

MEETING REPORT

DATE OF MEETING: April 12, 1990

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

PERSONS ATTENDING: Members: Chairman Mike Ragsdale, George Van Bergen and David Knowles, Metro Council; Bob Woodell, Port of Portland; Roy Rogers (alt.), Washington County; Marjorie Schmunk, Cities of Multnomah County; Dave Sturdevant, Clark County; Pauline Anderson, Multnomah County; Gary Demich, WSDOT; Bob Bothman, ODOT; Ed Lindquist, Clackamas County; Nick Nikkila (alt.), DEQ; Craig Lomnicki, Cities of Clackamas County; Jim Cowen, Tri-Met; Scott Collier, City of Vancouver; and Clifford Clark, Cities of Washington County

Guests: Don Adams (JPACT alt.), Ted Spence Bob Royer, and Lee LaFontaine, ODOT; Keith Ahola (JPACT alt.), WSDOT; Les White (JPACT alt.), C-TRAN; Steve Dotterrer and Grace Crunican, City of Portland; Carter MacNichol (JPACT alt.) and Bebe Rucker, Port of Portland; G.B. Arrington, Tri-Met; Richard Ross, City of Gresham; Tom VanderZanden and Rod Sandoz, Clackamas County; Bruce Warner, Washington County; and Susie Lahsene, Multnomah County

Staff: Andrew Cotugno, Ethan Seltzer, Karen Thackston, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

The meeting was called to order and a quorum declared by Acting Chairman George Van Bergen. Upon Mike Ragsdale's arrival, the chairmanship changed hands.

MEETING REPORT

The March 8, 1990 JPACT meeting report was approved as written.

RESOLUTION NO. 90-1234 - APPROVING THE FY 1991 UNIFIED WORK PROGRAM

Andy Cotugno highlighted the transportation planning work elements in the FY 91 Unified Work Program along with an

JPACT
April 12, 1990
Page 2

accompanying resolution (No. 90-1235) certifying the Portland metropolitan area to be in compliance with federal planning requirements.

Andy pointed out the regional transportation priorities adopted by JPACT on January 18 are reflected on page 11 of the UWP document.

Bob Woodell indicated the Port's concern over how the various rail studies might impact the Portland International Airport and I-205 analysis. His particular concern was the risk of losing the \$16 million of buslane withdrawal funds. He questioned what would happen to the \$16 million if the Milwaukie corridor was chosen as the next priority over the I-205 corridor. Andy Cotugno indicated that Congressional action would be needed to use the funds outside the I-205 corridor. He noted that, if we were to go toward a bus-oriented corridor, Congressional action would also be needed but the money would not lapse because we are into AA.

Andy noted that, whichever corridor is pursued next, it would be pursued as a Section 3 corridor. A full-blown AA could be done now in the I-205 corridor but it would not include Section 3 funds.

Chairman Ragsdale suggested that an appropriate letter be drafted to our Congressional delegation from JPACT to ensure that the funds wouldn't be lost.

Bob Bothman commented on the significant shift in emphasis to transit in the UWP. He commented on major developments in the region and the need for more emphasis on full build-out. He felt the freeway system will break down and suggested a study that would assume full build-out and what the transportation system will be.

Andy Cotugno indicated that "build-out" is a myth, noting that we are at build-out based on a 20-year forecast of residences but that excess capacity exists for jobs. He stated that the forecast for jobs and housing is in balance.

Chairman Ragsdale cited the need for a work component that would look at modeling for a 50-year forecast, incorporating land use constraints. Bob Bothman concurred in the need of a 50-year plan. Committee members agreed to proceed with approval of the Unified Work Program recognizing that a future amendment to the UWP may be needed for such work. TPAC will be asked to consider how some of the technical questions, parameters and constraints should be inserted for that work element.

Commissioner Rogers spoke of the tremendous growth in Washington County and not being able to accommodate it, supporting consideration of a 50-year plan. Gary Demich noted that a 50-year plan is not a new concept but establishes new boundaries for long-range planning.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 90-1234 approving the FY 1991 Unified Work Program with the recognition that a future amendment may be sought by TPAC for the above noted work study. Motion PASSED unanimously.

RESOLUTION NO. 90-1235 - CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Following review of the UWP resolution and explanation of the certification, the following action was taken:

Action Taken: It was moved and seconded to recommend approval of Resolution No. 90-1235 certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements. Motion PASSED unanimously.

