

COMMITTEE MEETING TITLE JOINT JPACT/RPC

DATE 9-22-80 5:30 pm.

NAME

AFFILIATION

✓ LARRY COLE	CITY OF BEAVERTON
✓ Connie Kearney	Clark Co
✓ Jane Rhodes	Metro Council
✓ ERNIE BANNER	METRO
✓ Betty Schleder	Metro
✓ Cindy Banzer	Metro Council
✓ Jack Deines	Metro Council
✓ Ken Fisher	Washington County
✓ Bob Bahmdan	ODOT
✓ LLOYD ANDERSON	P.O.P.
✓ Jeffery	TRI-MET
✓ AL MYERS	MAYOR CITY OF GRESHAM
✓ MIKE LINDBERG	City of Portland
✓ Cordy Kirkpatrick	Metro
✓ Gene Titenson	metro council
✓ DICK CARROLL	WSDOT
✓ David Peach	WSDOT
✓ John Price	FHWA
✓ Mike Borresen	Wash. County
✓ Winston Kurth	Clark County
✓ Dick Bolen	Metro
✓ STEVE DOTTERER	PORTLAND (STAFF)
✓ Karl Cowton	Metro

COMMITTEE MEETING TITLE

JOINT JPACT/RPC

DATE

9-22-80 -- 5:30 p.m.

NAME

AFFILIATION

✓ PAUL BAY

TRI-MET

✓ Ted Spina

ODOT

✓ Jack Deines

Metro Councilor

✓ Richard Brandma

Metro

✓ Bill Greene

ODEQ

✓ Terry Bolstad

Metro

✓ Bebe Rucker

Mult. County

SARAH SALAZAR

Port of Portland

Ellen Duke

Metro

va | southern

city of portland

MEETING REPORT

DATE OF MEETING: September 11, 1980

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

PERSONS ATTENDING: Dick Carroll, Larry Cole, Robert Bothman, Dick Pokornowski, John Frewing, Stan Skoko, Lloyd Anderson, Dennis Buchanan, Charlie Williamson, Mike Lindberg, Ernie Bonner, Connie Kearney

Guests: Ted Spence, Steve Hall, Bebe Rucker, Steve Dotterrer, John Price, John MacGregor, Paul Bay

Staff: Andy Cotugno, Denton Kent, Bill Pettis, Keith Lawton, Karen Thackston

MEDIA: None

SUMMARY:

1. Reallocation of Interstate Transfer Funds From Hwy. 212 East Reserve and the I-505 City Transfer

The reasons for reallocating the funds and the projects were explained by Andy Cotugno. He also reviewed the questions and responses raised at the Regional Planning Committee. Mr. Skoko stated for the record that, although he supports the regional concept, he wanted some assurance that Hwy. 212 was not a dead issue and that funding support for the project would occur in the future.

Bob Bothman explained that the \$5 million allocated to the project would accomplish only partial improvements -- that \$20 million is needed. He stated that improvements to the highway have not been identified so there is no clear project at this time. Mr. Bothman did state the the Oregon Department of Transportation (ODOT) would do some very preliminary work so that when Hwy. 212 is again considered, there would be a clearer plan for what is needed.

It was moved, and seconded, to approve the reallocation of funds with the following amendment: That ODOT specify required improvements to Hwy. 212 for inclusion in the RTP and consider alternate funding sources. In addition, the memo to Council responding to questions raised by JPACT was approved.

Motion PASSED unanimously.

2. Authorization of Federal Funds for Projects Included in the McLoughlin Corridor Improvement Strategy

Andy Cotugno pointed out that the funds being allocated include the reallocation of the Hwy. 212 and I-505 Reserve.

Larry Cole moved, and was seconded, to approve the recommendation. Motion PASSED unanimously.

3. FY 1981 Transportation Improvement Program (TIP) Annual Element

The Regional Planning Committee had requested a more detailed description of the new projects included in the Annual Element. Staff recommended that the new projects be removed from the Annual Element until after the Regional Transportation Plan (RTP) has been adopted and then considered separately as TIP amendments. All of the projects will be included in the RTP.

Connie Kearney moved, and was seconded, to approve the FY 1981 Annual Element without the new projects until they can be reviewed in context of the whole plan. Motion PASSED unanimously.

4. Adding Eight Transit Stations to the TIP

These projects will take advantage of new Urban Mass Transportation Administration (UMTA) money that must be allocated by September 30. To expedite grant approval, the request has already been approved by the Transportation Policy Alternatives Committee (TPAC) and the Council.

Dennis Buchanan moved and was seconded, to approve including the transit stations in the FY 1980 TIP. Motion PASSED unanimously.

