

MEETING REPORT

DATE OF MEETING: October 11, 1990

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

PERSONS ATTENDING: Members: Chair George Van Bergen, Richard Devlin and David Knowles, Metro Council; Bob Bothman, ODOT; Gary Demich, WSDOT; Les White (alt.), C-TRAN; Jim Cowen, Tri-Met; Ed Lindquist, Clackamas County; Bob Liddell, Cities of Clackamas County; Clifford Clark, Cities of Washington County; Bonnie Hays, Washington County; Marge Schmunk, Cities of Multnomah County; Pauline Anderson, Multnomah County; Carter MacNichol (alt.), Port of Portland; and Earl Blumenauer, City of Portland

Guests: Roger Buchanan, Metro Council; Grace Crunican, City of Portland; Tom Vanderzanden and Rod Sandoz, Clackamas County; Denny Moore, ODOT; G.B. Arrington, Tri-Met; LeeAnne MacColl, League of Women Voters; Peter Fry, CEIC; Molly O'Reilly, Citizen; Richard Ross and Gussie McRobert (JPACT alt.), City of Gresham; Dennis Mulvihill, Washington County; Paul Haines, City of Lake Oswego; Margo Nousen, Office of Senator Mark Hatfield; Gil Mallery, Intergovernmental Resource Center; Kim Chin, C-TRAN; and Howard Harris, DEQ

Staff: Mike Hoglund, Ethan Seltzer, Leon Skiles, Karen Thackston, and Marilyn Konka, Secretary

SUMMARY:

The meeting was called to order and a quorum declared by Chair George Van Bergen. He introduced Bob Liddell, Mayor of West Linn and JPACT representative for the Cities of Clackamas County.

MEETING REPORT

The minutes of the September 13, 1990 JPACT meeting were approved as written.

JPACT

October 11, 1990

Page 2

RESOLUTION NO. 90-1326 - AUTHORIZING ENTERING INTO AN INTERGOVERNMENTAL AGREEMENT REGARDING COORDINATION OF DECISION-MAKING FOR THE WESTSIDE CORRIDOR AND HILLSBORO PROJECTS

G.B. Arrington explained that Resolution No. 90-1326, an intergovernmental agreement regarding coordination of decision-making for Westside light rail, was being requested for approval in order to lay out the decision-making process which includes land use decisions as well as transportation decisions. Those transportation decisions are appealable through the land use process. The agreement has been through planning and legal staff of local jurisdictions, as well as through LCDC and the Attorney General's office. The procedure would include all involved jurisdictions in any LUBA appeal.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 90-1326, authorizing entering into an intergovernmental agreement regarding coordination of decision-making for the Westside Corridor and Hillsboro projects. Motion PASSED unanimously.

REGIONAL GOALS AND OBJECTIVES

Ethan Seltzer of Metro's Planning and Development Department presented an overview of the regional goals and objectives. A concern related to the Urban Growth Boundary (UGB) is the consumption of rural residential land. Inside the UGB, a trip behavior study shows 96 percent of trips are made by auto, with the remaining 4 percent classified as other. Metro does not now have a statement of regional policy relative to expansion of the UGB nor is any UGB expansion linked to the RTP, and there is not a consistent policy framework from which to operate.

In March 1989, policy and technical advisory committees were formed to begin work on identifying issues. These committees, after a number of workshops and meetings, developed a document, Regional Urban Growth Goals and Objectives, now in review draft and being looked at by the region's local jurisdictions.

Ethan emphasized five major issues which surfaced as a result of the committees' work. These are enumerated as follows:

1. Roles - Metro does not have a mandate to do comprehensive planning. This is the responsibility of the cities and

counties. Metro's role in this process has been and is that of a coordinator.

2. Urban Reserves - Urban reserves are those areas outside the UGB which are identified for future urban growth provided there is no room for growth within the UGB. With urban reserves identified, service providers within the UGB will be better able to identify future directions and needs.
3. Economic Activity Centers - Economic activity centers or regional town centers are envisioned as a high density, mixed-use environment in which jobs, housing and commercial activity exist in close proximity. They are also envisioned as being non-auto dependent, pedestrian friendly and transit supportive.
4. Open Space and Amenities - These issues are considered just as important as jobs and infrastructure in an urban area. If an urban area is not a pleasant place to be, people will "escape" (e.g., to the "suburbs."). Open space and amenities are necessities to ensure a high quality of life in an urban setting.
5. Investment in Infrastructure - The Metro region has a tremendous investment in the present infrastructure of our urban area. Without a policy framework in which to operate, we put this investment at risk by not managing our growth as well as we might. Redevelopment and infill, creating higher densities within the urban growth boundary, will leverage the previous high investment already made in the current infrastructure.

The Regional Urban Growth Goals and Objectives (review draft) is now in a process of regional review through early December. There will be 10 public workshops as well as distribution of basic information material during that time.

Mike Hoglund opened the discussion and preliminary comment period on the goals and objectives, explaining that JPACT is one element of the public review process. Staff prepared a draft memorandum to the Urban Growth Management Plan Policy Advisory Committee from TPAC and JPACT. In that memo, a number of comments were made on specific aspects of the proposed goals and objectives.

