

MEETING REPORT

DATE OF MEETING: February 9, 1989

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

PERSONS ATTENDING: Members: George Van Bergen; Larry Cole (alt.); Sharron Kelley (alt.); Gary Demich; Bob Bothman; Mike Lindberg (alt.); Roy Rogers (alt.); Richard Devlin (alt.); Nick Nikkila (alt.); Wade Byers; and Pauline Anderson

Guests: Bill Stark, City of Wilsonville (JPACT alt.); Don Adams, ODOT (JPACT alt.); Ted Spence and Denny Moore, ODOT; Bebe Rucker, Port of Portland; Molly O'Reilly, Forest Park Neighborhood Association; Richard Ross, City of Gresham; Grace Crunican and Steve Dotterrer, City of Portland; Lee Hames, Tri-Met; Dave Poese and Laura Briggs, Clackamas County; and Ray Polani, Citizens for Better Transit

Staff: Andrew Cotugno, Karen Thackston, Marilyn Konka, James Giesecking, Cathy Thomas, and Lois Kaplan, Secretary

MEDIA: Robert Goldfield, the Daily Journal of Commerce

SUMMARY:

Metro Councilor Van Bergen chaired the meeting in the absence of Mike Ragsdale, introducing Councilor Devlin as the new alternate on JPACT (replacing Sharron Kelley) and thanking Sharron Kelley for her past contribution to the Committee.

MEETING REPORT OF JANUARY 12, 1989

The January 12 JPACT meeting report was approved as written.

STATUS OF LEGISLATIVE ACTIVITY

Dick Feeney of Tri-Met provided the Committee with an update on the following legislation: SB 475, a bill creating a Light Rail Construction Fund; SB 476, a bill extending the mass transit payroll tax to local government; and SJ RES 12, a constitutional amendment permitting a local vote on vehicle registration fees for mass transit use, the latter not having been introduced as yet. All three bills will come before Senator Otto's committee during the month of March.

In addition, Dick noted those bills being initiated by the AOC/LOC, indicating that the region would be asked to appear before the

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House Transportation Committee for comments prior to their consideration.

Dick also commented on a battery and tire tax bill and extensions of lottery authorization being explored.

He reported that the Associated General Contractors has asked for a presentation on the regional funding proposal.

Bob Bothman stated that the AOC and LOC are trying to pull together the state package. He spoke of significant support for a reasonable incremental package, noting a goal of 2¢ in 1991. A determination has not been made on what the vehicle registration fee should be, but it is being considered at \$10.00. He felt the bills would be considered by the House this month and the Revenue Committee during the month of March.

PRESENTATION ON PROPOSED EXTENSION OF LIGHT RAIL SERVICE TO EAST MULTNOMAH COUNTY

Senator Glenn Otto had submitted copies of resolutions adopted by the cities of Fairview, Gresham, Troutdale and Wood Village, Mt. Hood Community College and the Multnomah Kennel Club in support of the extension of light rail service to East Multnomah County. Councilor Kelley indicated the support of East County jurisdictions for the extension of rail.

Commissioner Rogers of Washington County felt that similar proposals could be forthcoming from Washington County. The need to develop a policy framework for such considerations was then discussed. Andy Cotugno stressed the importance of having objective criteria as a basis for comparing one corridor to another. The Regional Transportation Plan identifies a series of increments of the regional LRT system.

Senator Otto commented on the success of MAX and how it has improved Tri-Met's image. As a board member of Mt. Hood Community College, he spoke of the need to provide new access into the college area (via Kane Road). He felt that a logical and feasible extension of LRT into the area existed and that the importance of LRT to East Multnomah County should be recognized.

AMENDING THE FUNCTIONAL CLASSIFICATION SYSTEM AND THE FEDERAL-AID URBAN SYSTEM

This resolution would reclassify NW 9th Avenue (between NW Glisan Street and NW Front Avenue) to collector (from local street) and would add it to the FAU system.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 89-1045 amending the Functional Classification System and the Federal-Aid System for reclassification of NW 9th Avenue between NW Glisan Street and NW Front Avenue (from local street to collector). Motion PASSED unanimously.