Lloyd Anderson raised the matter of overall aesthetic standards for the transit stations, particularly advertising. The Committee felt the issue important enough that further discussion was postponed and staff instructed to include it on a future agenda.

5. Establishment of Hydrocarbon Reduction Targets for Oregon and Washington

Metro and the Regional Planning Council (RPC) of Clark County have determined an equitable formula for dividing the reduction of hydrocarbon emissions between the two jurisdictions. The formula uses the projected 1987 populations as a basis. Fifteen percent reduction is allocated to Clark County and 85 percent allocated to Oregon.

It was pointed out that Clark County is instituting a yearly inspection/maintenance program and that it may be necessary to

ask the Oregon Legislature to change the program in the Metro area from two years to one.

The Council will act on a resolution on September 25 from the Air Quality Advisory Committee. No action was requested of JPACT.

6. Overview of RTP Second Draft

The RTP is scheduled for adoption in December. The second draft is going out now for public comment. Andy Cotugno reviewed the policy issues and schedule. Three joint meetings have been set with JPACT and the RPC.

General discussion of the plan concerned sources of funding -- where will funds come from and the need for an overall funding strategy. Bob Bothman was concerned as to whether the plan will work. Andy responded that the plan as structured would go a long way toward solving the problems.

Having no further business, the meeting was adjourned.

REPORT WRITTEN BY: Karen Thackston

COPIES TO: JPACT
Rick Gustafson
Denton Kent

KT:bb
347B/D3

COMMITTEE MEETING TITLE JPACT

DATE 9-11-80

NAME

AFFILIATION

<u>Zed Spence</u>	<u>ODOT</u>
<u>DICK CARROLL</u>	<u>WSDOT</u>
<u>LARRY COLE</u>	<u>CITY OF BEAVERTON</u>
<u>Robert Bothman</u>	<u>ODOT</u>
<u>Dick Polcunowski</u>	<u>City of Vancouver</u>
<u>JOHN FREWING</u>	<u>TRI-MET</u>
<u>Alan Shook</u>	<u>Clark Co.</u>
<u>Leon Anderson</u>	<u>Port of Portland</u>
<u>DENNIS BUCHANAN</u>	<u>MULTNOMAH CO.</u>
<u>Charlie Williamson</u>	<u>metro</u>
<u>MIKE LINDBERG</u>	<u>City of Portland</u>
<u>ERNIE BONNER</u>	<u>METRO</u>
<u>Connie Kearney</u>	<u>Clark Co</u>
<u>STEVEN HALL</u>	<u>CITY OF MINNAUKIE</u>
<u>ROGER LEE MANUEL</u>	<u>METRO</u>
<u>BILL PETTIS</u>	<u>Metro</u>
<u>John Price</u>	<u>FHWA</u>
<u>Bebe Tucker</u>	<u>Mult. County</u>
<u>STEVE DOTTERER</u>	<u>CITY OF PORTLAND</u>
<u>JOHN MACGREGOR</u>	<u>PORT OF PORTLAND</u>
<u>PAUL BAY</u>	<u>TRI-MET</u>
<u>Andy Catugno</u>	
<u>Karen Shackleton</u>	
<u>Keith Lawton</u>	

A G E N D A M A N A G E M E N T S U M M A R Y

TO: TPAC/RPC/JPACT
FROM: Executive Officer
SUBJECT: Commenting on the Transportation Improvement Program and
on the Determination of Air Quality Consistency for the
Urban Areas of Clark County

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council concurrence of a resolution commenting on the Clark County Transportation Improvement Program (TIP) and the accompanying determination of air quality consistency.
- B. POLICY IMPACT: Partial fulfillment of the Metro/Clark County Regional Planning Council (RPC) Memorandum of Agreement setting forth interstate coordination requirements.
- C. BUDGET IMPACT: The approved Metro budget funds staff coordination activities with the RPC.

II. ANALYSIS:

- A. BACKGROUND: Each Metropolitan Planning Organization (MPO) prepares a TIP describing projects programmed for its planning area. Coordination of these documents is set forth in the Metro/RPC Memorandum of Agreement.
- B. ALTERNATIVES CONSIDERED: None.
- C. CONCLUSION: Staff has reviewed the documents and finds that the projects proposed to be undertaken in Clark County are consistent with the policies, plans and programs of Metro.

