

MEETING REPORT

DATE OF MEETING: July 11, 1991

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

PERSONS ATTENDING: Members: Chair David Knowles and George Van Bergen, Metro Council; Gary Hansen (alt.), Multnomah County; Earl Blumenauer, City of Portland; Clifford Clark (alt.), Cities of Washington County; Gary Demich, WSDOT; Don Adams (alt.), ODOT; Steve Greenwood (alt.), DEQ; Bob Liddell, Cities of Clackamas County; Ed Lindquist, Clackamas County; Roy Rogers, Washington County; Marge Schmunk, Cities of Multnomah County; and Tom Walsh, Tri-Met

Guests: G.B. Arrington and Bob Post (JPACT alt.); Denny Moore (Public Transit), Ted Spence, Carolyn Gassaway, and Dave Bishop, ODOT; Dale Chambers and John Rosenberger, Washington County; Howard Harris, DEQ; Rod Sandoz, Clackamas County; Grace Crunican and Steve Dotterer, City of Portland; Susie Lahsene, Multnomah County; Bebe Rucker, Port of Portland; Keith Ahola (JPACT alt.), WSDOT; and Bob Bothman, past Director of ODOT

Staff: Andrew Cotugno, Leon Skiles, Karen Thackston, Berthé Carroll and Lois Kaplan

SUMMARY:

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

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George Van Bergen moved, seconded by Ed Lindquist, to approve the June 13 meeting report as written. Motion PASSED unanimously.

INTRODUCTION OF NEW JPACT MEMBER

Chair Knowles introduced and welcomed Tom Walsh, General Manager of Tri-Met and the newest member on JPACT.

David then provided an update on his trip to Washington, D.C. on transportation issues. In light of Congressman AuCoin's intent

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to capture a Senate seat, Chair Knowles cited the importance of acquiring strong support in the House and suggested that Congressman Peter DeFazio be invited for a visit to orient him on our regional transportation problems in the hope of gaining his support.

REGION 2040

Andy Cotugno explained that the Region 2040 proposal is a joint venture between the Planning and Development and Transportation Departments. During the Unified Work Program process, the alternative transportation/land use concepts were defined to address the RUGGO impacts and to determine how the region might grow in the next 50 years. He noted that a detailed evaluation would follow on urban infrastructure and include more detail on mixed-use urban centers. Criteria will be established to develop these alternatives and a public involvement process would follow.

Andy indicated that support during the study will be asked from committees such as RPAC, TPAC and JPACT. He noted that a list of representatives has been identified to serve on a management committee and a schedule developed for the consultant process to oversee management of the study. It is not intended as a policy committee.

There is need to gain support of the basic framework so the consultant process can begin. Andy Cotugno indicated that the Transportation Rule requires that this metropolitan area evaluate alternative land use plans as part of the transportation requirements. The latest Senate version of the Surface Transportation Act has substantial planning requirements, and this proposal takes a proactive stance.

Bob Liddell expressed concern about the process in that the small cities of each county are not represented. Andy acknowledged that there is broad representation throughout the region but no representation from the suburban cities and suggested that the three county transportation committees be utilized. He expressed apprehension about adding more representatives that would create a cumbersome process, emphasizing that it is not the intent to be an exclusive committee.

Andy indicated that the Region 2040 Study would become a regular agenda item for RPAC, TPAC and JPACT when the consultant is on board. A draft RFP will be available at the next UGM TAC and TPAC meetings.

George Van Bergen asked whether the project would be completed during this fiscal year. Andy Cotugno explained that \$280,000 was budgeted during this fiscal year and will be partially programmed to carry over to next fiscal year. This represents Phase I of the effort. Phase II will need to be budgeted and include a more intensive evaluation of alternatives.

A discussion followed on the issue of whether the Region 2040 vision and framework is something that all of the planning groups "can" or "must" use. Andy responded that it is an open question. He noted that Metro plans to use it for urban growth management, for local comprehensive plan guidance, and for future updates of the Regional Transportation Plan. Beyond that, the UGM Policy Committee has raised the question of what type of functional plans Metro should be adopting.

Commissioner Lindquist asked whether the small city representatives could attend the Management Committee meetings as observers rather than a part of the working group. He felt they are aware that something is going on that they're not involved in and feel they should be.

Commissioner Blumenauer felt it is incumbent upon us to bring these issues to JPACT and expressed concern over the creation of many similar JPACT-like committees and the fact that the focus gets blurred. As the RFP is getting implemented, he was hopeful that there would be a refocus on what JPACT does in view of Region 2040 being split between four different groups. He did not feel that creating four or five different forums was the answer.

Chair Knowles pointed out that most of the decisions made at the JPACT level have actually been decided at a lower level and that an attempt was made to encourage participation of others in the Management Group, acknowledging that there are too many committees. Chair Knowles assured the Committee that he would work with Andy Cotugno to ensure that the smaller city representatives are invited to the meetings without expanding the management group. He felt it was an appropriate concern.

Bob Liddell asked that the members and alternate representatives of the smaller cities of each county receive meeting notification.

Action Taken: Gary Hansen moved, seconded by Ed Lindquist, to approve the Region 2040 Work Plan with notification of Management Committee meetings to the small cities of each county. Motion PASSED unanimously.

