

## MEETING REPORT

DATE OF MEETING: July 14, 1983

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

PERSONS ATTENDING: Members: Charlie Williamson, Larry Cole, Bruce Etlinger, Ed Ferguson, John Frewing, Ed Hardt, Mike Lindberg, Robin Lindquist, Wes Myllenbeck, Dick Pokornowski, and Dick Waker

Guests: Ted Spence, ODOT; Elton Chang, FHWA; Rick Walker, Cities of Multnomah County; Winston Kurth, Clackamas County; Sarah Salazar, Port of Portland; Paul Bay, Tri-Met; Gil Mallery, RPC of Clark County; Keith Ahola, WSDOT; Vic Rhodes, Geoff Larkin and Steve Dotterer, City of Portland; and Larry Rice, Washington County

Staff: Andy Cotugno, Richard Brandman, Karen Thackston, Peg Henwood, Terry Bolstad and Lois Kaplan, Secretary

MEDIA: None

### SUMMARY:

#### 1. ADOPTING THE REGIONAL BICYCLE PLAN

Andy Cotugno related that the proposed Regional Bicycle Plan has focused on cost-effective measures with regard to the designation of safe, direct regional bike routes, the establishment of guidelines for bicycle funding (including parking, registration and safety education) and the implementation of the plan. Richard Brandman provided an overview of the plan, commenting on the constructive input offered by the Citizens and Technical Advisory Committees who reviewed the plan and helped in the planning of a regional network for the Portland metropolitan area. Factors considered in the development of the plan included: 1) how big a system to adopt; and 2) the issue of connectivity versus bicycle routes to key destinations.

Mr. Brandman related that the State Bicycling Advisory Committee is developing the state-wide bike plan and, following adoption of the Regional Bicycle Plan, it would become one element in that plan. He noted that Jan Schaeffer of the City of Portland is a citizen representative on that committee, and has reviewed the proposed regional plan with that committee.

Questions raised during discussion included whether or not Highway 217 would serve as an appropriate bike route. Richard indicated that the Bike Committee felt it was an important corridor, but that a route would be better located on Cedar Hills Boulevard and Hall Boulevard.

One correction to the bike map was that the bike route on Old Scholls Ferry Road should be extended west to the UGB Boundary. The Committee concurred.

An "Errata Sheet" for the Bike Plan was distributed for incorporation into the plan.

Action Taken: It was moved and seconded to amend the bike map for extension of the route on Old Scholls Ferry Road west to the UGB Boundary. Motion CARRIED unanimously.

It was then moved and seconded to recommend adoption of the Regional Bicycle Plan with corrections as noted on the "Errata Sheet" (which constitutes a portion of these minutes). Motion CARRIED unanimously.

2. ADOPTING THE "CONCEPT PROGRAM" FOR EXPENDITURE OF INTERSTATE TRANSFER FUNDS

Andy Cotugno noted that, according to federal requirements, the Interstate Transfer "Concept Program" identifying projects to be under construction by September 30, 1986 (including PE) must be approved by September 30, 1983. He indicated that the proposed program has been overprogrammed (128 percent, or 35 percent excluding LRT projects) in order to allow for amendments, but pointed out that no new projects will be allowed following the approval deadline. If other funds become available for any of the projects, they will be dropped from the Interstate Transfer Concept Program.

Dick Pokornowski spoke of the role the Regional Planning Council of Clark County has played in the Portland metropolitan area and noted the lack of projects for Clark County in the Concept Program. A letter was distributed requesting consideration of several Clark County projects considered to be of regional merit with regard to the region's industrial base and high-tech potential. Those noted included: West Mill Plain Boulevard (providing access to the Port of Vancouver), 164th Avenue between SR-14 and Ward Road, and the Padden Expressway. In addition, an amended resolution was submitted by Clark County for JPACT consideration.

During discussion of Clark County's request, opposition was raised because the funding is provided from Oregon entitlement funds (from withdrawal of the Mt. Hood and I-505 Freeways), on the basis of the needs of the State of Oregon, lack of participation in the transfer of FAU funds downstate, the statement from FHWA expressing concern over the amount of overprogramming in the Concept Program, and questioning a change in policy that

would allocate such funds to another state. In regard to the amount of overprogramming, Elton Chang indicated that FHWA expects JPACT to be fiscally responsible.

One correction noted for Attachment "A" under "New Projects" (referencing SE Crystal Springs Reconstruction) is that it should correctly read 37th/45th rather than "37th/39th".

Action Taken: It was moved and seconded to recommend approval of the Resolution adopting the "Concept Program" for expenditure of Interstate Transfer funds.

It was moved by Dick Pokornowski to amend the Resolution to include the Clark County projects along with the verbage in Clark County's amended resolution. Motion was seconded by Councilor Etlinger who indicated he favored the inclusion of Clark County projects in the spirit of regional cooperation. In calling for the question on the proposed amendment, the motion FAILED. Those voting for: Pokornowski, Ferguson and Etlinger. Those opposed: Cole, Frewing, Hardt, Lindberg, Lindquist, Myllenbeck and Waker.

In calling for the original motion, it was moved and seconded to amend Attachment "A" of the Resolution to include a new Washington County project -- Farmington Road (widening Murray Boulevard to 209th) for \$2.5 million. Motion CARRIED. Dick Pokornowski dissented, voting in opposition but not because he was against the Washington County project.

In calling for the question on the amended motion, the motion CARRIED. Those voting in favor: Cole, Etlinger, Frewing, Hardt, Lindberg, Lindquist, Mullenbeck and Waker; those opposed: Pokornowski and Ferguson. Commissioner Cole indicated that, if additional transportation money became available for the region, he would be supportive of the Clark County proposal.

3. RATIFYING CHANGES TO THE FEDERAL AID URBAN BOUNDARY AND AMENDING THE FUNCTIONAL CLASSIFICATION SYSTEM AND THE FEDERAL AID URBAN SYSTEM (FAUS)

During review of the Staff Report and Resolution, it was pointed out that item #1, Exhibit "A", should read Gassner Road rather than "Cassner" Road and that item #7, Exhibit "A" (Evergreen Road) should be deleted.

Action Taken: It was moved and seconded to recommend approval of the Resolution ratifying changes to the FAU Boundary and amending the Functional Classification System and the FAU System as corrected. Motion CARRIED unanimously.

4. AMENDING THE FY 83 TIP TO INCLUDE ADDITIONAL SECTION 3 PROJECTS

Tri-Met has applied for grant funding for the following Section 3 "Trade" and "Discretionary" projects which must be included in the FY 83 TIP:

Section 3 "Trade":	Hillsboro Transit Center with Park and Ride Beaverton Transit Center Westside TSM Projects (Lovejoy Ramp and Sylvan Bus Pullout)
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Section 3 "Discretionary": Vintage Trolley Project

Action Taken: It was moved and seconded to recommend approval of the Resolution amending the FY 1983 TIP to include additional Section 3 projects. Motion CARRIED unanimously.

5. OREGON TRANSPORTATION COMMISSION CHAIRMAN VISIT

In response to last month's JPACT recommendation, OTC Chairman Anthony Yturri (including the OTC board) has been invited to Portland to discuss ODOT's Six-Year Program and policies relating to the transportation needs of the Portland metropolitan area. An activity schedule was distributed for the visitation on August 17, noting that transportation-related officials will be invited.

6. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: JPACT Members  
Rick Gustafson  
Don Carlson  
Ray Barker