KT/gl
414B/92

FOR THE PURPOSE OF COMMENTING ON)
THE TRANSPORTATION IMPROVEMENT)
PROGRAM AND ON THE DETERMINATION)
OF AIR QUALITY CONSISTENCY FOR THE)
URBAN AREAS OF CLARK COUNTY)

WHEREAS, The Metropolitan Service District (Metro) is the designated Metropolitan Planning Organization (MPO) for the Oregon portion of the Portland/Vancouver urbanized area, and the Clark County Regional Planning Council (RPC) is the designated MPO for the Washington portion; and

WHEREAS, Metro and the RPC have entered into a Memorandum of Agreement specifying mechanisms to ensure adequate coordination of transportation policies, plans and programs; and

WHEREAS, In accordance with the Metro and RPC Memorandum of Agreement, the RPC has requested comments from Metro on its TIP and Determination of Air Quality Consistency statement; and

WHEREAS, Metro staff has reviewed the FY 1981 TIP for the urban areas of Clark County and the Determination of Air Quality Consistency; now, therefore,

BE IT RESOLVED,

1. That the projects and programs described in the FY 1981 TIP for the urban areas of Clark County and the Determination of Air Quality Consistency are found by Metro Council to be consistent with the policies, plans and programs of the Metropolitan Service District.

2. That the Clark County RPC be advised of this concurrence.

KT/gl

415B/92

A G E N D A M A N A G E M E N T S U M M A R Y

TO: JPACT
FROM: Executive Officer
SUBJECT: Authorizing Transfer of City Reserve Funds ((e)(4)) to the Portland/Vancouver Corridor Analysis (Bi-State Task Force Project)

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Council adoption of the attached Resolution No. _____ authorizing the transfer of \$170,000 from the City of Portland (e)(4) Reserve to the Portland/Vancouver Corridor Analysis.
- B. POLICY IMPACT: This action will supplement the shortage of funds existing in the Unified Work Program (UWP) for the Bi-State Transportation Analysis. Because of funding shortages at the federal level, only \$50,000 in the UWP was approved by the U.S. Department of Transportation (USDOT) for the study. The requested funds will make up the shortfall.
- C. BUDGET IMPACT: The funds requested will be specifically assigned to the Portland/Vancouver Corridor Analysis for use by Metro, the Clark County Regional Planning Council (RPC) and consultants. Without the allocation of these funds, Metro will face a budget shortfall. Metro has been requested to provide \$3,000 as its share of local funds needed to match the \$170,000. Staff recommends that this funding be made available at the time of the mid-year budget adjustment.

II. ANALYSIS:

- A. BACKGROUND: The Governors of the states of Oregon and Washington have established a Bi-State Task Force to address metropolitan transportation issues affecting the two states. To responsively carry this out, the Task Force will need a large amount of quality information. The Portland/Vancouver Corridor Analysis will be used to generate much of the needed information.

The primary purpose of the Corridor analysis is to provide objective and analytically sound information which, when combined with information generated by the study financed by the state of Washington, can be used as a basis for policy recommendations of the Task Force. This combined information base will be used by the Task Force to answer a number of issues concerning the Portland/Vancouver Corridor and result in recommendations for specific transportation improvements in the Corridor.

FOR THE PURPOSE OF AUTHORIZING)
 THE TRANSFER OF CITY RESERVE)
 FUNDS (e) (4) TO THE PORTLAND/)
 VANCOUVER CORRIDOR ANALYSIS)

WHEREAS, The Govenors of Oregon and Washington have created a Bi-State Task Force; and

WHEREAS, This Task Force has the responsibility of studying and recommending solutions in the I-5 North Corridor; and

WHEREAS, A work program in the amount of \$250,000 to carry out the Bi-State Transportation Study has been included in the FY 1981 Unified Work Program (UWP); and

WHEREAS, U. S. Department of Transportation (USDOT) will grant only \$50,000 towards the study thereby necessitating an alternate source of funds; and

WHEREAS, The City of Portland has agreed to transfer \$170,000 of (e) (4) funds from the City Reserve to the Bi-State efforts to analyze alternative Corridor improvements; and

WHEREAS, The local jurisdiction will provide the local matching funds of \$30,000; and

WHEREAS, These cooperative efforts will make up the shortfall; now, therefore,

BE IT RESOLVED,

1. That \$170,000 of Interstate Transfer funds be transferred from the City Reserve to the Portland/Vancouver Corridor Analysis.

2. That the Transportation Improvement Program (TIP) and its Annual Element be amended to reflect the authorization set forth herein.

