

MEETING REPORT

DATE OF MEETING: May 9, 1991

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

PERSONS ATTENDING: Members: Chair David Knowles, Richard Devlin and George Van Bergen, Metro Council; Pauline Anderson, Multnomah County, Earl Blumenauer, City of Portland, Clifford Clark (alt.), Cities of Washington County; Mike Thorne, Port of Portland; Gary Demich, WSDOT; Bob Bothman, ODOT; Steve Greenwood (alt.), DEQ; Jim Cowen, Tri-Met; Ron Hart, City of Vancouver; Bob Liddell, Cities of Clackamas County; Roy Rogers, Washington County; and Dave Sturdevant, Clark County

Guests: Bruce Warner, Washington County; Bebe Rucker, Port of Portland; Ted Spence, Mike Wert and Bill Ciz, ODOT; Carter MacNichol (JPACT alt.), Port of Portland; Keith Ahola (JPACT alt.), WSDOT; Gil Mallery, Clark County IRC; Rod Sandoz and Tom Vanderzanden, Clackamas County; Howard Harris, DEQ; Bob Brannan, Parsons, Brinckerhoff, Quade & Douglas; Rick Root, City of Beaverton; Robert Greening, Meeky Blizzard and Dave Stewart, STOP; Steve Dotterer and Grace Crunican, City of Portland; G.B. Arrington, Tri-Met; Susie Lahsene, Multnomah County; and Les White (JPACT alt.), C-TRAN

Staff: Andy Cotugno, Leon Skiles, Karen Thackston, and Lois Kaplan, Secretary

MEDIA: Eric Herst, Daily Journal of Commerce

SUMMARY:

The meeting was called to order and a quorum declared by Chair David Knowles. Mike Thorne, the new Director of the Port of Portland, was introduced and welcomed to JPACT.

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Referencing page 5 of the April 11 meeting report, Bob Bothman indicated that his comments under the "1st Motion to Amend" should have reflected that the Oregon Transportation Commission had committed to the provisions of Amendment No. 1 but not any of the additional "wish list." The minutes will be amended to read:

"Bob Bothman indicated that the Oregon Transportation Commission has taken a different position on this in that they are have not committed to ~~it on a~~ the "wish" list."

In addition, he noted that the comments on the second to last line on page 7 should not have been attributed to him but perhaps to Fred Hansen.

Action Taken: The April 11 meeting report was approved as amended.

RESOLUTION NO. 91-1442 - AMENDING THE TIP AND ITS ANNUAL ELEMENT BY REVISIONS TO TRI-MET'S SECTION 3 DISCRETIONARY AND TRADE PROGRAMS

Andy Cotugno reviewed the Staff Report/Resolution to amend the TIP, noting the concerns raised by TPAC at its April 26 meeting. TPAC members asked that Tri-Met consider higher standards for both noise and air pollution emission levels in its future bus purchases. Also suggested were electric trolley buses and dual-mode buses (diesel and electric) for replacement of the 86 articulated buses.

Action Taken: Roy Rogers moved, seconded by Ron Hart, to recommend approval of Resolution No. 91-1442, amending the Transportation Improvement Program and its Annual Element by revising Tri-Met's Section 3 Discretionary and Trade programs.

In discussion on the motion, Pauline Anderson questioned whether consideration had been given to "visual" pollution when the first alternative fuel buses will be on the ground. She stated that the negative effects of electric wires required with trolley buses must also be considered.

Jim Cowen indicated that Tri-Met is reluctant to move into a fleet that is unproven or until the technology is perfected. Two vehicles of the present fleet have been altered for experimental purposes and 10 will be in operation when the order is completed. He cited maintenance and fuel needs as considerations in such a purchase.

The motion PASSED unanimously.

RESOLUTION NO. 91-1440 - ENDORSING DEMONSTRATION GRANTS FOR MANAGEMENT OF TRANSPORTATION MOBILITY

Andy Cotugno highlighted the two proposed demonstration grants and the merits of each: 1) a multi-modal service delivery system

with fixed route transit service; and 2) an areawide traffic management system for freeways and major arterials with an incident-response system.

In discussion on the multi-modal service system, the question was raised as to whether it entailed park-and-ride lots or home service pick-up because of the air quality benefits derived when fewer autos are being driven. The response was that it involved home pick-up.

Mike Thorne spoke of expansion at the Portland International Airport and interest in defining the limits of the monitored area for closed-circuit television surveillance of the I-84 and I-205 freeways.

Action Taken: Councilor Devlin moved, seconded by Commissioner Anderson, to recommend approval of Resolution No. 91-1440, endorsing demonstration grants for management of transportation mobility. Motion PASSED unanimously.