The discussion centered on 1) the need for a longer range planning horizon, i.e., a 50-year horizon vs. a 20-year horizon; and

JPACT

October 11, 1990

Page 4

2) urban reserve areas. Councilor Devlin expressed a general concern that the planning horizon was too short, even though forecasts beyond 20 years become less and less valid. In the discussion of urban form issues, it was anticipated that a UGB review would take place every five years, and a review of the defined urban reserves every 15 years.

ODOT Director Bob Bothman expressed his concern, relative to paragraph 2.a. of the memo, that the process was flawed. Ethan Seltzer replied that the goals and objectives are principles to work from and that the next steps will define more specific work, as in paragraph 1.e., for example, the evaluation of alternative land use scenarios in conjunction with alternative transportation system plans.

Commissioner Blumenauer commented that by creating a transportation and land use work plan, local jurisdictions can budget and plan accordingly to assist Metro's effort. More important, he added, is the ability to really visualize what's coming in the future.

Mayor Clifford Clark stated that the term "urban reserves" sounded like a euphemism for the UGB, as, in example, paragraph 2.e. "delineation of urban reserves outside the urban growth boundary will assist in planning the size of facilities near the fringe." He summed up his comments by saying that with this approach, we now have "a new level of uncertainty." Ethan replied: "a better level of uncertainty."

Gary Demich of WSDOT questioned, in terms of detail, what the impact would be on the RTP. Mike Hoglund responded that it would make the first 20 years more detailed and up to date and the last 30 less detailed and more conceptual, while maintaining consistency with the goals and objectives.

Councilor Devlin stated that, in discussion of urban reserves, there has been no talk of expanding reserves to include the whole area. The urban reserves are small areas.

Mike Hoglund concluded his summary of the comments by turning to urban design. The goals stress the need for better urban design, making transportation and land use more coordinated, e.g., pedestrian/bicycle access, on- and off-street parking, and transit accessibility. Finally, Mike noted how the goals recommend having concurrent periodic review for both the Growth

Management Plan and the RTP. High capacity transit would also be incorporated into the RTP.

Based on the current schedule, Mike explained that the comments will come back before JPACT for final adoption next month. Today's comments will be summarized and reviewed by TPAC. TPAC will then forward their comments and recommendations to JPACT.

Commissioner Lindquist summed up by saying that the task is much bigger than originally realized and that it is a challenge. How do we handle growth? It must be a team effort. He voiced a concern that a whole new layer of government of land use could come into being and urged caution.

Mayor Clark stated that the WCTCC did not want to sign off today. Washington County wants to enter comments and he requested a delay until the December meeting. Blumenauer urged Clark not to delay, but to identify areas of substantial disagreement. Ethan added that this is not an end product and that it is important to move the work ahead. Bob Bothman stated that he would like something from the Transportation staff which shows the impact on transportation.

Ethan suggested defining criteria for "under what circumstances is an economic activity center transit supportive?" and then JPACT can provide comments of its expectations.

Written comments are to be submitted to Andy Cotugno.

ADJOURNMENT

The meeting was adjourned.

Report written by: Marilyn Konka

Copies to: Rena Cusma
 Dick Engstrom
 JPACT Members



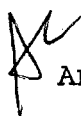
METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Date: October 31, 1990

To: Joint Policy Advisory Committee on Transportation (JPACT)

From:  Andrew C. Cotugno, Transportation Director

Regarding: REGIONAL URBAN GROWTH GOALS AND OBJECTIVES; REVISED DRAFT COMMENTS

Attached for your review is a revised draft JPACT/TPAC memorandum to the Urban Growth Management Committee regarding the Regional Urban Growth Goals and Objectives. The revisions contained in the memo were developed by TPAC at their October 26, 1990 meeting and are intended to respond to the specific concerns of JPACT as discussed October 11. Additions to the comments are shaded and deletions crossed out. The objective is to have a JPACT approved set of comments ready for submittal to the Growth Management Policy Committee by November 8. However, as it was noted at the last JPACT meeting, if and where differences remain, the comments may be forwarded "conditionally." This not only accommodates the Growth Management Committee's schedule, but also acknowledges the membership linkage between the Committee and JPACT.

In general, JPACT was supportive of the goals and objectives as discussed at the October 11 meeting. The main concerns pertained primarily to the overall or cumulative effect the goals and objectives may have on the transportation system or on transportation planning in general. More specifically, JPACT identified three major issue areas: the impact of the goals and objectives on the transportation system; the concept of urban reserves; and the concept of a long-term planning horizon. To address these concerns, TPAC has recommended additional language be included in the comments suggesting follow-up activities early in the process which better define and evaluate for their transportation and other impacts the concepts of "activity centers," "urban reserves," and "infill/redevelopment." Language is also recommended to coordinate land use and transportation planning work program development so that potentially significant conflicts can, again, be identified as early in the process as possible.

JPACT IS REQUESTED TO APPROVE THE REVISED DRAFT COMMENTS ON THE REGIONAL URBAN GROWTH GOALS AND OBJECTIVES FOR SUBMITTAL TO THE URBAN GROWTH MANAGEMENT PLAN POLICY ADVISORY COMMITTEE.

ACC:mk

Attachment