

MEETING REPORT

DATE OF MEETING: December 9, 1982

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

PERSONS ATTENDING: Members: Charlie Williamson, Dennis Buchanan, Ed Hardt (alternate), Dick Pokornowski, Larry Cole, Al Myers, Robin Lindquist, Corky Kirkpatrick, John Frewing and Jim Fisher & *Robin Lindquist*

Guests: Ted Spence, ODOT; Steve Dotterer, Jerry Markesino, Jan Schaeffer, and Bob Robison, City of Portland; Mrs. Geraldine Ball, DJB, Inc.; Gil Mallery, Regional Planning Council of Clark County; Larry Rice, Washington County; John Price, FHWA; Bebe Rucker, Multnomah County; and Bruce Etlinger, Metro Councilor

Staff: Rick Gustafson, Andy Cotugno, Richard Brandman, T. Keith Lawton, James Giesecking, Jr., Karen Thackston, Peg Henwood, Bill Pettis and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

1. GAS TAX

Andy Cotugno reviewed the current federal lobbying effort for the 5¢ gas tax and briefed the Committee on the various bills being considered. An effort is being made to support proposals for extension of the Interstate Transfer deadline from 1986 to 1990 and to increase the funding level, rollback of the escalation clause of Interstate Transfer funds to July 1, 1980, retention of the current deadline for withdrawal of Interstate segments as 1983, a formula for allocation of Interstate Transfer funds separate from the highway "obligation ceiling", and the need for a total package for highway and transit.

Andy stated that the region representatives are in frequent contact on these considerations through Robert Duncan's lobbying effort. In addition, Vic Rhodes and Bob VanBrocklin (Portland) have been in Washington, D.C. on behalf of the region's lobbying effort.

2. AMENDING THE TRANSPORTATION POLICY ALTERNATIVES COMMITTEE (TPAC) BYLAWS

Andy explained that this amendment to the TPAC bylaws would change the status of membership for Vancouver and Clark County

and add the Clark County Public Transit Benefit Area (C-TRAN) to that of Associate membership.

Action Taken: It was moved and seconded to recommend approval for amending the Transportation Policy Alternatives Committee (TPAC) bylaws. Motion CARRIED unanimously.

3. COMMENTING ON TRANSPORTATION IMPROVEMENT PROGRAM OF REGIONAL PLANNING COUNCIL OF CLARK COUNTY (RPC)

Andy related that part of the agreement between Metro and the Regional Planning Council of Clark County is that each must review and approve the other's TIP each year.

Action Taken: It was moved and seconded to recommend approval of the Resolution commenting on the Transportation Improvement Program of Regional Planning Council of Clark County (RPC). Motion CARRIED unanimously.

4. AMENDING THE TIP TO INCLUDE A NEW PROJECT -- 185TH FROM ROCK CREEK BOULEVARD TO T.V. HIGHWAY

The 185th project is a candidate for funding from the Westside Corridor Reserve and requires a transfer of funds from the Jenkins/158th project. Funding is for PE only and is intended to accelerate the project three to four months. Larry Cole stated for the record that the Washington County Transportation Coordinating Committee had not discussed this project and that he was voting for this amendment providing it wouldn't change the priority arrangements presently planned in Washington County. He stated that the record should be clear in that the project is for PE only and would not replace any other priority.

Action Taken: It was moved and seconded to recommend approval of the Resolution amending the TIP to include a new project -- 185th from Rock Creek Boulevard to T.V. Highway -- with the understanding noted above. Motion CARRIED unanimously.

5. AUTHORIZING IMPLEMENTATION OF THE BICYCLING SAFETY AND ENCOURAGEMENT PROGRAM

Richard Brandman spoke of the process underway to review and update the 1976 Bike Plan. Both the Plan and the Bicycling Safety and Encouragement Program have the same goal of improving bicycle safety. The program is intended primarily to address the issue of bike safety and the shifting of work trips from cars to bikes. In updating the Bike Plan, it is hoped that an integrated system of bike routes and programs for the metropolitan area will be established. Richard then reviewed issues to

be resolved with the citizenry and jurisdictions before a draft plan would be available next spring.

