

MEETING REPORT

DATE OF MEETING: April 9, 1980

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

PERSONS ATTENDING: Members: Bill Young, Don Clark, Lloyd Anderson, Dick Carroll, Charlie Williamson, Larry Cole, John Frewing

Guests: Betty Schedeen, Ted Spence, Donna Stühr, Paul Bay, Richard Daniels, Steve Dotterrer, David Peach, John MacGregor, Bebe Rucker

Staff: Bill Ockert, Karen Thackston, Marilyn Holstrom, Denton Kent, Linda Brentano, Bob Haas, Dick Bolen, Terry Bolstad, Michael Ogan, Andy Cotugno, Keith Lawton, Richard Brandman, Pam Juett

MEDIA: None

SUMMARY:

1. AUTHORIZING FEDERAL FUNDS FOR N.W. FRONT AVENUE AND THE N.W. PORTLAND TRANSPORTATION STUDY

Bill Ockert reported that TPAC has considered both projects and recommended funding approval. The Regional Planning Committee of the Council reviewed them and did not raise any questions. Ted Spence noted that the Front Avenue project should have had \$50,000 for preliminary engineering in FY 1980 and that City of Portland, Multnomah County and Washington County have agreed. He asked that the attachment be amended to indicate this. Don Clark moved and was seconded to recommend the resolution with the amended attachment. Larry Cole asked that the Agenda Management Summary and Resolution be clarified to indicate that the N.W. Transportation Study will not re-examine the N.W. Front Ave. project.

The MOTION was adopted unanimously.

2. AUTHORIZATION OF FUNDING FROM THE I-505 CITY RESERVE - Going Street Noise Mitigation Construction Project

Bill Ockert reported that preliminary engineering on this project had been approved previously. The City of Portland has now requested authorization of right-of-way and construction funds. The cost of construction has increased and cannot be fully covered by already awarded EDA funds, therefore, a request has been made by Portland

to utilize I-505 City Reserve funds to cover the additional cost (\$1,105,000). TPAC concurred with the request. Bill Ockert noted that the Resolution needed a correction on Resolve #2 to indicate that the \$1,075,000 covers only right-of-way acquisition and construction. Dick Carroll moved and was seconded to recommend authorization of the funds.

The MOTION passed unanimously.

3. AUTHORIZATION OF FUNDING FOR THE ARTERIAL STREET OVERLAY PROGRAM IN THE CITY OF PORTLAND

Bill Ockert reported that the I-505 withdrawal funds were being used as a substitute for Federal Aid Urban funds that would have been applied to this project. The City of Portland now requests an allocation of the funds for several resurfacing projects. Previously, funds had been authorized for preliminary engineering. TPAC has recommended approval.

Steve Dotterer indicated it is Portland's intention to come back each year for the next five years to request approximately the same amount of funds for street resurfacings. Larry Cole moved and was seconded to recommend adoption of the Resolution.

The MOTION was adopted unanimously.

4. UNIFIED WORK PROGRAM - Status Report

Bill Ockert noted that a draft of the UWP was mailed out to the JPACT members. A number of studies are being proposed dealing with a variety of issues. Bill briefly described each of the studies and programs. The federal agencies have reviewed the UWP and it is presently going through a minor revision and will be in a more final version by May. Don Clark questioned whether the funds for air quality (\$81,000) would be enough to effectively do the job. Bill Ockert reported that the funds should be adequate. The major effort will be to get commitments from jurisdictions and agencies for specific control measures.

Chairman Williamson noted that the UWP would come before JPACT at the next meeting and any further questions could then be answered.

5. REGIONAL TRANSPORTATION PLAN

Staff Report 66 which detailed further development of the policy direction for the RTP since release of the RTP first draft was distributed to the JPACT members. Andy Cotugno began the discussion by noting that the first draft of the RTP had been released

in January for review. It was intended to present an initial policy direction for discussion purposes, to collate committed projects, and to describe how well the transportation system would handle the travel demands by the year 2000.

The largest single issue discussed at the meeting was the policy direction for the region.

Andy reported that the most important problem impacting transportation is the expected 50% increase in population in the region. The thrust of the RTP is to decrease the dependency on the single-occupant automobile through improved transit service, ride-sharing, and bicycle and pedestrian programs.

Don Clark commented that air quality should be one of the major policy objectives, and should be emphasized more in the objectives. John Frewing asked if the movement of freight was included in the policy. Andy replied that in terms of overall direction the RTP deals with "person travel", however, in the more detailed objectives there is a specific objective to insure movement of goods. Frewing noted that new technological systems could be evolved to deal with freight (truck travel) in the region thus adding to savings in energy and vehicle-miles-traveled. It was mentioned that few studies have been done on freight movement, and that due to the proprietary nature of the movement of goods, it would be difficult to compile such information.

Chairman Williamson asked the committee if the policy of lessening vehicle-miles should be applied to freight. It was suggested that the next draft of the plan deal with this potential. Donna Stuhr mentioned that the concept of staggered work hours could be applied to the movement of freight.

John Frewing voiced a concern that in the stated direction that a "comprehensive transportation system be developed" would indicate construction of a system. He asked if the substitution of communication for transportation would fit into the regional picture. Andy replied that the intent of the policy direction is to be broader than building facilities and should be phrased accordingly. Also, substitution of communications for travel could be mentioned in the plan generally. Further evaluation of the implementation is to be made as part of the energy work element to be proposed in the FY 1981 Unified Work Program.