I-205/MILWAUKIE AND I-5 NORTH LRT STUDY AGREEMENT

This agreement for an LRT strategy for high-capacity transit studies resulted from concerns raised in a series of discussions and variations on such a document and the need to set priorities for communicating with our Congressional delegation.

Andy Cotugno highlighted the statement that defines the next LRT's terminus in Clackamas County and the two corridors to be considered; how to pursue the pre-Alternatives Analysis and which corridors and which pieces should proceed into Alternatives Analysis; how to address LRT into Clark County and the process to be established; how to coordinate these studies on a concurrent schedule and the study methodologies to be integrated; how to proceed and the process for implementation with cooperation of UMTA; the need to protect the I-205 buslane funds in the Surface Transportation Act; and the need for JPACT approval prior to pursuing any federal funds.

Andy explained that the jurisdictions that have the most direct interest and impact are recommending the approach described in the statement presented.

Chair Knowles thanked Commissioner Lindquist for his efforts in formulating this agreement and helping to resolve any disagreements. Tom VanderZanden presented a statement on Commissioner Lindquist's behalf, extending his appreciation on commitment to the corridor to the south, his eagerness to get on with the

commitment from UMTA's Brian Clymer, being encouraged about the ability to find a better future for their neighbors to the north and his excitement about the possibilities it creates.

Action Taken: Councilman Hart moved, seconded by Commissioner Blumenauer, to adopt the recommendations as presented.

In discussion on the motion, Councilor Devlin suggested proceeding with this recommendation in the form of a resolution inasmuch as it can be more easily codified for use by Metro Council.

In a friendly amendment to the motion, it was recommended that the agreement serve as an attachment to a resolution drafted by staff and advanced to the Metro Council.

The motion, as amended, PASSED unanimously.

Commissioner Sturdevant spoke of the need for JPACT to receive quarterly updates on this work as it progresses. Commissioner Blumenauer liked the methodology used and concurred in the need to revisit this issue several times a year and, where multiple jurisdictions are involved, to obtain group sign-off so the project can move forward. Councilman Hart requested a copy of the resolution for presentation to the Clark County Intergovernmental Resource Center.

RESOLUTION NO. 91-1441 - INITIATING THE PUBLIC INVOLVEMENT PROCESS AND ADOPTING THE PURPOSE AND NEED STATEMENT FOR THE WESTERN BYPASS STUDY

Andy Cotugno reviewed the Staff Report/Resolution on the Purpose and Need Statement for the Western Bypass Study, noting the STOP commentary mailed out prior to the JPACT meeting. This resolution deals with the public involvement process, adoption of the Purpose and Need Statement, definition of the strategies and alternatives to be considered, selection and endorsement of a series of alternatives, and endorsement of assumptions and methodologies. At its April 26 meeting, TPAC recognized the need for a strategy to be developed in addressing all major regional transportation projects in light of changing policies created by RUGGO, the LCDC Transportation Rule and the new Surface Transportation Act. Concern was expressed that the Statement of Purpose and Needs is not consistent with those changing goals. Resolves 5 through 8 of the resolution were developed to reflect those concerns.

Motion: Councilor Van Bergen moved, seconded by Bob Liddell, to recommend approval of Resolution No. 91-1441, initiating the

public involvement process and adopting the Purpose and Need Statement for the Western Bypass Study.

Chair Knowles opened the meeting for public comment.

Dave Stewart, a member of STOP and a participant on the Western Bypass's Citizens Advisory Committee, noted that he cast the dissenting vote on the Citizens Advisory Committee. His comments centered on their opinion that ODOT misinterprets and misrepresents the figures; the predominance of short-term urban traffic in Washington County; the fact that the document assumes no changes in transportation patterns for the next 20 years; that the document does not address the federal Clean Air Act, the new LCDC Transportation Rule, nor the water quality and wetlands issues; and the feeling that it does not address its own goals and objectives.

Meeky Blizzard, a resident of the Tigard area and a member of STOP, commented that the Purpose and Need Statement does not address the current regional thinking and emphasis on the need to get away from our dependency on autos; does not address current and federal regulations such as the Transportation Planning Rule and the Clean Air Act; and does not address the goals of the Regional Transportation Plan nor the goals and objectives addressed at the public workshops and advisory committee meetings that included "reduced reliance on the automobile." STOP recommends that the Statement of Purpose and Need be returned to ODOT for rewrite.

Chair Knowles then closed the public comment portion of the meeting.