ORDINANCE NO. 90-344 - AMENDING THE RTP DEFINING THE PRIORITY OF THE HILLSBORO CORRIDOR

A handout was distributed as a replacement to one submitted in the Agenda packet that more accurately complied with UMTA requirements for amending the Regional Transportation Plan for the Hillsboro Corridor project.

In response to a question of priority on the proposed extension to Forest Grove (page 4-22 of Exhibit A), Andy noted that the project is recognized for right-of-way protection but not being advanced for priority status. Clifford Clark indicated that it is included in the Regional Transportation Plan.

Action Taken: It was moved and seconded to recommend approval of Ordinance No. 90-344 amending the RTP defining the priority of the Hillsboro Corridor and that the third paragraph under "Background" on the Staff Report (relating to Milwaukie and I-205 corridors) be stricken. Motion PASSED unanimously.

RESOLUTION NO. 90-1179 - ESTABLISHING AN ORGANIZATIONAL STRUCTURE FOR OVERSEEING HIGH CAPACITY TRANSIT STUDIES

This resolution establishes the organizational framework for regional decisions on the LRT corridors beyond the Westside

Corridor and is intended to implement the regional priorities. Clark County's involvement would be accomplished by periodic joint meetings of JPACT and Intergovernmental Resource Center. The focus of such meetings will be corridor activities, financing and priority decisions affecting other parts of the region.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 90-1179 establishing an organizational structure for overseeing high capacity transit studies with the sixth WHEREAS to read as follows: "WHEREAS, Metro and IRC have jointly approved a Bi-State Study work program to evaluate the adequacy of the existing transportation system and the currently adopted Regional Transportation Plan to meet existing and projected bi-state travel demands and to determine whether or not and when to initiate Alternatives Analysis/DEIS for a bi-state transit corridor; and"

Motion PASSED unanimously.

PROPOSED JPACT BYLAWS AMENDMENT

In accordance with JPACT bylaws requiring 30-day notice for consideration of proposed amendments to the bylaws, a handout was distributed (relating to representation of cities) for consideration on May 10. Chairman Ragsdale noted that Metro's Intergovernmental Relations Committee had concerns relating to the cities' representation and referred the bylaws amendment back to JPACT.

OVERVIEW OF STATE HIGHWAY PLAN UPDATE

Andy Cotugno introduced Bob Royer, Planning Engineer for the Oregon State Highway Division. Mr. Royer provided an overview on the proposed State Highway Plan update, emphasizing the kinds of improvements and financing policies to be considered.

Bob discussed the 1984 State Highway Plan followed by the framework of the proposed update. He stressed the number one priority being preservation of the system and reviewed the 10-year Modernization Plan for inclusion of Interstate, Access Oregon highways, and regional/district needs. Year 2000 funding targets were as follows: 31% - Interstate, 46% - Access Oregon Highways, and 13% - Other Highways.

Elements of the State Highway Plan included facility needs; issues pertaining to access control, land use and Access Oregon Highway policies; and financing.

Mr. Royer pointed out that, through coordinating agreements and

JPACT
April 12, 1990
Page 5

Access Oregon policies, the state will work with the region to develop a partnership. The Highway Plan update should be adopted by the Oregon Transportation Commission in July.

In response to a question raised about why Sunset Highway, Highway 217 and some other routes are being deprioritized in this plan into the "Other" category, Mr. Royer commented that much of the demand on those priorities are of a local nature so the emphasis is not placed there. Bob Bothman questioned whether funds should be shifted from some Access Oregon commitments into those localized projects.

Chairman Ragsdale indicated that less monies will be available from the Federal Government and more anticipated from local governments. From a private sector perspective, he spoke of the potential of private sector contribution and commitment to the system and the need for funding transportation improvements by the development community.

Bob Bothman indicated that the federal assumptions are very conservative and that we need to be aggressive in seeking funds at the federal level. The bonding issue as well as privatization will be looked at for alternative funding.

Councilor Van Bergen noted that, in California, a high fee is charged the private sector for infrastructure development. In this regard, Chairman Ragsdale spoke of the role of the private sector in the placement and timing of the infrastructure.

Chairman Ragsdale thanked Bob Royer for his presentation.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members