reduction is a goal/requirement and paid parking is a means to achieve that goal, use of state funds to assist employers to implement vanpool/carpool programs and to accommodate that VMT requirement should be considered. Dave Bishop felt it could be incorporated in the Finance Section.

Chair Knowles expressed concern that JPACT was not represented on the OTP Steering Committee although he noted that Tom Walsh was representing special interest districts as a transit provider and is a member of JPACT. Tom indicated that JPACT's interests would be strongly represented on the Steering Committee. He asked whether Goal 2 raises urban mobility to goal status. Tom agreed to share his assignment on the Steering Committee with David Knowles.

Andy Cotugno noted that the 13 goals listed on Page 2 of the draft OTP document would most likely be consolidated to a lesser number and cited comfort in the direction the state was headed for urban mobility.

Commissioner Blumenauer spoke of the unique relationship the state has with the Metro area and the partnership it has fostered. He questioned whether that relationship would be affected by this effort or whether their efforts are being shifted away from this region. Dave Bishop reassured the committee that the state's effort is to preserve that working relationship and that an effort to clarify the state's priority to urban mobility has been defined in print. He also noted that another part of the OTP, relating to implementation and regional advisory groups, came out of the Rural Accessibility Committee but is a general policy now and reinforces the fact that the Metro region will be emphasized in the planning process in order to be consistent with state objectives at the local level. Andy Cotugno indicated that we need to monitor that relationship and to ensure that it is headed in the right direction and cited the importance of how it gets operationalized. A discussion followed on whether or not the regional office is going to be empowered with the OTC's orders.

Don Adams reassured the Committee that the state does not wish to jeopardize its working relationship with JPACT by the Oregon Transportation Plan. Andy Cotugno proposed that a resolution be drafted for JPACT consideration at its November 14 meeting with issues to be emphasized as noted at this meeting. He asked for additional input from Committee members.

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Dave Bishop indicated that, following release of the third draft of the OTP by the Oregon Transportation Commission, copies will be distributed to JPACT and released for public comment.

Dave Bishop reported that four sets of meetings would be held in Portland. The state plans to meet with local officials, media and planners. The meetings are scheduled as follows:

- . December 9, 1991 - Gresham City Hall
1331 NW Eastman Parkway, Gresham - Rooms A and B
9:00 a.m. - 4:00 p.m.
7:30 p.m. - 9:30 p.m.
- . December 10, 1991 - Metro Center
Conference Room 440
3:00 p.m. - 5:30 p.m.
- . December 11, 1991 - Twality Junior High
14650 SW 97th Avenue, Tigard - Cafeteria
7:30 p.m. - 9:30 p.m.
- . December 12, 1991 - Clackamas County
Transportation & Development
902 Abernethy, Oregon City - Room A
1:30 p.m. - 7:30 p.m.
7:00 p.m. - 9:30 p.m.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan
Dick Engstrom
JPACT Members