

MEETING REPORT

DATE OF MEETING: October 9, 1980

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

PERSONS ATTENDING: Members: John Frewing, Donald Clark, Lloyd Anderson, Robert Bothman, Bill Young, Larry Cole, Connie Kearney, Al Myers, Dick Pokornowski, Charles Williamson

Guests: Winston Kurth, Ted Spence, Lubin Quinones, Elton Chang, John Price, Bebe Rucker, Sarah Salazar, Steve Dotterrer, Paul Bay, Dave Peach, Anne Sylvester

Staff: Andy Cotugno, Rick Gustafson, Keith Lawton, Terry Bolstad, Karen Thackston, Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

1. REVIEW OF THE CLARK COUNTY FY 81 TIP AND AIR QUALITY CONSISTENCY STATEMENT

Andy Cotugno reported that the Clark County portion of the TIP is up for adoption at this time. It is very similar to our report, listing projects scheduled and included for the next five-year period. One major difference that has occurred is its shift to the same fiscal period as ours -- October 1 to September 30, as encouraged by UMTA.

Action Taken: It was moved and seconded to recommend approval to the Council of the Clark County FY 81 TIP and Air Quality Consistency Statement. Motion CARRIED.

2. TRANSFER OF CITY RESERVE FUNDS (e) (4) TO THE PORTLAND/VANCOUVER CORRIDOR ANALYSIS (BI-STATE TASK FORCE PROJECT)

Andy Cotugno stated that only \$50,000 has been awarded for this Bi-State study effort and is all that is available through Federal Demonstration Grant funding. The City of Portland has recommended utilizing \$170,000 from one of their Contingency Funds while local jurisdictions would have to come up with an additional \$30,000 in match money -- \$3,000 each from five jurisdictions in Oregon (Metro, Tri-Met, Portland, ODOT, and Multnomah County) and \$5,000 each from the three jurisdictions in the State of Washington (Clark County, City of Vancouver, and WSDOT).

The Resolution allocates funding to the project. The Bi-State TAC will then complete the scope of work and submit the actual grant application to the Federal Highway Administration. It is anticipated that the funding would be underway about January or February because of the time element involved in obtaining the necessary grant.

Action Taken: It was moved and seconded to recommend approval to the Council of the transfer of funds for the above project.

3. UPDATE OF THE REGIONAL TRANSPORTATION PLAN

A memo was distributed at the meeting which recommended that the schedule for completion of the Regional Transportation Plan be extended and that a subcommittee be appointed from JPACT to meet on a more regular basis for a more thorough review of the Plan. Andy Cotugno then reviewed the proposed schedule towards adoption of the Plan.

Andy pointed out the need for Metro's endorsement of Tri-Met's five-year TDP and the need to adopt a State Implementation Plan for Air Quality in order to meet the Federal deadline of January, 1982. The SIP must have detailed commitments to implement whatever strategies will be adopted in the RTP.

Andy further reported that the Air Quality Committee is also considering these strategies in great detail and will bring its recommendations before JPACT. This review would set air quality targets and also decide the carpooling strategy that would be incorporated in the RTP.

The third component recommended is the long-range strategy -- to determine what role light rail should play, what should be the long-range transit improvement program, what should be the policy for protection and implementation of transitways, and the establishment of a functional classification system for transit to guide land use and protect rights-of-way. It is the intent of the staff to make sure that the principal arterials and freeways work for the regional system.

Connie Kearney pointed out the need to reconcile the differences relating to population/employment data used for Clark County. In the RTP, Metro used data for its population/employment forecast for Clark County with an estimate of 260,000. Clark County's MPO estimate differs from that inasmuch as their estimate places the population at 340,000. She expressed concern over this conflict in data and hoped that it would be resolved before the report proceeded in much

greater detail. Andy Cotugno related that four different sets of regional assumptions for population/employment forecasts were utilized, and a middle-of-the-road range was picked. If the overall population were increased, its impact would have to be recognized and would involve a major task in dealing with all the jurisdictions involved. The Committee felt that perhaps a compromise could be reached. Andy Cotugno pointed out that the land use plans throughout the region are in a constant state of flux and subject to continual change because of comprehensive plan updates that would affect distribution. He felt there was a need to be closer to Clark County's estimate, but that we also need to recognize that, in each annual update of the RTP, there will likely be a revised population/employment forecast. It was brought out that Clark County did utilize Metro's lower population figure in its air quality analysis to determine emissions.

It was suggested that perhaps the proposed schedule should be turned around and that population, land use, and strategies should be matters taken up first. If Tri-Met is to get its necessary funding, the Federal Government is requiring that it must first get MPO endorsement of its TDP. Under new regulations, UMTA must obligate funds each quarter rather than once a year.

With regard to a change in population figures for Clark County, Andy Cotugno stated that it would also involve a major change in the data used for the Air Quality Analysis as well. In order to make the modifications proposed, he felt it would take more than a month just to generate the information. It was discussed that the Institute of Policy Studies at Portland State University, PP&L and PGE are starting on some type of a scoping study to improve migration models, and the question was raised as to whether this might be of any benefit to the staff.

It was felt that there needs to be a systematic way to make population forecasts inasmuch as they are fundamental to a great many projects. It was discussed that population data has been compiled by Transportation, "208", CRAG, and BPA. It was the consensus of the Committee that there was need for the population base to be adopted by the Metro board.

Keith Lawton related that, under new Federal ruling, when jurisdictions in two states within the SMA are in disagreement on data where Federal funding is concerned, arbitration is settled by referring the matter to a "Bi-State" task force for settlement.

Action Taken: It was moved and seconded to refer this matter to the Metro Council for adoption of a population forecast as a base for the RTP. It would then be referred back to JPACT for further study of the Plan. Motion CARRIED.

Regarding the formation of a subcommittee of JPACT to study the Plan in more detail, it was agreed that a subcommittee first be appointed to deliberate on its approach and report back at the next JPACT meeting. Appointments to the subcommittee were as follows: Connie Kearney, Bob Bothman, Ernie Bonner, and Andy Cotugno representing Metro staff. It was also agreed that, following this committee's initial report, new subcommittees would be formed to consider the various components of the RTP in greater detail. The Committee should be polled by questionnaire as to which subcommittee they would prefer to serve on.

4. NOVEMBER BALLOT MEASURE - STATE OF WASHINGTON

Connie Kearney reported on an upcoming measure on the November ballot, sponsored by the Public Transit Benefit Area, for transportation funding which would amount to three-tenths of 1 percent of a sales tax. She spoke of a "carless" day to be tried on October 15th in Clark County in which WSDOT and Clark County are trying to promote alternative measures of travel. Incentives such as free bus service and "pledge" cards are being encouraged so that a tally can be made of miles saved and its impact on air quality.

5. ANNOUNCEMENTS

An announcement was made of an upcoming October 21 conference on hazardous materials to be held at Portland State University. The Committee was also reminded of the public hearing scheduled for JPACT and the RPC on the Regional Transportation Plan for Monday evening, October 13, at 7:30 p.m., and everyone was encouraged to attend.

6. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: JPACT Members
Denton Kent
Rick Gustafson