Mr. Brandman indicated that the Bicycle Safety and Encouragement Program is 100 percent grant awarded -- with no match ratio involved. A random sample attitude survey taken by Columbia Research Center determined that there is a broad base of support for the Bicycle Safety Program in the region. The survey indicated a general lack of knowledge on safe driving methods and rules by bicyclists and motorists as well. Mr. Brandman further noted the substantial economical and environmental benefits to be realized from a shift in commuting to bikes, pointing out the fact that any increments gained in the air shed would make it easier for industry to locate in this metropolitan area.

Jan Schaeffer, Bicycle and Pedestrian Program Coordinator for the City of Portland, stated that the purpose of the program is primarily to improve the safety of bicycling while encouraging more people to bike to work and for other transportation purposes. She indicated that this program might be enhanced by the establishment of new bike routes. She then reviewed the three phases of the program: 1) safety education campaign, utilizing public information messages and other media and publication of a regional bicycle map; 2) an employer program (modeled after Tri-Met's Rideshare Program); and 3) encouragement events (to generate new interest in bicycling).

Committee members discussed the need to investigate sources for regional funding for bike planning.

With regard to the provision of bike racks on the backs of buses, it was mentioned that Tri-Met has been approached in the past concerning this and that, from a driver's standpoint, it would be difficult to administer. They are, however, in favor of providing parking for the bicycles at transit stations. During discussion, it was reported that bicycles are presently tolerated on the buses during the off-peak hours.

In general, Committee members felt that the safety campaign should be directed to both the bicyclist and the motorist. It was further suggested that a current map showing routes would be desirable for the citizenry.

Action Taken: It was moved and seconded to recommend approval of the Resolution authorizing implementation of the Bicycling Safety and Encouragement Program. Motion CARRIED unanimously.

6. CITY OF PORTLAND HAZARDOUS MATERIALS REPORT

Bob Robison of the City of Portland Office of Emergency

Management spoke to the Committee of a grant awarded the City for an evaluation of alternative routes for transporting hazardous materials through Portland. A Technical Advisory Committee has been formed to deal with both the routing questions and the emergency response aspect. The Committee is comprised of representatives of the chemical manufacturing/shipping industry, FHWA, State and jurisdictional police, the various jurisdictional fire agencies, the P.U.C., County emergency management personnel, and Metro.

Mr. Robison emphasized the need for the routing of such materials to be coordinated inter-jurisdictionally. His responsibilities are to work with the affected industries and neighboring jurisdictions who might be affected and to work out a system of alternative routes formed by a thorough and systematic safety analysis.

Mr. Robison pointed out that an analysis will only concern those shipments which would require an evacuation or cause serious environmental damage should an accident occur. Criteria factors include accident rate and accident consequence, human judgment, special facilities (such as hospitals), special property (property values), and emergency escape possibilities.

Mr. Robison welcomed any new members to the TAC that would be interested in serving on such a committee, indicating also that the City of Portland would be willing to help other jurisdictions with this type of analysis if requested to do so through their respective fire chiefs.

7. ODOT SIX-YEAR PROGRAM

Ed Hardt, Metro Region Engineer, reported that ODOT is taking a different approach to updating the Six-Year Plan this time and has had several meetings with the various jurisdictions soliciting local input on what the highway program should be in the next six years. Following this solicitation, they'll be considered and prioritized. In the fall, the prioritized projects will constitute the preliminary Six-Year Plan. Thus, the jurisdictions are being given a better opportunity for early input into the program.

8. LAST MEETING FOR MAYOR MYERS AND COMMISSIONER FISHER

Chairman Williamson expressed his appreciation, on behalf of JPACT, to Mayor Al Myers (representing the Cities in Multnomah County) and Commissioner Jim Fisher (representing Washington County) for their past service on JPACT and wished them well in their new endeavors.

Both Commissioner Fisher and Mayor Myers spoke of the opportunity in serving on JPACT and congratulated the Committee on its significant contributing efforts in lobbying for federal funding for this region.

9. RTP PRESENTATION

Copies of the Regional Transportation Plan, adopted by Metro Council in July, 1982, were distributed to JPACT members. Future updates will be presented in the form of inserts for incorporation into the Plan.

In addition, an Executive Summary is being readied for popular distribution in a few months.

10. 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