UPDATING THE ADOPTED METRO REGIONAL TRANSPORTATION PLAN

Andy Cotugno highlighted the staff report and the description of amendments to be adopted as part of the RTP Update. He noted the following as the complete package for consideration: a) the Ordinance adopting the Update; b) the RTP Update document as amended and a line-by-line description of deletions; c) the Findings; and d) the Washington County/Metro Memorandum of Understanding agreement relating to the Southwest Corridor Study and Tualatin-Hillsboro Corridor.

During discussion, Commissioner Rogers concurred with the need to have further LRT planning efforts in East Multnomah County, Washington County and perhaps in Clackamas County. He felt that these efforts should be clarified in terms of priority level and their relationship to the budget. Andy Cotugno explained that, in the coming year, major emphasis on LRT will be in the Milwaukie and I-205 corridors as established in the recent budget process.

Commissioner Anderson questioned whether the recommended change in the Update pertaining to the bi-state study wasn't premature and whether it should be reflected in the RTP Update since it is pending action by JPACT. In response, Andy Cotugno indicated that the RTP needs to recognize that there is a bi-state issue. It was suggested that a positive statement be included that indicated that the study would not occur until land use and transportation studies have occurred. Bob Bothman felt it was premature to call it an issue and not address it. In that connection, Bob Bothman cited Cornelius Pass Road's capacity problems relating to connections from Columbia County to Multnomah County. A discussion followed on whether there should be a prerequisite of local land use plans to be developed prior to a bi-state study. Commissioner Rogers noted that he would be in opposition to the inclusion of such a statement, explaining his position as it regards development in Washington County. He expressed concern that land use planning is becoming an impediment to future planning.

Commissioner Anderson indicated that she was a strong advocate of land use planning and felt that land use should be a first consideration -- not that land use plans should preclude transportation plans.

Gary Demich, WSDOT, felt that land use and transportation planning efforts should be coordinated and he took issue over the statement about land use plans first being in place. He cited the need to coordinate this planning effort by working together.

Action Taken: It was moved and seconded to recommend the following language change for the staff Recommended Action under "Public Hearing Comment No. 3" pertaining to the Bi-State Transportation Study:

3. Bi-State Transportation Study -- In conjunction with the Bi-State Policy Advisory Committee, Metro will [may] participate in a study designed to address [long-range land use plans and the associated] the concerns that have been raised regarding future capacity deficiencies across the Columbia River between Portland and Clark County, Washington. ~~Several proposals have been suggested to address this issue, including:--LRT in the I-5 Corridor (to Vancouver); a possible extension of the proposed Westside Bypass north to Clark County; and a possible new bridge in the vicinity of Troutdale and Camas.--Metro, in cooperation with Oregon and Washington jurisdictions, will undertake a preliminary evaluation of 2010 travel demands and seek jurisdictional and public input on the issues.~~

Motion PASSED unanimously.

Ray Polani, representing Citizens for Better Transit, spoke on the substantial lack of funding for future planning and did not feel that there was a balanced system of modes (highways and transit) as reflected in a statement in the Regional Transportation Plan.

Action Taken: It was moved and seconded to recommend approval of Ordinance No. 89-282 and accompanying amendments for updating the adopted Metro Regional Transportation Plan. Motion PASSED unanimously.

JPACT REPRESENTATION

Letters initiated by IRC Board Chairperson Jane Van Dyke and C-TRAN Board Chair Ronald Hart were distributed at the meeting requesting C-TRAN representation on JPACT. The request will be considered at the March 9 JPACT meeting.

SUBURBAN TRANSIT SERVICE

Andy Cotugno asked whether there would be interest on the part of

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JPACT to hear a presentation on Crain & Associate's evaluation of suburban transit service relating to possible service delivery methods in suburban areas and how to provide service to that market area. Interest was expressed for such a presentation and it will be scheduled for a future meeting.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members

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