Commissioner Rogers distributed a copy of a Washington County Transportation Coordinating Committee memo outlining its concerns with regard to the language contained in Resolve 7 (dealing with "consult with TPAC on the evaluation criteria") and Resolve 8 (pertaining to its clarity and dealing with "...all major regional transportation projects..."). The WCTCC felt that Resolve 8 should be considered in a broader context and as a separate action at a future JPACT meeting. Clifford Clark indicated that the Cities of Washington County shared the same concerns as the WCTCC.

1st Motion to Amend: Bob Bothman moved, seconded by Clifford Clark, to amend Resolve 7 of Resolution No. 91-1441 by striking the words "consult with TPAC" and substituting the words presented to TPAC. Following further discussion, however, the

motion and its second were withdrawn.

Mike Wert noted that the evaluation criteria developing the Goals and Objectives were derived from four public meetings and a series of Citizens Advisory Committee meetings. The evaluation criteria was unanimously adopted by the CAC, Steering Group and the TAC and is specific to the project and the Goals and Objectives.

A discussion followed on whether or not to change the words "consult with TPAC," the concern raised about Resolve 7. Commissioners Blumenauer and Anderson and Councilor Devlin supported leaving the language status quo rather than making a change to the phrase presented to TPAC. They cited the need to have all the front-end activity (public input and evaluation) well documented in proceeding with this project because of recognized opposition and noted that further approval of this project would be made at the JPACT level. Mike Thorne also supported the status quo position because he did not wish to restrict the ability of anyone putting together the background and analysis for future review by JPACT.

Mike Wert responded that ODOT wants to deal with the issues as they are raised in the forefront of the study and would be happy to consult with TPAC as needed. Andy Cotugno felt that TPAC is the right place for such discussions when concerns are raised early in the process.

2nd Motion to Amend: Clifford Clark moved, seconded by Bob Liddell, to amend Resolution No. 91-1441 by deleting Resolve 8 and that appropriate Metro staff be directed to bring clarification to the issue of a strategy for dealing with all major transportation projects to be brought back to JPACT for further discussion.

In discussion on the proposed amendment, Andy Cotugno felt this was an issue that shouldn't get lost and should apply to a broader set of projects. Bob Bothman questioned how changing growth issues will be dealt with. Mike Wert responded that ODOT will address changes to projects based on changing land use policies and acknowledged that projects would be dealt with individually.

The motion to amend PASSED unanimously.

Commissioner Blumenauer felt that some of the RUGGO policies were not reflected in the document, that elements of the transportation plan are not incorporated and that 20 years of growth with

comprehensive plans has not been addressed. He questioned whether it should reflect changes taking place in the region with regard to RUGGO and the Transportation Rule. Andy Cotugno indicated that the next step is to evaluate how to deal with these problems.

Mike Wert noted that ODOT has met with all the affected jurisdictions seeking approval on basic assumptions, population/employment forecasts, and the modeling process based on assumptions used in the Regional Transportation Plan and the acknowledged land use plans.

In calling for the original motion, as amended, the motion PASSED unanimously.

SURFACE TRANSPORTATION ACT

Chair Knowles spoke of the activity in the U.S. Senate surrounding the reauthorization of the Surface Transportation Act and asked the Committee whether it wished to take a position on the legislation. Andy Cotugno then highlighted the highway component of the STA, noting that JPACT adopted a position in January of this year. As a result of that process, there is a component of the proposed highway bill that includes a set-aside for urban areas. A discussion followed on how money would be appropriated in the highway bill.

Andy highlighted the summary of the 1991 Surface Transportation Efficiency Act as introduced by Senator Moynihan, indicating that the need for flexibility is incorporated. The STEA includes the Surface Transportation Program, the Interstate Maintenance Program, the Congestion Mitigation and Air Quality Improvement Program, the Bridge Program, Interstate Completion, Interstate Substitution, and Metropolitan and State Planning Requirements. Andy noted that time is short as the Senate mark-up is scheduled for May 21.

Bob Bothman reported that the STA is in a state of flux and changing rapidly.

Action Taken: It was moved and seconded that Chair Knowles and Andy Cotugno be directed to work with the Congressional delegation and to solicit comments in developing a position on the Surface Transportation Act.

In discussion on the motion, Bob Bothman acknowledged that ODOT would not be opposed to an urban set-aside. He explained, however, that ODOT would be supportive of the bill that brings

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the most amount of dollars to Oregon. He pointed out that Senator Moynihan's bill brings less dollars to Oregon in total but perhaps more to the region (approximately \$60 million). Andy noted that the urban set-aside represents half of the total funds that come to the state and 75 percent of those allocated on a formula basis to each urban and rural area; passage of the Moynihan bill would enable the region to use those funds for transit.

Andy indicated that there is a planning issue involved on whether the Portland region overrides the state plan as the regional plans would govern the state plans in this bill.

Motion PASSED unanimously.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members