RESOLUTION NO. 91-1474 - AMENDING THE FY 92 UNIFIED WORK PROGRAM
TO INCLUDE AIR QUALITY PLANNING ACTIVITIES

Andy Cotugno reviewed the Staff Report/Resolution that would amend the FY 92 UWP to include air quality planning tasks. He noted that this resolution identifies the work needed to address and meet ozone and carbon monoxide standards.

During discussion, emphasis was placed on the need to demonstrate compliance of the standard by 1993 and to provide EPA with updated inventories of emissions. An analysis of the TIP and RTP must be made to determine whether that standard can be maintained in the future.

A discussion followed on the automobile emissions task force established by the Legislature and the issue of whether DEQ will staff the task force. This is subject to EPA grants as well as action by the E-Board. EPA funding for Title I is expected. It was noted that the Governor will establish the task force.

Gary Demich reported that Washington State's new legislation is in place.

Steve Greenwood spoke of HB 2175 and the contribution and efforts made in that regard by David Knowles, Denny Moore and other persons who lobbied. He explained the motor vehicle fee schedule, noting that it will go into effect on July 1, 1993 and will go to projects administered by ODOT. Steve indicated that the Federal Government has placed more emphasis in getting all areas of the country in attainment of the air quality standards. He stressed the importance of determining what the best strategies will be for the metropolitan area and felt that something additional needs to be done to meet the standards or federal sanctions could be imposed. Andy Cotugno concurred in the need to meet the standard by 1993 or face the possibility of getting bumped up to the next classification where there are more mandatory requirements. He noted that the trend is going the wrong way and spoke of a recent ozone violation in the region.

Commissioner Blumenauer suggested that a trend line and a meaningful translation of the charts would be helpful in making decisions relating to business development and new expansion. He wanted to know what the undesirable consequences are, indicating that all Committee members must be better informed on the subject, and the need for such a list at their disposal. Committee members were supportive of having such information and the knowledge on how it impacts the rural areas. Commissioner Rogers cited the need to make it a regional concern.

Steve Greenwood indicated that the biggest challenge at DEQ is in educating the populace that this has real impact, that there are health concerns, and that individual behavior makes a difference.

Andy pointed out that the resolution calls for integration with Clark County. He noted that the Bi-State Committee has been proactive on this issue and explained that different techniques were adopted on both sides of the river in terms of control measures, noting Oregon's vehicle inspection program. Andy felt there would be greater cooperation in the future because of the federal legislation.

Action Taken: Earl Blumenauer moved, seconded by Tom Walsh, to recommend approval of Resolution No. 91-1474, amending the FY 92 Unified Work Program to include air quality planning activities. Motion PASSED unanimously.

PROPOSED POLICY FRAMEWORK FOR OREGON TRANSPORTATION PLAN

Dave Bishop, ODOT's Project Manager for the Oregon Highway Plan, was introduced and provided an overview of the components of the plan. Committees developed for the study include: Urban Mobility, Financing Systems, Freight, Safety Improvement and Rural Access. David Knowles served on the Urban Mobility Committee.

A draft policy framework was presented, as developed by Metro staff for the Urban Mobility Committee, based on the Regional Transportation Plan and LCDC Transportation Rule guidelines as input to the Urban Mobility component of the Oregon Transportation Plan. Andy Cotugno explained that this is intended to be a policy framework for the entire transportation system.

Dave Bishop highlighted the proposed Oregon Transportation Commission schedule as follows:

- . Completion of committee discussions by Monday, July 15.
- . Completion of information-gathering by contractor by August 5.
- . Two-week review of above information and completion of that phase by August 16.
- . Second draft of policy document to be submitted to OTC on September 7.
- . Worksession to be held by OTC in Klamath Falls about September 16.
- . Third draft to follow for discussion in Salem in October.
- . Release for public review and comment, utilizing the AOC/LOC conventions.
- . Further discussion to be held in February 1992.
- . Consideration of OTP adoption in April 1992 by OTC.

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Dave Bishop emphasized the opportunity for input, revision and refinement until next April. He acknowledged that the Urban Mobility Committee had asked for more time for the review process.

Dave Bishop distributed and reviewed a handout on the goals of the various committees of the Oregon Transportation Plan. He noted that equity on a regional basis is the concept.

Chair Knowles indicated that approval is being sought on the communications to be conveyed to the OTC on the Urban Mobility component of the OTP.

In discussion on whether there is significant policy direction in the proposed framework, Andy Cotugno indicated that if it is to be a statewide transportation plan, urban mobility standards should be reflected. It was noted that ODOT's functional responsibility is intercity access and the degree to which the state is committed to support highways within the region.

Gary Demich and Commissioner Rogers felt the emphasis should be shifted to the moving of people and goods rather than on vehicles.

Action Taken: Roy Rogers moved, seconded by Earl Blumenauer, to support the proposed policy framework for the Oregon Transportation Plan. Motion PASSED unanimously.

ANNOUNCEMENTS

Chair Knowles announced that the August JPACT meeting has been canceled.

The next scheduled JPACT meeting will be held jointly with the IRC's Transportation Policy Committee on Thursday, September 19, at 7:15 a.m. at the Oregon Convention Center.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members