Lloyd Anderson felt that locating jobs, shopping, and homes in close proximity would not necessarily result in shorter or fewer trips. He felt that it needed to be restated so it would not draw the conclusion that just because people lived next to a work area, they would work in that area. Paul Bay indicated that there have been studies done which indicated that if jobs, shopping and housing are located together, it is more likely that

shorter trips will result. Bill Ockert noted that the key is to match level of income, housing and jobs.

Several members commented that the issue of special transportation for handicapped, aged and indigent individuals ought to be addressed in the general policy objectives and not just in the more detailed sections further into the body of the RTP.

Lloyd Anderson asked that the statement of direction recommend funding resources which would have more latitude in their use to allow achievement of the public policies that have been articulated.

Continuing the discussion of the RTP, Andy Cotugno described the proposed performance measures. He noted that the key overall measure of the degree of achieving the policy direction is vehicle-miles-traveled (VMT). Other indicators would be reduction in air pollution and energy consumption and increases in transit ridership and auto occupancy.

The three policy alternatives presented are 1) a base case with demand constrained so that fuel consumption does not increase above 1977 levels, 2) a 10% reduction below the base case; and 3) a 20% reduction below the base case.

Andy suggested that the next draft present control measures which would result in increases in ridesharing to achieve the 10% and 20% reduction. Once these are presented, a recommended set of policies and actions can be developed. Don Clark asked if the air quality standards could still be met even with a 10-20% reduction in transportation with the expected 50% growth in population. Andy replied that estimates would still have to be made. If the air quality standards could not be maintained, he felt greater reductions would have to be made. Commissioner Clark stated that he felt a 10% and 20% reduction was too modest and he could foresee a possibility of reductions being as high as 50% due to a drastic drop in fuel availability. Andy Cotugno pointed out that the 10% and 20% reduction alternatives were targets to reduce energy consumption as a result of local actions and that a 50% fuel curtailment would be the target for an energy contingency plan due to national and international actions.

Lloyd Anderson suggested that planning continue for a 10% and 20% reduction, but that additional planning should take into account for a more drastic cutback in the 50% range. Bill Young noted that a 20% reduction in VMT below the base case also correlates with a 20% increase over 1977 levels. He suggested an alternative where VMT in the year 2000 would not exceed VMT in 1977 (a 34% reduction below the base case). Paul Bay suggested that the worst case (20% reduction) did not necessarily represent a crisis situation, but could conceivably occur gradually through time and planning could be done for incremental improvements.

Bill Ockert asked the JPACT members if a delay of a month to the

production of the next draft of the RTP to accomodate the suggested changes would cause a problem. No objections were raised to an extension.

Bill Young commented on the relationship between air quality standards and how the increase in transportation demand would affect it. He felt that either the policies of the RTP should reflect the possibility of changing the VMT reduction targets once firm data are available, or else the scheduling of the RTP should be such that the strategies are known and defined. The starting point of work should be with figures which would yield enough representative data so that judgements could be made based on it.

Keith Lawton pointed out that air quality attainment could not rest simply on a reduction in fuel availability and that some control measures would be necessary to assure continued reduction in emissions.

The issue of co-location of jobs, shopping and housing was introduced by John Frewing. Lloyd Anderson asked how a greater density could be achieved in Portland. Andy Cotugno replied that Portland was fairly dense but that the outlying cities such as Gresham and Beaverton had the housing but had an imbalance with jobs and shopping opportunities.

Keith Lawton presented population and employment projections. He described the basis of the projections. These forecasts are utilized as a base for transportation planning. Keith then explained in more detail the problems that are occurring with the population figures and their relationship to 1) the Westside Corridor Study; 2) impacts of transit supportive land use changes; 3) the high Washington State forecasts for Clark County versus the lower Metro projection for Clark County; and 4) census results which won't be available until late 1981. With the exception of Clark County, concensus on the Interim II population figures has pretty much been achieved. Bill Ockert requested that comments be sent to him as soon as possible on the projections.

Andy Cotugno presented the section on Functional Classification and spoke briefly about each of the classifications presented in the RTP. He noted that the Functional Classification system can provide a means for applying many of the policies in the RTP.

Bill Young raised the question of how access can be limited on the principal arterials to enable it to function as it was designed to do. Powell Blvd. was mentioned as a good example of this problem. As the committee discussed this problem, a variety of suggestions were mentioned including limiting the distribution of funding as a control measure, requiring an access plan so that when facilities are reconstructed the land use functions can be

made more compatible with the highway function, and establishing standards and criteria in the local plans to support the desired policy.

Donna Stuhr mentioned that she thought that any streets which qualify for federal funds should be part of the Regional Transportation Plan. Bill Young questioned this policy. He asked how regional need would be defined. Donna mentioned that each single aspect of the RTP need not be regional, but each component supports another to provide a regional network. Bill Young felt that more appropriate "tools" such as review of local plans were available rather than the funding issue.

Bill Ockert suggested that a high level of traffic service on principal and major arterial roads would allow a diversion of through traffic from local streets.

The discussion turned to the subject of devising a process for involving local jurisdictions. Don Clark suggested preparing a movie or slide show which could be presented at city council meetings and before citizen groups to get them more involved in the RTP. This could also be shown on television with comments solicited.

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