Regional transportation planning is carried out in the Portland/Vancouver Urbanized Area by two Metropolitan Planning Organizations (MPOs) - The Metropolitan Service District (Metro) and the Clark County RPC. The Bi-State Task Force's efforts will complement these regional efforts by focusing on specific issues in the I-5/I-205 Northern Corridor. While a number of corridor improvements have been recommended in the plans produced by the MPOs, there continues to be a question about the adequacy of these improvements over the longer-range future. The Bi-State Task Force will specifically address this question. If additional corridor improvements are found to be needed, the Task Force will prepare recommendations to be considered by the MPOs for inclusion in regional plans and improvement programs. The basic technical information on urban growth and travel patterns used by the Bi-State Task Force is produced by Metro. Clark County RPC is involved in the production and review of this basic information base. The staff from Metro and Clark County RPC will be directly involved in the Corridor analysis by carrying out various technical tasks. In addition, the MPOs are represented on both the Bi-State Technical Subcommittee and the Bi-State Task Force.

A general description of the Portland/Vancouver Corridor Analysis has been included in the FY 1981 Unified Work Program (UWP) and calls for some \$250,000 to accomplish the study. A more detailed program will be developed for approval by the Bi-State Task Force for submittal to USDOT. USDOT, because of a shortage of federal funds, will only grant \$50,000 under the UWP, thereby necessitating a supplementary source of funds. This supplementary source is proposed to be made up from Interstate Transfer funds and local match. The City of Portland has agreed to transfer \$170,000 from its (e) (4) City Reserve to supplement the necessary funds; \$30,000 of local match will be provided by the local jurisdiction.

- B. ALTERNATIVES CONSIDERED: 1) Tailor the study to the available \$50,000 grant (requires USDOT approval); 2) seek a totally new source of funds; or 3) delay or cancel the study.
- C. CONCLUSION: Metro staff recommends authorization of the transfer of \$170,000 (federal) from the City Reserve to the Portland/Vancouver Corridor Analysis.

3. That the Metro Council finds the project in accordance with the region's continuing cooperative, comprehensive planning process and hereby gives affirmative A-95 Review approval.

BP/gl

425B/81



METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: October 8, 1980
To: JPACT
From: Andrew Cotugno
Regarding: Regional Transportation Plan

Based upon comments from JPACT, TPAC, the Metro Regional Planning Committee and local planning officials, I recommend delaying adoption of the Regional Transportation Plan. The extended time period will allow a more thorough review of the various components and will provide sufficient time to ensure the adopted system works and to develop needed information on funding requirements. To oversee final development of the RTP, I propose a JPACT special subcommittee be established to meet on a more frequent basis, thoroughly review the materials and bring a recommendation on each component before the full committee.

The proposed review schedule and topics are:

- November: A. Review "Problem" statement and finalize overall policy direction.
B. Review Tri-Met's 5-year Transit Development Program (TDP) within the context of the long-range transit service strategy. Recommend endorsement by resolution of Tri-Met's TDP; recommend amendment to the Transportation Improvement Program (TIP) to include the capital components of the TDP.
- December: A. Review and select preferred strategies to increase carpooling; determine role of parking strategies to increase carpooling and transit.
and
January B. Determine feasibility of implementing an Annual Vehicle Inspection Program.
C. Combine recommended control strategies (i.e., transit, carpooling, bicycling, ramp metering, annual vehicle inspection) and recommend adoption of a resolution establishing air pollution reduction targets for each selected strategy.



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: September 19, 1980
To: JPACT
From: Richard Brandman, Air Quality Program Manager
Regarding: Air Quality Strategy Analysis

Enclosed is a summary of the Transportation/Air Quality Control Strategy Analysis conducted by Metro for the Portland metropolitan area. The metropolitan area currently violates federal clean air standards for ozone, or smog, and is projected to do so through 1987, the year that the federal ozone standard must be met. Metro is responsible for developing a plan that will demonstrate how the region will meet this clean air standard. Failure to meet the standard will result in a loss to the region of capital improvement funds for many transportation and sewage construction projects.

Because one of the major pollutants that lead to the formation of ozone is generated by automobiles, Metro has integrated the air quality planning process into the development of the Regional Transportation Plan. The policy framework outlined in the Regional Transportation Plan will serve to guide air quality planning efforts by identifying those transportation measures which have the most significant impact on reducing traffic, thereby helping to clean the air.

As part of the air quality planning process, Metro has worked very closely over the past two years with a Citizens Advisory Committee composed of representatives of local jurisdictions, public interest groups, industrial associations, and the general public. Metro is now in the midst of a public involvement campaign for the Regional Transportation Plan, which includes information about air quality improvements gained by increasing the efficiency of our transportation system. For information regarding the time and place of meetings, please call Ellen Duke at Metro, 221-1646.

Copies of the Regional Transportation Plan, the Technical Air Quality Analysis Report, a slide show explaining the plan, and other public education materials are also available from Metro. If you have any questions about the air quality planning program, please contact me at the Metro office.

RB:lmk

Enclosure